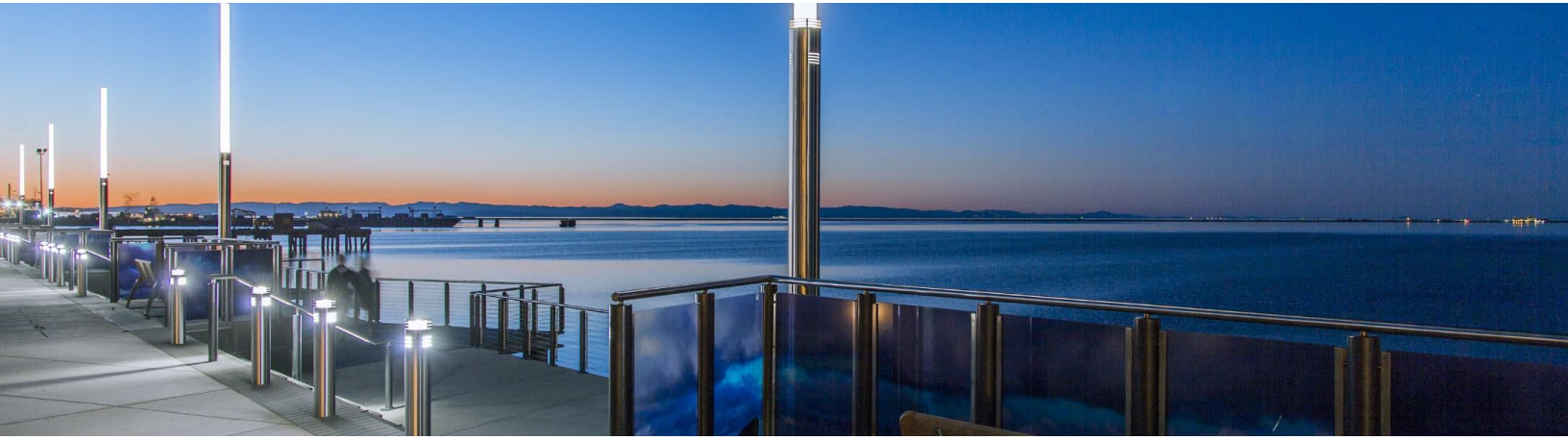

City of Port Angeles

2025-2045 Comprehensive Plan Update

FINAL Environmental Impact Statement

December 2025

Fact Sheet

PROJECT TITLE: City of Port Angeles 2025-2045 Comprehensive Plan Update

PROJECT DESCRIPTION:

The City of Port Angeles is preparing a Comprehensive Plan Update in accordance with the Growth Management Act (GMA). Port Angeles is required to complete its review and update of the Comprehensive Plan elements, development regulations, and Urban Growth Areas (UGAs) by December 31, 2025. As a result of the Comprehensive Plan Update, the City is considering amendments to Comprehensive Plan goals and policies, UGA boundaries, and associated maps. As required by the GMA, the City will formulate a new climate change and resiliency chapter in the Comprehensive Plan.

The purpose of this document is to provide details about how the State Environmental Policy Act (SEPA) Environmental Impact Statement (EIS) will be conducted, identify which components will be evaluated, describe the alternatives (including the preferred) that will be studied and analyzed, and outline the public engagement steps and timeline.

PROJECT LOCATION: City of Port Angeles

PROJECT SCHEDULE: The City is due to complete the Comprehensive Plan Update by December 31, 2025.

SEPA LEAD AGENCY: City of Port Angeles

LEAD AGENCY ADDRESS:

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Fehr & Peers

DATE OF FINAL EIS ISSUANCE: December 9, 2025

PROPOSED DATE OF EIS ADOPTION: December 16, 2025

FINAL EIS AVAILABILITY: https://www.cityofpa.us/937/Vision-2045-Comprehensive-Plan-Periodic-

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Appendix A

Draft EIS Public Comment Matrix

1 Executive Summary

The City of Port Angeles is updating the Comprehensive Plan in accordance with the Growth Management Act (GMA). The GMA also requires that the city consider the potential environmental impacts associated with the Plan update in compliance with the State Environmental Policy Act (SEPA). This summary provides a brief overview of the information considered in this SEPA Environmental Impact Statement (EIS). Chapter 2 contains detailed information on the Preferred Alternative. Chapter 3 contains detailed information on the existing conditions, potential environmental impacts, and mitigation measures for each element of the environment.

1.1 Objectives and Planning Context

The GMA requires that each city and county in Washington state conduct a periodic update of its comprehensive plan and development regulations per the Revised Code of Washington (RCW) 36.70A.130. A comprehensive plan serves as the blueprint for how a city will manage the population and jobs growth over a 20-year period. The City of Port Angeles' previous comprehensive plan was substantially revised in 2016. The City of Port Angeles' Comprehensive Plan update will provide a vision for the future of the community and a roadmap for development. It outlines what the community wants to look like moving forward to 2045, and how to make that collective vision a reality.

1.2 Alternatives Considered in the Draft EIS

The following alternatives were evaluated in the Draft EIS, issued September 18, 2025. The Draft EIS and supporting documents are available at: The Draft EIS is available for download from the City's website at: https://www.cityofpa.us/937/Vision-2045-Comprehensive-Plan-Periodic-

1.2.1 Alternative 1 – No Action

Alternative 1 – No Action analyzed growth under the city's existing land use and zoning and assumes current standards for development city-wide. The No Action alternative represents a continuation of the current practices for the development environment. Alternative 1 – No Action does not take into consideration recent legislation (2023) pertaining to increased densities for housing. It assumes the existing development environment would stay the same, with new development and infill following the current standards.

1.2.2 Alternative 2 – Distributed Growth

Alternative 2 – Distributed Growth would distribute housing and employment growth across the City by expanding and increasing development density and intensity. The main features of the Distributed Growth Alternative are:

- Increased housing capacity in most residential areas, including higher densities permitted in most of the central area north of Laurel Street between Valley Street and Ennis Creek, and in the area west of A Street on the 8th Street and C Street corridors.
- Expansions of where commercial land use is permitted, including expansion of mixed-use zoning on 8th Street west of A Street, west of Lincoln Park near the airport, along Park Avenue near the college, and the golf course.
- Increased density along the Race Street corridor.
- Increased density along 8th Street east of Valley Street.
- Increased opportunities for attached and multiunit housing in residential neighborhoods citywide.
- Redesignating the old Rayonier mill site from Industrial to Mixed-Use zoning.
- Improved multimodal transportation networks.
- Minimal increase in park land.
- Citywide investments in utility infrastructure.
- County-led UGA swap between the Clallam Bay/Sekiu UGA and an unincorporated area immediately west of the Port Angeles West UGA.

1.2.3 Alternative 3 – Focused Growth

Alternative 3 would focus housing and employment growth in the downtown area, as shown in the Alternative 3 Future Land Use Map. The main features of the Focused Growth Alternative are:

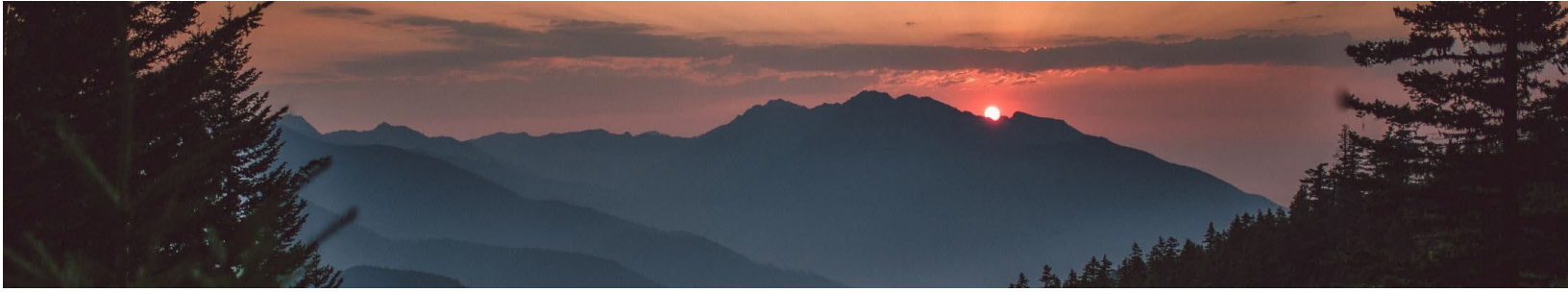
- Increased housing capacity in most residential areas, including higher densities permitted in most of the central area north of Laurel Street between Valley Street and Ennis Creek.
- Expansions of where commercial land use is permitted, including along Park Avenue and near the college and the golf course.
- Increased density along the Race Street corridor.
- Increased density along 8th Street east of Valley Street.
- Increased opportunities for attached and multiunit housing in residential neighborhoods citywide.
- Redesignating the old Rayonier mill site from Industrial to Mixed-Use zoning.
- Minimal growth in all other areas of the City.
- County-led UGA swap between the Clallam Bay/Sekiu UGA and an unincorporated area immediately west of the Port Angeles West UGA.

1.3 Summary of Impacts and Mitigation Strategies

Table 1 Summary of Impacts and Mitigation Strategies

Environmental Discipline		Alternative 1 – No Action	Alternative 2 – Distributed Growth	Alternative 3 – Focused Growth
Land Use	Impacts	• No Comprehensive Plan Update would be in violation of the GMA, which would be a significant and unavoidable adverse impact, exposing the City to legal challenges, potential loss of tax revenue, eligibility for state funding, or other consequences related to non-compliance.	• Includes changes in land use designations for new residential, commercial, and industrial development. • Allows increased housing capacity in most residential areas. • Could create conflicts between new development and existing uses. • Would encourage more development across a larger area placing increased pressure on existing public services.	• Changes would be more contained with more dense development patterns and greater levels of redevelopment and infill as compared to Alternatives 1 and 2. • Less commercial area expansion than Alternative 2.
	Mitigation	• Significant unavoidable impacts for non-compliance with GMA.	• Promote infill development to reduce pressure on areas outside the City and UGAs. • Encourage a minimum mix of housing types, including affordable options, in new subdivisions. • Refine and promote multifamily tax exemption program.	• Same as Alternative 2
Transportation	Impacts	• Front St & 1st St segments on US 101, between S Lincoln St and S Golf Course Rd, would degrade from LOS D to E. US 101 segment between S Golf Course Rd and N Baker St would continue to fail the LOS standard in the future.	• Increased demand over a larger area than Alternatives 1 and 3 could moderate congestion as growth occurs.	• Potentially more strain on the downtown transportation system than Alternatives 1 and 2 but would still meet LOS standards.
	Mitigation	• Prioritize improvements for active transportation. • Work with transit agency to provide bi-directional cross-town and microtransit services. • Revisit the concept of creating an alternative truck route to downtown.	• Same as Alternative 1.	• Same as Alternative 1.

		• Additional evaluation and mitigation as development occurs.		
Public Services & Utilities	Impacts	• Need an additional 4 police to meet the LOS standard. • Need an additional 14 firefighters to meet the LOS standard. • Upgrades to the stormwater conveyance system, and potentially a new regional facility required to accommodate growth and prevent flooding of the stormwater system. • Insufficient conveyance capacity in combined wastewater system.	• Same as Alternative 1.	• Same as Alternative 1.
	Mitigation	• Prioritize system rehabilitation and replacement to avoid compounding existing deficiencies.	• Prioritize system rehabilitation and replacement to avoid compounding existing deficiencies. • Implement projects from the Capital Facilities Plan.	• Same as Alternative 2.
Hazard Mitigation & Climate	Impacts	• New development would be at risk from hazards exacerbated by climate change. • No Climate Element would be adopted and there would be no goals or policies in place to increase climate resilience.	• New development would be at risk from hazards exacerbated by climate change. • Adoption and implementation of goals and policies in the Climate Element would make the City more resilient to climate change.	• Same as Alternative 2.
	Mitigation	• None available.	• Implement measures identified in the Climate Resiliency Plan, Climate Resiliency Implementation Plan, and the Multi-Jurisdictional Hazard Mitigation Plan	• Same as Alternative 2.



2 Project Description

2.1 Introduction

The City of Port Angeles is preparing the Vision 2045 Comprehensive Plan Update in accordance with the Growth Management Act (GMA). Port Angeles is required to complete its review and update of the Comprehensive Plan elements, development regulations, and Urban Growth Areas (UGAs) by December 31, 2025. As a result of the Comprehensive Plan Update, the City is considering amendments to the Comprehensive Plan goals, policies, and associated maps. As required by the GMA, the City will draft a new chapter on hazard mitigation and climate resiliency for the Comprehensive Plan. Development regulations (zoning, critical areas ordinance, etc.) may also be amended. The Draft Environmental Impact Statement (EIS) studied a "No Action Alternative" and two action alternatives. After consideration of that analysis and public comments received on the Draft EIS, a Preferred Alternative was chosen, which will be integrated into the Comprehensive Plan and associated development regulations. The potential environmental impacts of development under the Preferred Alternative are presented in this Final EIS. The Comprehensive Plan is expected to be adopted by the City Council in December 2025.

2.2 Scope of the Environmental Review

The City of Port Angeles published a Determination of Significance and Scoping Notice on April 1, 2025. Agencies, affected Tribes, and members of the public were invited to comment on the scope of the EIS, including potential project alternatives, probable significant adverse impacts, and mitigation measures. The scoping comment period ended on April 30, 2025. Port Angeles received 3 scoping comments, including a letter from the Port Angeles Association of Realtors and two letters from members of the public. Scoping comments specific to the contents of the EIS and the SEPA process included:

- Documentation of the SEPA process should be made available, including the full materials provided during the open house.
- The EIS should include a cost-benefit analysis and cover economic, fiscal, and social impacts.
- Vacant buildings downtown should be addressed.
- Maps in the DEIS should show existing and future urban growth boundaries.

Port Angeles considered the scoping comments throughout the development of the environmental analysis included in this EIS. Documentation of the SEPA process has been made available at https://cityofpa.us/937/Vision-2045Comprehensive-Plan-Periodic-. Economic impacts are outside the scope of SEPA but were considered in development of the Comprehensive Plan.

2.3 Objectives and Planning Context

The Comprehensive Plan is the basis upon which local governmental decisions are to be made. It sets forth the City's goals and policies and visualizes directions the City will take over the next two decades. The

Comprehensive Plan goals are expressed as broad statements of intent that will fulfill the vision of what the city intends to become or how the City should look or feel in the future. The goals in the Comprehensive Plan are supported by policy statements that usually include the word should. The policy statements are directive and provide a basis for decision-making and establish a principal of wise management leading to achievement of a goal. Objectives are statements of specific actions that when taken will result in the realization of a goal.

The Comprehensive Plan is a long-term strategy that will outline the community's vision, identity, and development strategies for the next 20 years. It will also guide decisions on key issues, such as:

- Housing accessibility and equity;
- Local economic development, business establishment and retention, and employment opportunities;
- Future land use mapping and zoning practices;
- Utility development and ongoing maintenance;
- Park and recreation access;
- Neighborhood services;
- Environmental protection and climate resiliency; and
- Transportation access and continuity

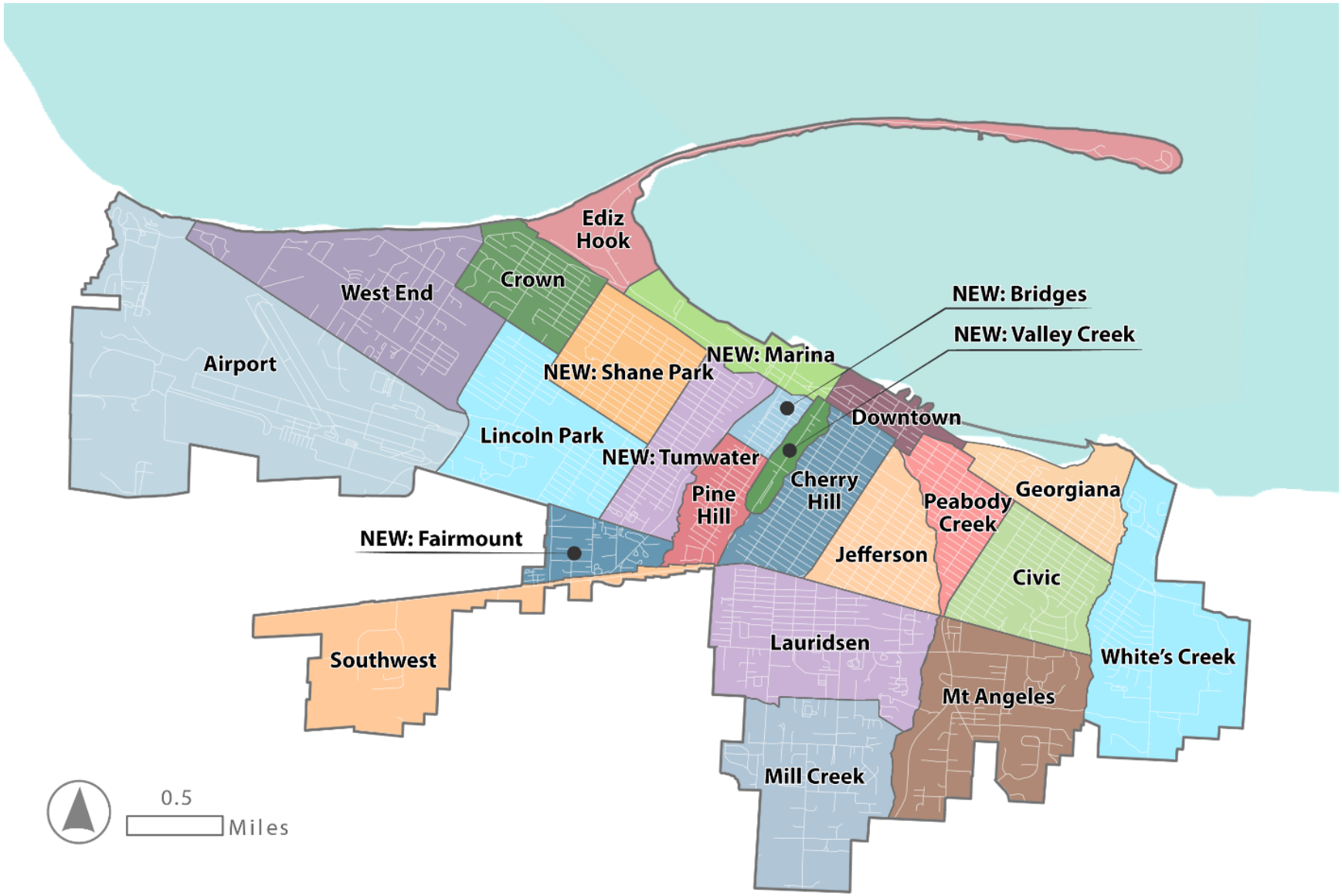
The City's Vision Statement says:

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.

2.3.1 Study Area

Poised at the northern edge of the Olympic Peninsula in Clallam County, the City of Port Angeles serves as a major cultural and economic hub in the area. The city's 10.7 square miles, or 6,856 acres, are framed by the Strait of Juan de Fuca to the north and the Olympic Mountains to the south, giving the community a unique natural setting. The City's planning areas are made up of 23 neighborhoods, as shown in Figure 1. The Comprehensive Plan Land Use Appendix describes these areas in more detail.

Figure 1 Proposed City Neighborhood Boundary Map



2.3.2 Projections of Growth

Understanding future population and employment growth is essential for community planning. The Port Angeles population has grown an average of 0.4% annually since 2000, compared to 0.9% for Clallam County and 1.3% for Washington State. The state Office of Financial Management (OFM) has projected a 5% growth rate for Clallam County over the next 20 years, which is higher than the growth rates to date.

Clallam County is leading a collaborative process to "allocate" population growth to Port Angeles, Sequim, Forks, and rural areas. The forecasts and growth targets for Port Angeles used throughout the comprehensive planning process inform future actions on land use, infrastructure, housing, economic development, and transportation. Table 2 shows both the current and projected population, housing, and employment targets for Port Angeles.

Table 2 Population, Employment, and Housing Growth Targets

	2020[1]	2024[2]	2045 Projection[3]
Population	19,960	20,410	23,110
Housing Units	9,567	9,718	11,668
Jobs	8,884	8,884	9,851

[1] 2020 Decennial Census, U.S. Census Bureau.

[2] April 1, 2024, estimates, Washington State Office of Financial Management.

[3] 2024-2045 Land capacity analysis, Clallam County.

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

2.4 Preferred Alternative

The Preferred Alternative was developed based on the Draft EIS Alternative 2 Distributed Growth. The planning efforts incorporated findings from other planning processes running concurrently with the Comprehensive Plan update. These efforts include, but are not limited to, updating the various elements of the Comprehensive Plan, a new Climate Resiliency and Hazard Mitigation element, a Housing Needs Assessment, a Racially Disparate Impacts Analysis, a Housing Action Plan update, a Land Capacity Analysis, an Economic Development Report related to potential Western Urban Growth Area modification, and the Capital Facilities Plan (CFP).

The Preferred Alternative would distribute housing and employment growth across the City by expanding and increasing development density and intensity, as shown in the Port Angeles Future Land Use Map (Figure 2). The main features of the Distributed Growth Alternative are:

- Increased housing capacity in most residential areas, including higher densities permitted in most of the central area north of Lauridsen Boulevard between Valley Street and Ennis Creek, and in the area west of A Street on the 8th Street and C Street corridors.
- Expansions of where commercial land use is permitted, including expansion of mixed-use zoning on 8th Street west of A Street, west of Lincoln Park near the airport, along Park Avenue near the college, and the golf course.
- Increased density along the Race Street corridor.
- Increased density along 8th Street east of Valley Street.
- Increased opportunities for attached and multiunit housing in residential neighborhoods citywide.
- Redesignating the old Rayonier mill site from Industrial to Mixed-Use zoning.
- Improved multimodal transportation networks.
- Minimal increase in park land.
- Citywide investments in utility infrastructure.
- County-led UGA swap between the Clallam Bay/Sekiu UGA and an unincorporated area immediately west of the Port Angeles West UGA.

The Preferred Alternative includes a UGA swap, as allowed in RCW 36.70A.110(8). "A UGA swap refers to the process by which a county can modify a UGA boundary by removing one area and adding another area. This process allows for removing areas that will not develop with urban growth" (DOC 2025). The City of Port Angeles is coordinating with Clallam County to plan for a potential UGA swap between the Clallam Bay/Sekiu UGA and an unincorporated area immediately west of the Port Angeles West UGA (Figures 3 and 4). Although the areas planned for the UGA swap are under the jurisdiction of the County, the City of Port Angeles would include the new UGA area within its service area.

Figure 2 Final Alternative Future Land Use Map

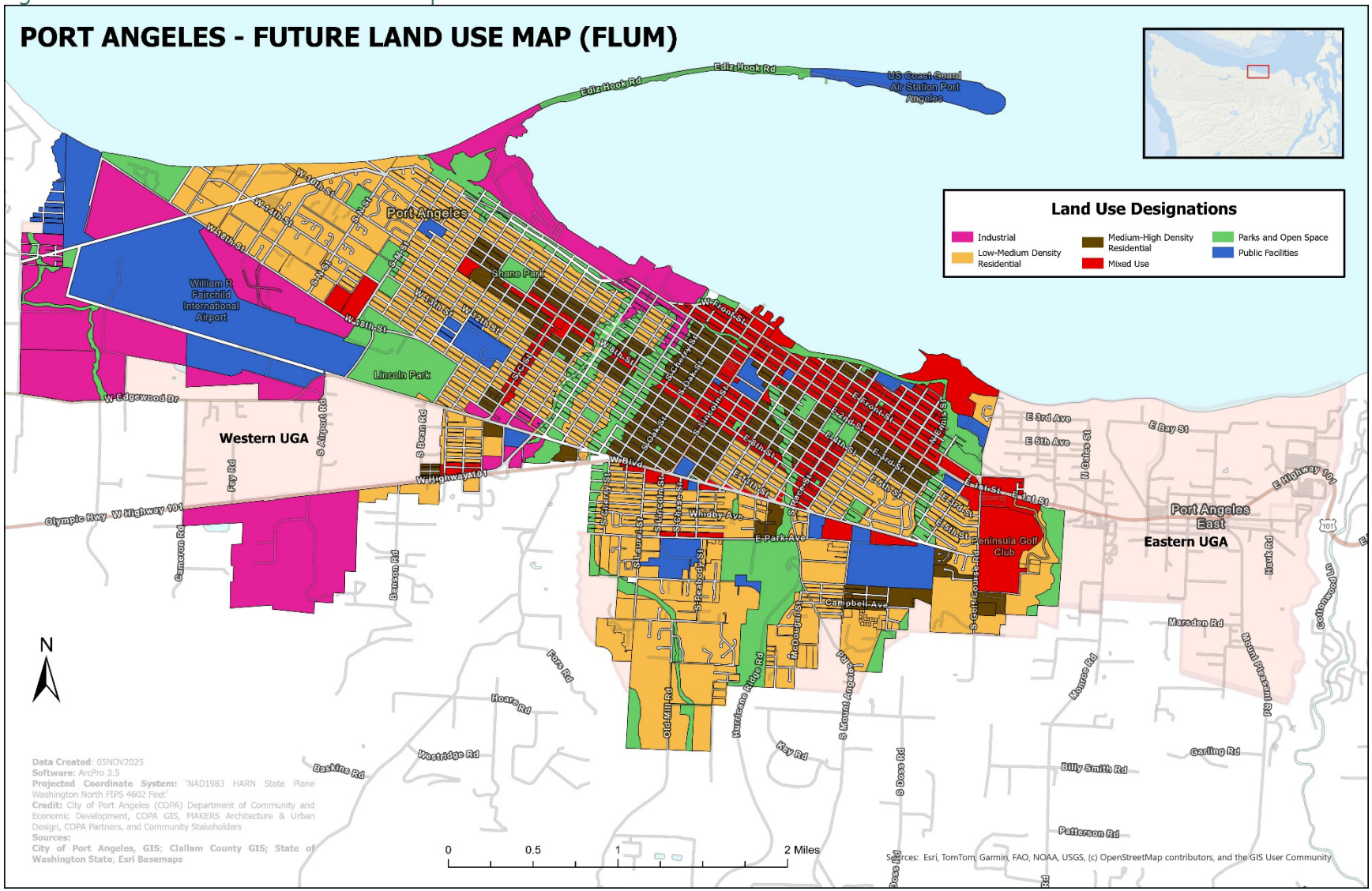


Figure 3 Proposed UGA Swap Areas

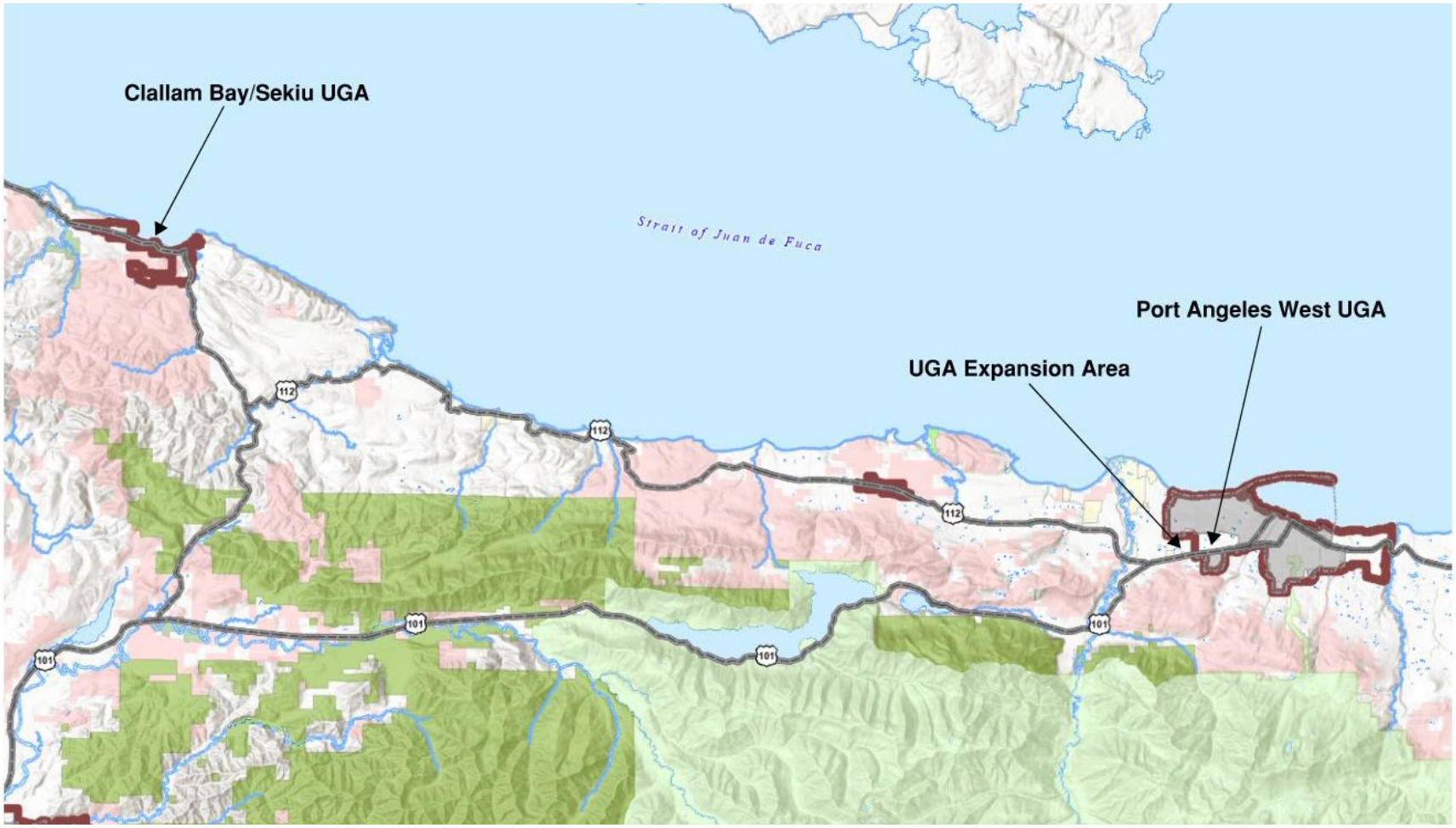
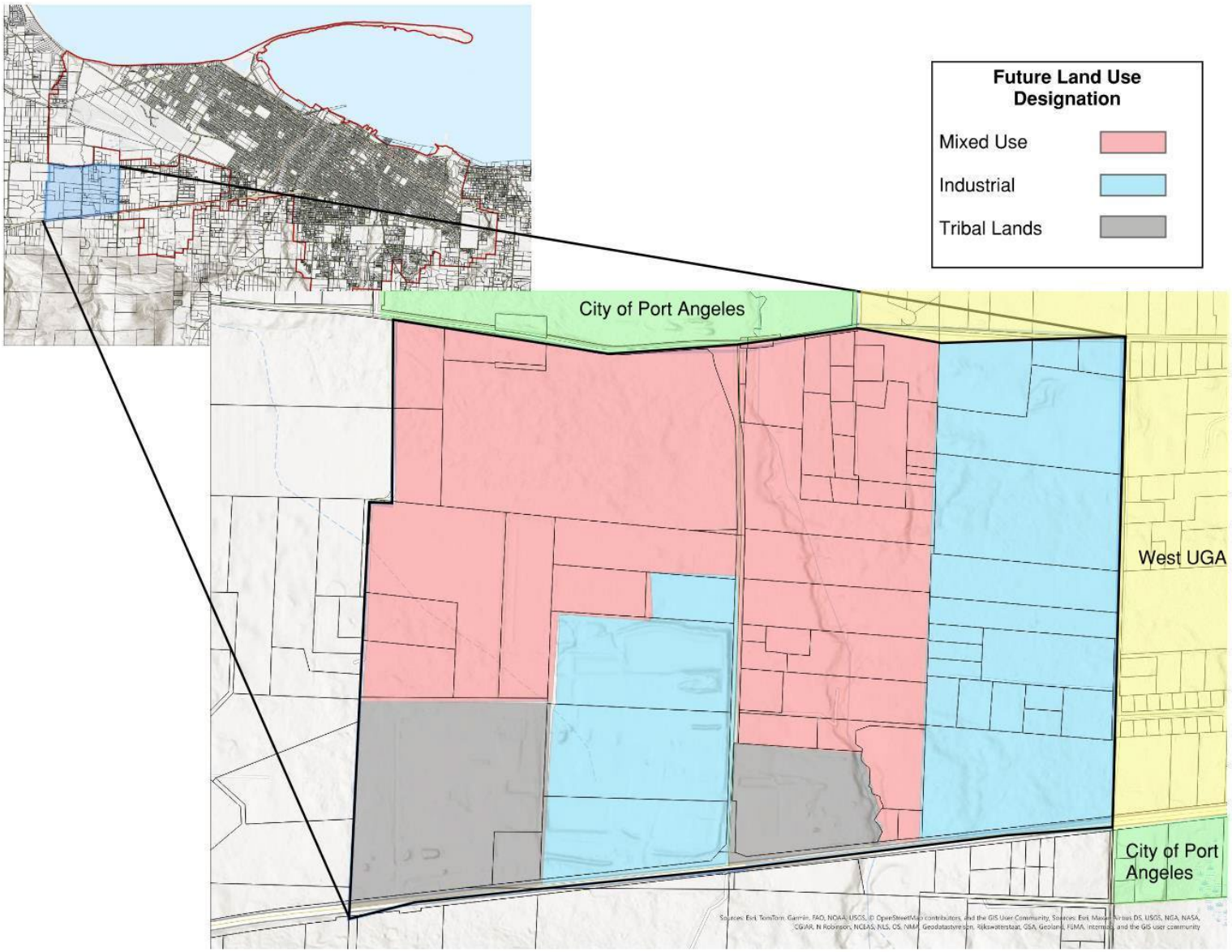


Figure 4 UGA Swap Detail Map and Proposed Land Use Designations



3 Existing Conditions, Impacts, and Mitigation Measures

3.1 Land Use

This section summarizes the affected environment, including the current land use plan and policy framework, and current land uses within the City. It also provides a description of the potential impacts of implementing the Preferred Alternative on land uses in the city.

3.1.1 Existing Conditions

Regulatory Framework

Washington State Growth Management Act (RCW 36.70A) adopted in 1990, provides a coordinated framework for sustainable planning by requiring comprehensive plans and development regulations that guide growth, protect resources, and support infrastructure.

The GMA requires that every Comprehensive Plan include a housing element that "Identifies sufficient capacity of land for housing including, but not limited to, government-assisted housing, housing for moderate, low, very low, and extremely low-income households, manufactured housing, multifamily housing, group homes, foster care facilities, emergency housing, emergency shelters, permanent supportive housing, and within an urban growth area boundary, consideration of duplexes, triplexes, and townhomes" (RCW 36.70A.070(2)(c). RCW 36.70A.070(2)(e) requires jurisdictions to assess housing policies that may have a racially disparate or exclusionary effect on the local population and address patterns of disinvestment. Local governments must also identify displacement risk and establish policies to prevent displacement.

The Shoreline Management Act (SMA) (RCW 90.58), adopted in 1971, governs shoreline use to protect ecological functions, promote public access, and encourage water-oriented development through locally tailored, state-approved Shoreline Master Programs (SMPs).

The City of Port Angeles Shoreline Master Program, last updated in 2021, regulates shoreline development through policies, environmental designations, and development standards that promote responsible use, public access, and resource protection, and is overseen by the Washington State Department of Ecology.

House Bill (HB) 1220, enacted in 2021, amends the GMA to require jurisdictions to plan for and accommodate affordable housing. It requires comprehensive plans to include an inventory and analysis of housing needs for various income levels, including emergency shelters and permanent supportive housing. It also requires identifying sufficient land and zoning capacity for these housing types. Additionally, the bill

directs jurisdictions to consider policies that encourage the construction of accessory dwelling units (ADUs) to meet affordable housing goals.

HB 1337, enacted in 2023, aims to expand housing options by reducing barriers to the construction and use of ADUs. The legislation requires cities and counties planning under the GMA to permit ADUs within their UGAs. It also prohibits certain restrictive regulations and allows local governments to offer incentives for ADU development. Key provisions of HB 1337 include limiting impact fees for ADUs to no more than 50% of those for the principal unit, eliminating owner-occupancy requirements, and permitting at least two ADUs per lot in single-family zones in UGAs.

The City of Port Angeles Municipal Code (PAMC) (Title 17 – Zoning) establishes land use designations, allowable uses, and development standards.

PAMC Title 14 Buildings and Construction, Title 16 Subdivisions, and Title 17 Zoning regulate the development of housing in the city. In addition, Title 15 Environment includes regulations that affect where new housing can be built, such as the critical areas ordinance included in Chapter 15.20 Environmentally Sensitive Areas Protection.

Land Use

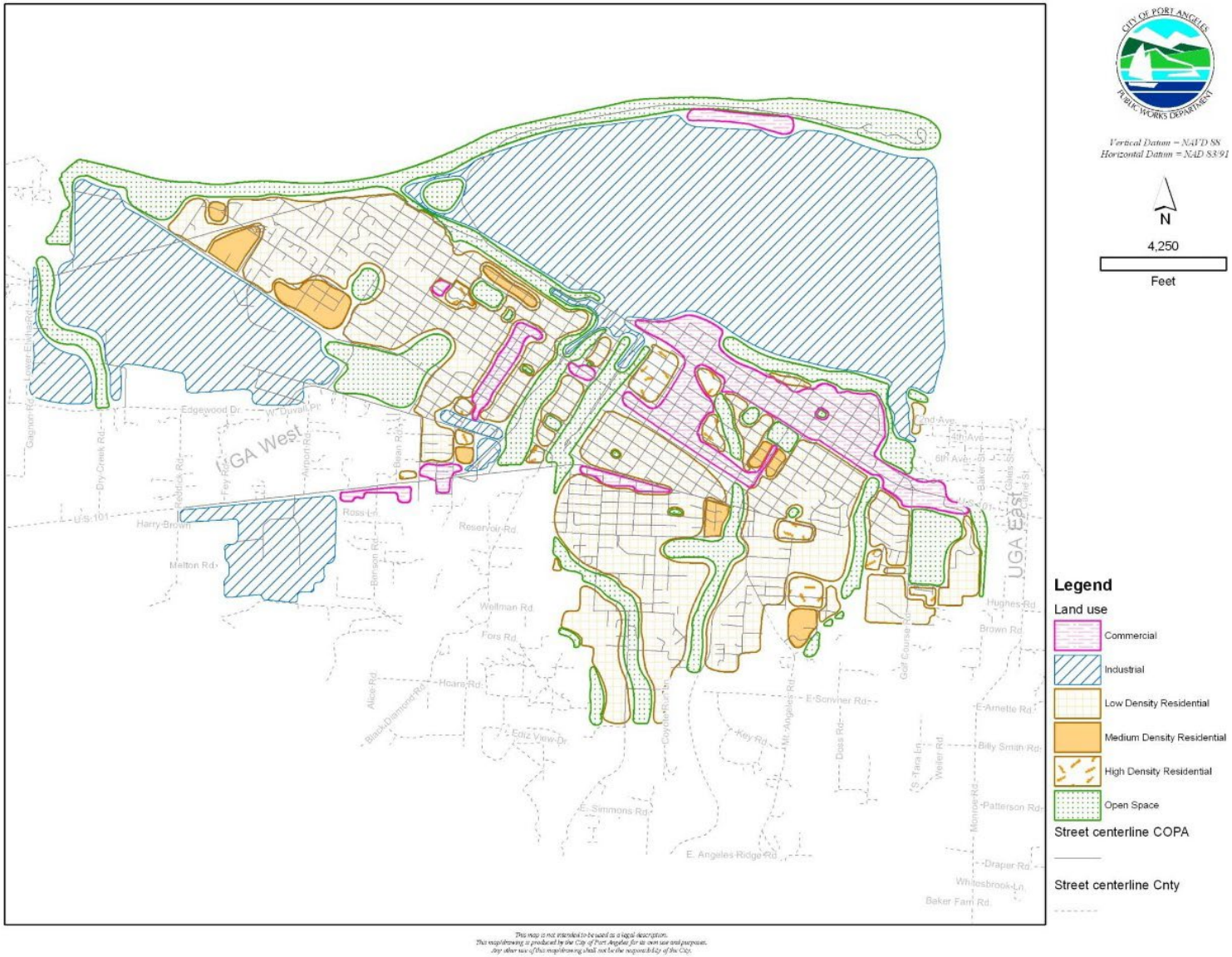
The Land Use Element establishes City policy regarding how land may be developed. The Comprehensive Plan Land Use Map illustrates the desired development pattern for the city. There are six existing comprehensive plan land use categories:

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

These categories and their associated areas are configured in coordination with a wide range of planning considerations, including population projections and a developable lands inventory, per GMA requirements. The City's current Comprehensive Land Use map is shown in Figure 5.

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.

Figure 5 Port Angeles' Existing Land Use Map



Zoning

PAMC Title 17 establishes 20 zoning designations. The City of Port Angeles contains residential areas, industrial areas and commercial areas with a fairly well-defined Central Business District (CBD). The current city zoning is shown in Table 3 and Figure 6.

Table 3 Current Zoning Designations

PAMC Zoning Code Section	Abbreviated Designation	Zone Classification
17.10	R7	Residential, Mixed Density
17.11	R9	Residential, Low Density
17.12	R11	Residential, Low Density
17.13	RTP	Residential Trailer Park Overlay Zone
17.14	RMD	Residential, Medium Density
17.15	RHD	Residential, High Density
17.19	PRD	Planned Residential Development Overlay Zone
17.20	CO	Commercial, Office
17.21	CN	Commercial, Neighborhood
17.22	CSD	Community Shopping District
17.24	CBD	Central Business District
17.25	CR	Commercial, Regional
17.30	IP	Industrial Park
17.31	PID	Planned Residential Development Overlay Zone
17.32	IL	Industrial, Light
17.34	IH	Industrial, Heavy
17.36	IM	Industrial, Marine
17.40	PBP	Public Building - Park
17.44*	PLID	Planned Low Impact Development Zone
17.45*	IOZ	Infill Overlay Zone

Shorelines of the State

The SMA focuses on shoreline use, environmental protection, and public access. The City of Port Angeles implements the SMA through its SMP. The Port Angeles SMP provides shoreline designations and regulations for the City's shorelines in compliance with the requirements of the SMA. As stated in the Port Angeles SMP (2021), the shoreline jurisdiction includes areas that are 200 feet landward of the ordinary high-water mark (OHWM) of waters that have been designated as "Shorelines of Statewide Significance" or "Shorelines of the State." The Shorelines of the State are the marine waters of the Port Angeles Harbor and the Strait of Juan de Fuca, extending north to the international boundary, and the tidally influenced portions of Valley, Tumwater, Peabody, and Ennis Creeks. The Shorelines of Statewide Significance include the portion of the Strait of Juan de Fuca lying seaward from the line of extreme low tide north to the border with Canada. The Shoreline Environment Designations map is shown in Figure 7.

Figure 6 2024 Zoning Map

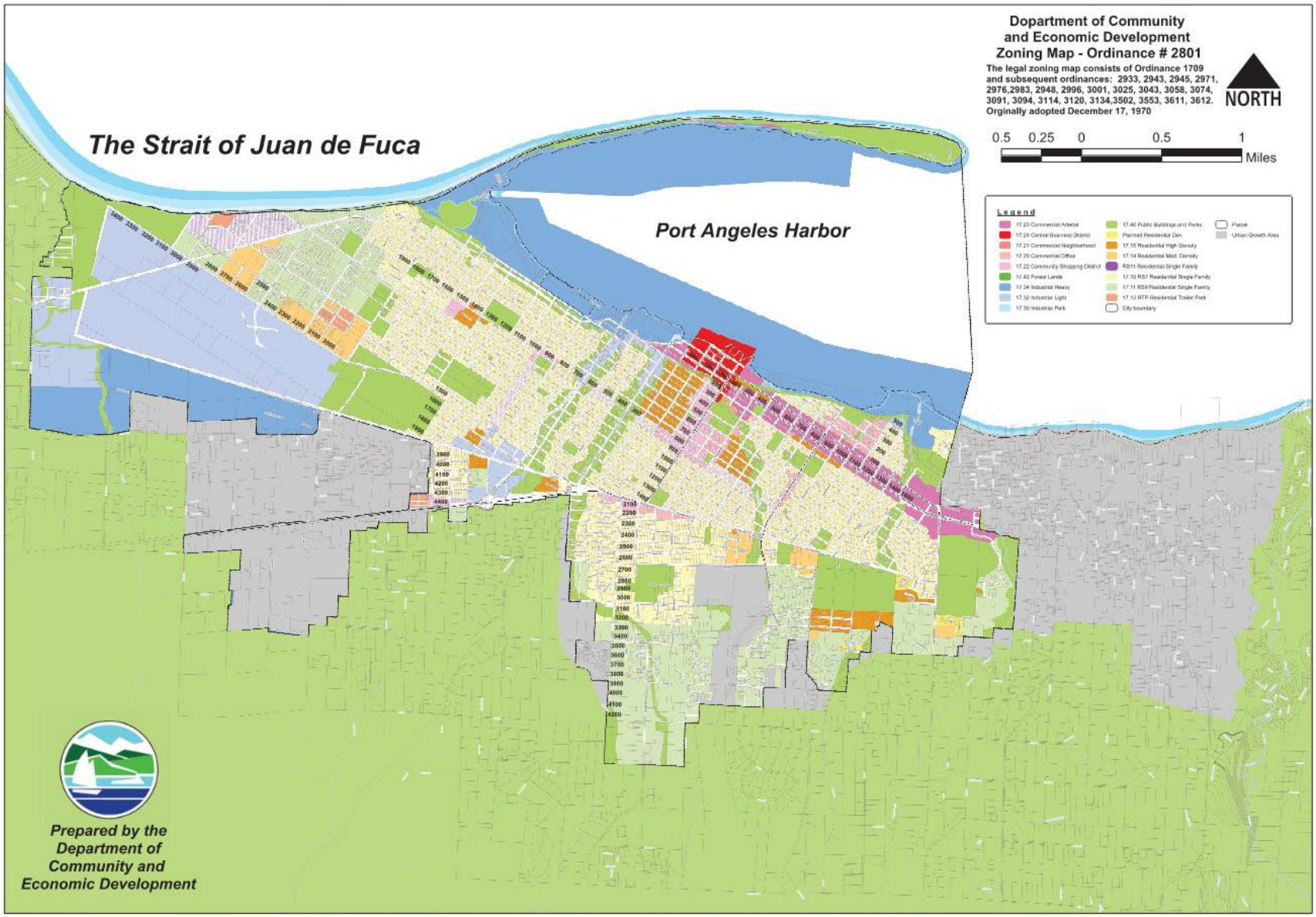
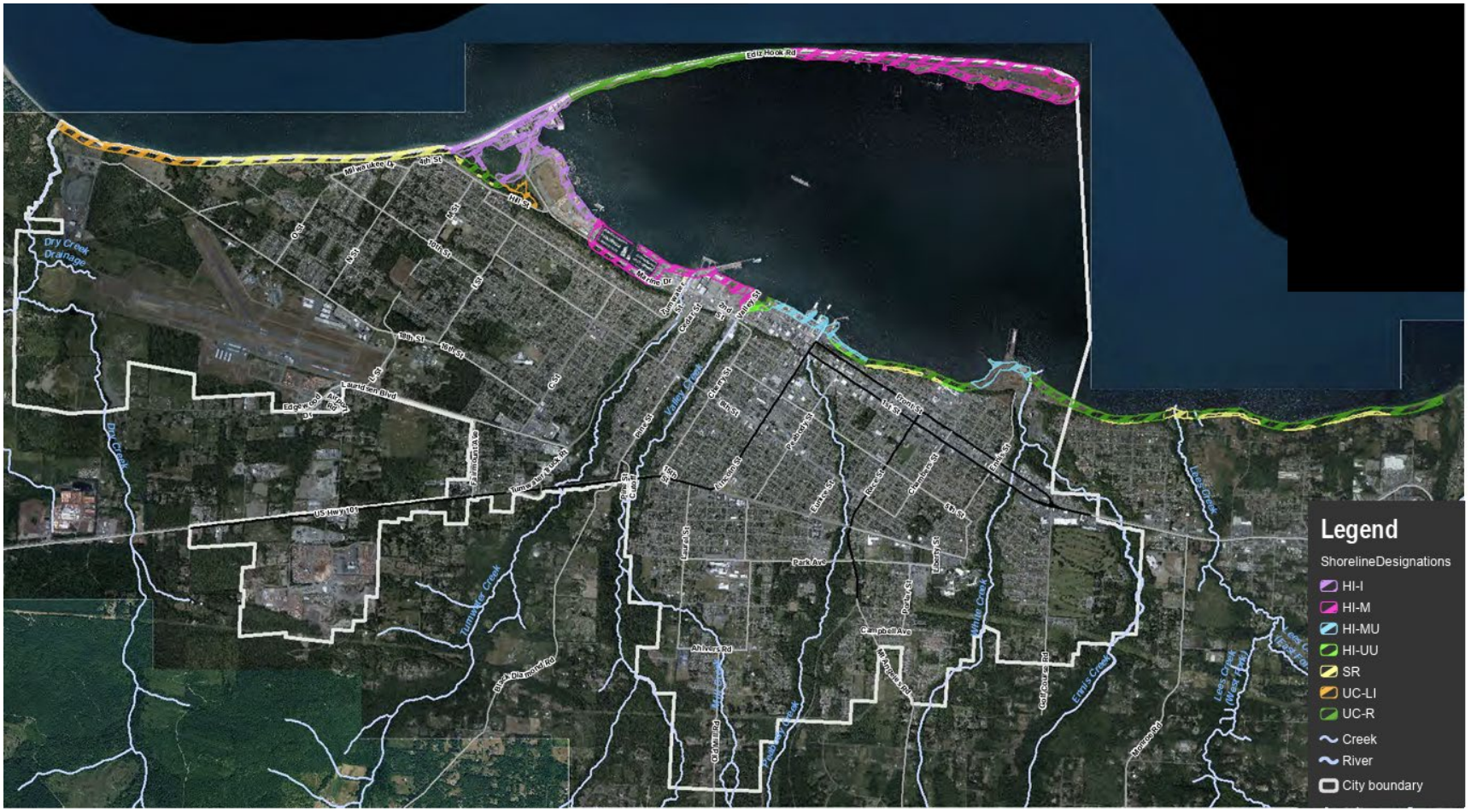


Figure 7 Shoreline Environment Designations



Population

According to OFM, as of 2024, there were an estimated 20,410 residents in Port Angeles. Since the 2020 Census, the city's population has grown by about 2.25 percent. The population grew rapidly in the 1950s and 60s but has slowed since the 1970s. After the permanent closure of the Fiberboard paper mill in 1970, the city, which had previously experienced rapid growth, entered a period of slower growth, with annual rates ranging from 0.02 to 0.84 percent. Clallam County projects that the city's population will grow to 23,369 by 2045, and that unincorporated Port Angeles' urban growth area (UGA) population will reach 3,301. Therefore, the total population of the City of Port Angeles and the associated unincorporated UGA is projected to be 26,670 by 2045. The City's population has grown at a slower rate (6.5%) than Clallam County (7.4%) and Washington State's total population (14.7%) over the past decade.

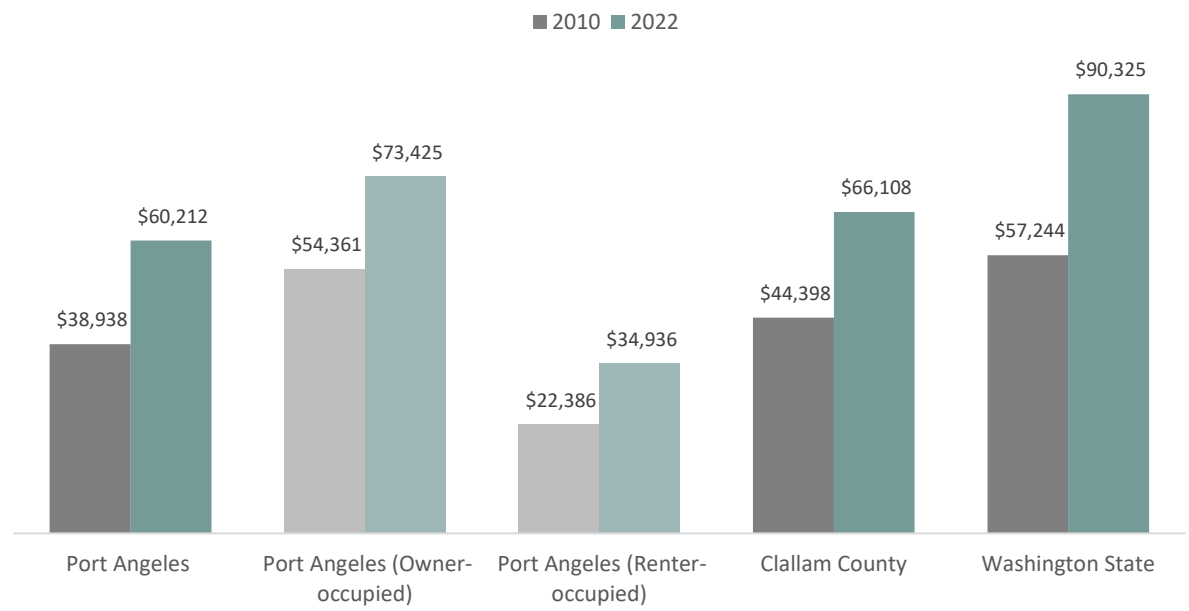
Housing

A Housing Needs Assessment (HNA) was prepared as part of the background analysis for updating the Housing Element of the City of Port Angeles 2025 Comprehensive Plan Update, as required by the GMA under RCW 36.70A.130. The HNA identifies current and future housing needs to serve all income demographics of the community and analyzes potential gaps in housing supply, type, and affordability (Leland Consulting Group 2024).

As of the 2022 American Community Survey (ACS), there were 9,087 households in Port Angeles, with an average of 2.2 people per household. This is larger than Clallam County's 2022 average household size of 2.1 and smaller than the 2022 statewide average of 2.5.

In Port Angeles, renters account for a significant share of households and face a higher risk of housing instability due to factors such as rent increases, lower incomes, and higher cost burdens. Households that own their homes in Port Angeles have a median income twice that of renter households, as shown in Figure 8. This demonstrates potential affordability concerns for rental households.

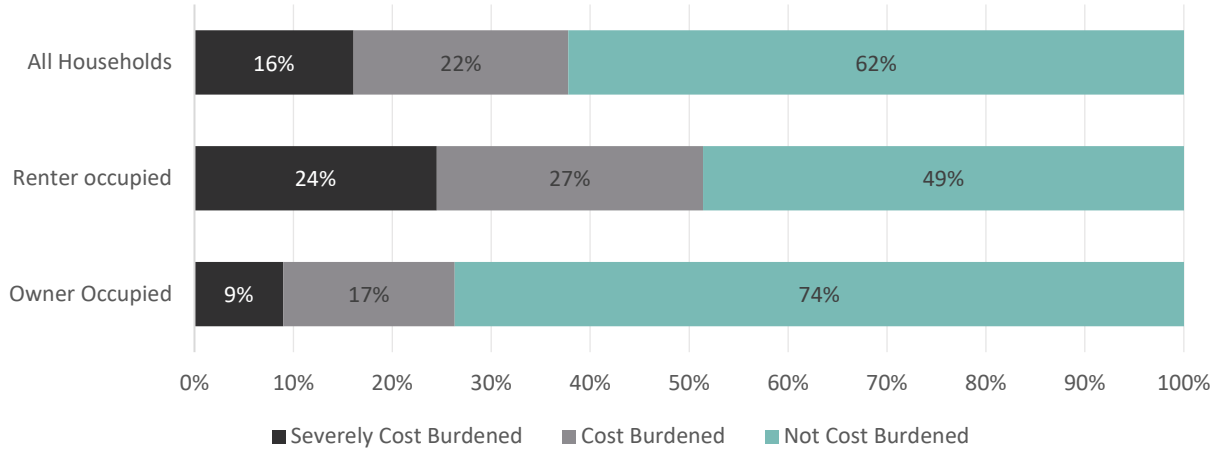
Figure 8 Median Household Income Comparison



Source: Housing Needs Assessment (Leland Consulting Group 2024); U.S. Census Bureau 5-Year ACS, Table S2503.

A household is considered "severely cost-burdened" if it spends more than 50 percent of its income on housing. Figure 9 shows Port Angeles' households broken down by cost burden and tenure. Overall, 38% of households are cost-burdened, and 16% are severely cost-burdened. Renters face higher levels of cost burden, with half of renter households spending more than 30 percent of their income on housing. This shows a need for more affordable rental housing in the city.

Figure 9 Cost Burdened Households by Tenure

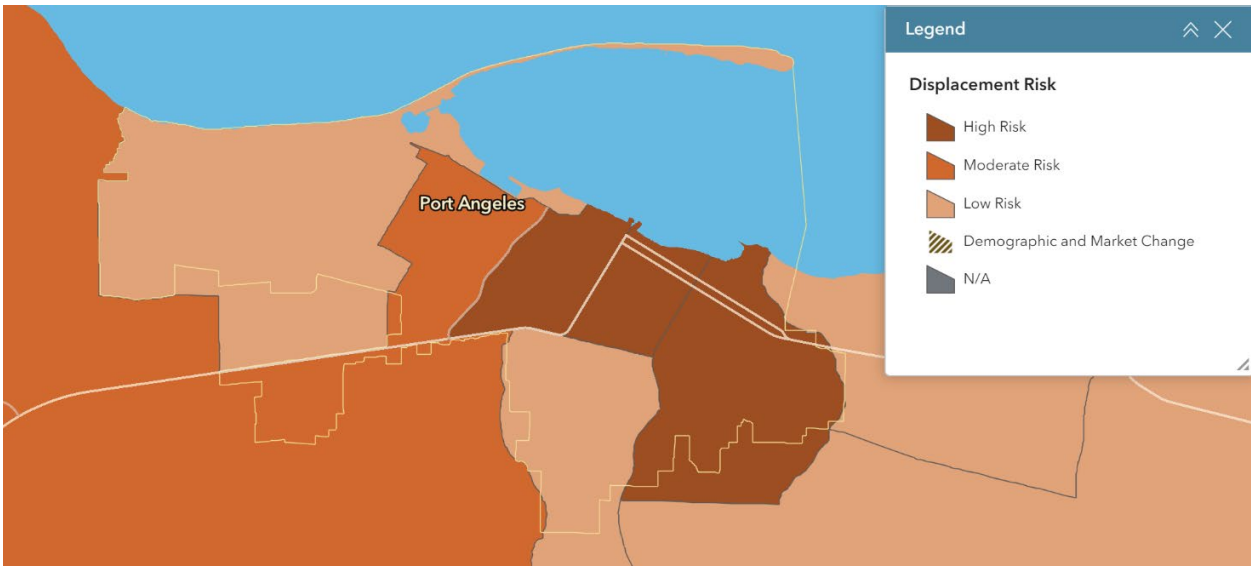


Source: Housing Needs Assessment (Leland Consulting Group 2024); 2016-2020 HUD Comprehensive Housing Affordability Strategy

Displacement Risk

According to the Washington Department of Commerce's draft Displacement Risk Map, most of the Port Angeles census tracts in the east face a high risk of displacement (Figure 10). Overall, this is one of the highest concentrations in the county. Along with the low median income compared to the county and the state figures and the high-cost burden on housing, this indicates a need for additional housing that at-risk residents can afford.

Figure 10 Displacement Risk Map for Port Angeles

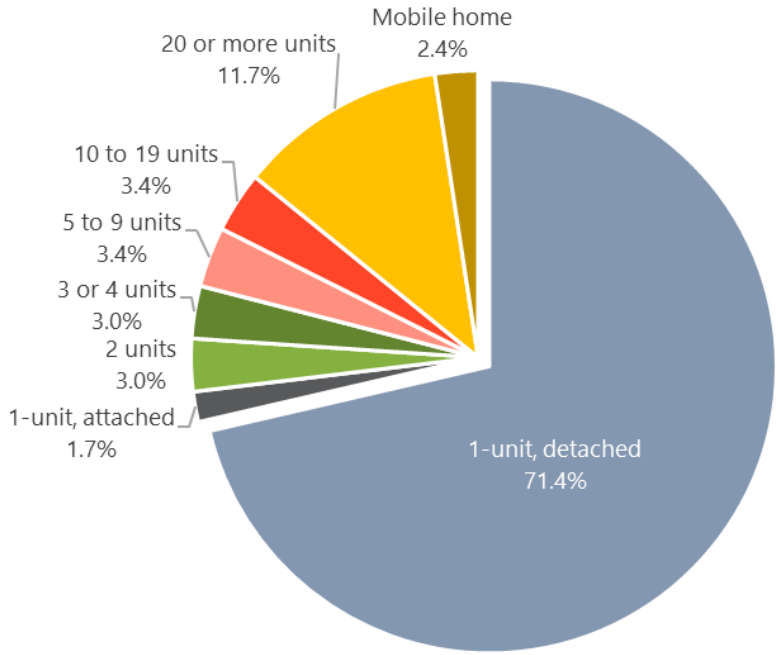


Source: Housing Needs Assessment (Leland Consulting Group 2024); Washington Department of Commerce Draft Displacement Risk Map.

Housing Supply

Port Angeles had 9,930 housing units in 2022 according to the latest American Community Survey 5-year estimate. The breakdown of units by type is shown in Figure 11. Although these numbers are similar to the rest of Clallam County and Washington State, a lack of housing diversity can create barriers to housing for some segments of the population, such as older adults who wish to downsize, first-time homebuyers who cannot afford a large home, and renters.

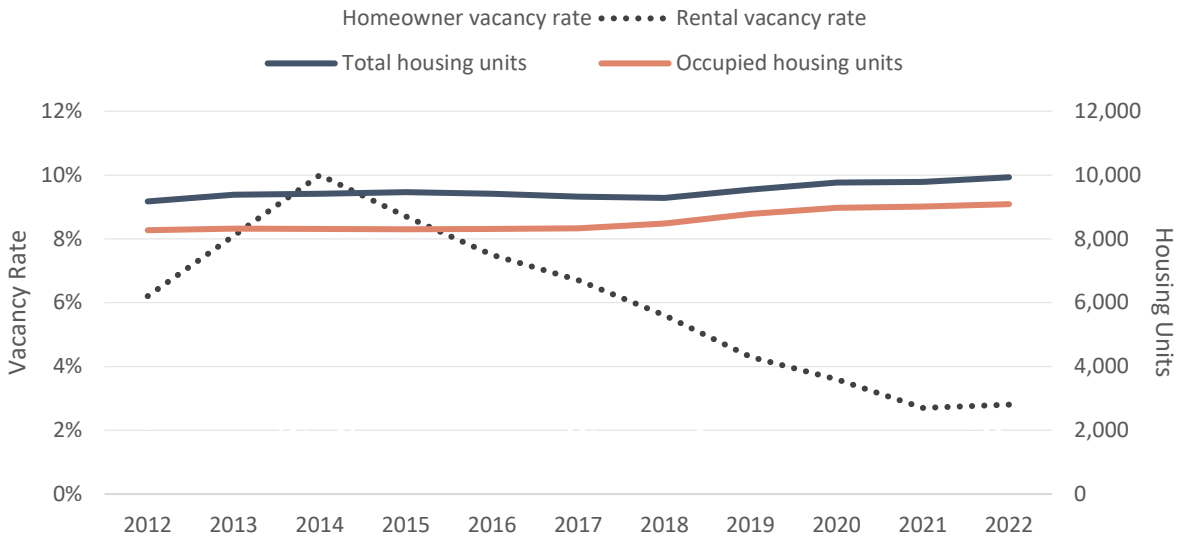
Figure 11 Housing Unit Types, 2022



Source: Housing Needs Assessment (Leland Consulting Group 2024); U.S. Census Bureau 2022 American Community Survey 5-Year Estimates, Table DP04

Although ownership vacancy rates have remained relatively consistent over time, rental vacancy rates have dropped steadily since 2014, from 10% in 2014 to 2.8% in 2022 (Figure 12). This trend indicates increased demand for apartments in the city, and likely an undersupply. Low vacancy rates can make it harder for workers to find housing, making it harder for local employers to recruit and retain workers, and drive up housing costs, exacerbating overall housing insecurity. The current vacancy rates for both rental and owner-occupied housing are below the "healthy" range of 5% to 6%. This demonstrates a need for more housing production in the city to keep up with demand and help improve housing affordability.

Figure 12 Housing Vacancy Rates in Port Angeles, 2012-2022

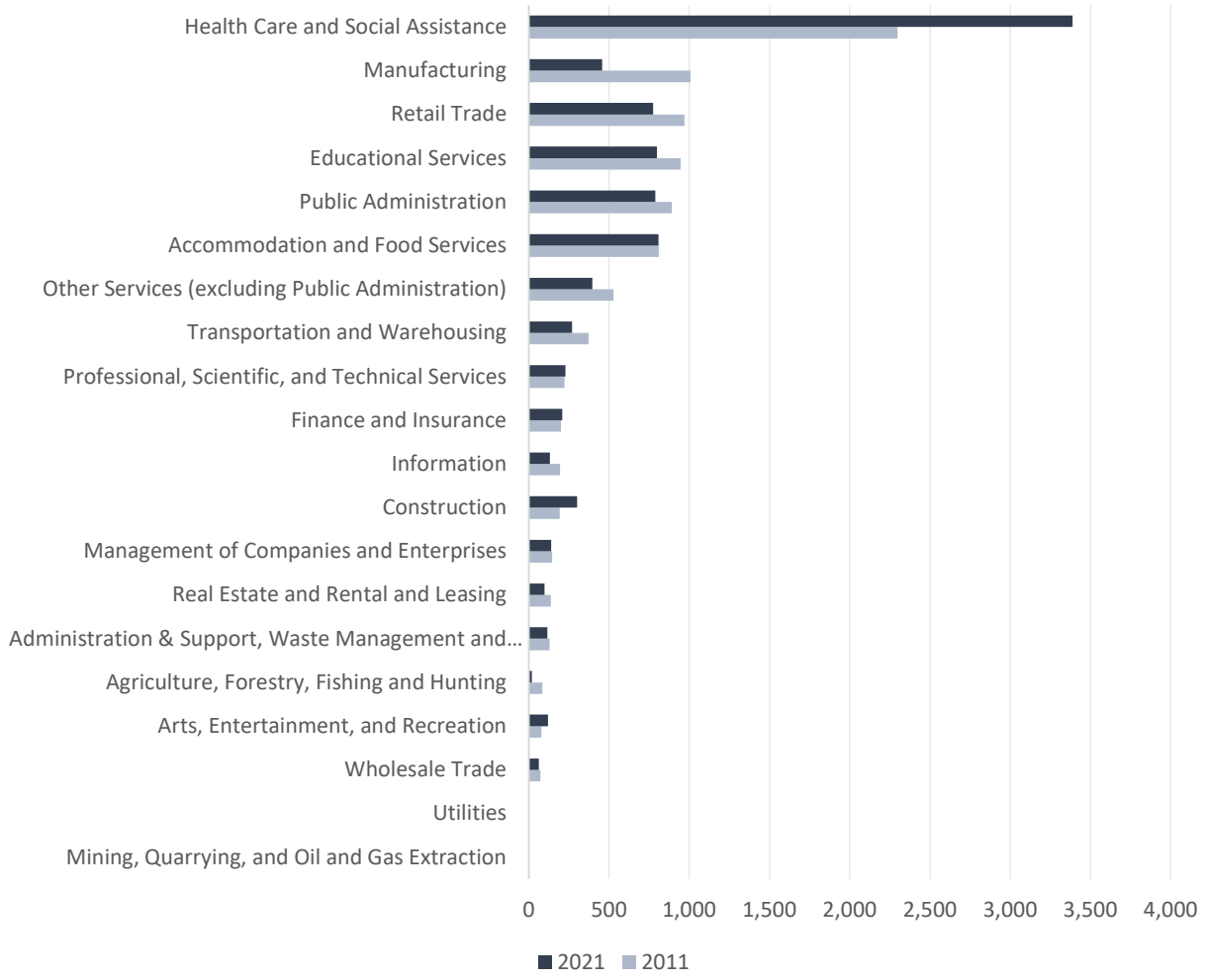


Source: Housing Needs Assessment (Leland Consulting Group 2024); U.S. Census Bureau 2022 American Community Survey 5-Year Estimates, Table DP04.

Employment

According to the latest Census/LEHD data, there were 9,102 jobs in Port Angeles in 2021. Figure 13 shows employment by the job sector for the top ten sectors. The top industry in the city as of 2021 is healthcare and social assistance, which has grown by almost 50 percent over the past decade and represents 37 percent of all jobs in the city. Other top employment sectors include accommodation and food services, education, retail, public administration, and manufacturing.

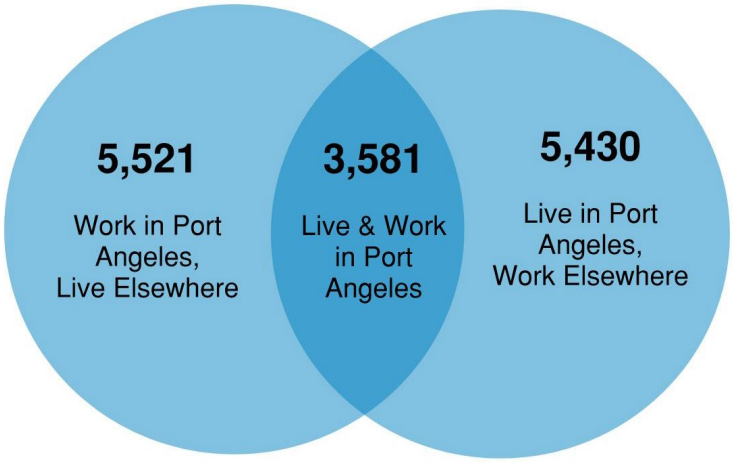
Figure 13 Jobs by Sector, in 2011 and 2021



Source: Housing Needs Assessment (Leland Consulting Group 2024); U.S. Census Bureau Longitudinal Employer-Household Dynamics (LEHD) via Census OnTheMap.

The city has about the same number of commuters coming in each day as those working elsewhere. Thirty-nine percent of workers in the city also live there. Top destinations for commuting include Seattle, Sequim, and other areas in Clallam County. Figure 14 shows commuter inflow and outflow in Port Angeles.

Figure 14 Commute Patterns in Port Angeles and Clallam County, 2022



Source: Housing Needs Assessment (Leland Consulting Group 2024); U.S. Census Bureau Longitudinal Employer-Household Dynamics (LEHD) via Census OnTheMap.

3.1.2 Potential Impacts

The following analysis evaluates the Preferred Alternatives for potential impacts to land use patterns, compatibility, and compliance with adopted land use plans, policies, and regulations.

A baseline was generated to forecast future housing conditions, population, and employment in the City of Port Angeles, based on a horizon year of 2045. Port Angeles needs to plan for a projected increase of 3,150 new residents, 1,970 new housing units, and 967 jobs by 2045. The City has the current capacity to accommodate development to support the housing and employment projections through 2045 (Table 4). See the Land Capacity Analysis for additional information on the housing and jobs capacity analysis (LCG, 2025).

Table 4 Housing Unit and Job Capacity by Zone, 2024-2045

Zone Abbreviation	Zone Designation	Net Housing Unit Capacity	Net Job Capacity
R11	Residential Low Density	132	0
R9	Residential Low Density	1,424	0
R7	Residential Mixed Density	1,252	0
RTP	Residential Trailer Park Overlay	42	0
RMD	Residential Medium Density	1,141	0
RHD	Residential High Density	506	0
CO	Commercial Office	17	21
CN	Commercial Neighborhood	27	58
CSD	Commercial Shopping District	137	142
CA	Commercial Arterial	129	181
CBD	Commercial Business District/Downtown	18	70
CR	Commercial Regional	0	0
IM	Industrial Marine	0	0
IP	Industrial Park	0	0
IL	Industrial Light	0	581

IH	Industrial Heavy	0	1,692
PRD	Planned Residential Development Overlay	16	0
PBP	Public Buildings - Parks	0	0
Total		4,841	2,745

Development and growth are expected to occur over time and are not anticipated to affect all sites within the city through the planning horizon of 2045, as addressed in the Comprehensive Plan Update. Zoning and policy changes alone do not cause development; however, they direct the future development pattern, intensity, and scale that would be expected as redevelopment occurs. Incremental development over time would likely moderate the impacts on land use. If a faster or concentrated pattern of growth occurs, greater land use impacts could result.

Land Use

Under the Preferred Alternative, the City would adopt an updated Comprehensive Plan to comply with the GMA and provide a clear direction for that growth across the city. It would involve changes in land use designations for new residential, commercial, and industrial development. Key changes would include:

- Reducing the number of residential designations from three to two, the majority of which combines the existing Medium and High designations into a "Medium-High Density" designation;
- Moving away from specific units per acre density references to focus instead on form-based descriptions;
- Changing the name of the Commercial designation to "Mixed-Use"; and
- Adding a new "Public Facilities" designation (currently those facilities fall into one of the other designations).

The Preferred Alternative would allow increased housing capacity in most residential areas. Currently developed parcels could also see a change in land use through redevelopment or infill development, either switching to a new use (i.e. from residential to commercial, or from a paved but vacant lot to commercial) or through more intensive development (i.e. from single-family residential to multi-family). New residential, commercial, and industrial development would convert previously undeveloped lands to new uses. The new types and densities of allowed development would occur incrementally over the 20-year planning period.

Changes in land use could create conflicts between new development and existing uses if the new uses are not compatible with adjacent uses. For example, new commercial development directly adjacent to low-density residential development, or more intense residential or commercial use next to the urban-rural boundaries, could constitute a compatibility impact.

The Preferred Alternative would encourage more development across a larger area, which could place increased pressure on existing public services, such as parks, utilities, and emergency services that would be required to service a broader area. Multimodal transportation facilities also would require expansion to provide access to new development. Additional information on impacts to transportation and public services can be found in Sections 3.2 and 3.3.

New development in shoreline areas could be incompatible with the Shoreline Master Program. The redesignation of the old Rayonier site from Industrial to Mixed-Use zoning could intensify use relative to current use. Still, it could also support a variety of water-oriented uses compatible with the High-Intensity Mixed-Use shoreline designation.

Housing

While Port Angeles has enough land capacity to meet the total housing unit target, when determining what households these units could serve, there is a deficit of 69 units for affordable housing to serve low-income households. The Preferred Alternative may accommodate future low-income housing needs with infill housing and multifamily units built in areas that historically contain an overwhelming majority of single-family households. Outcomes under the Preferred Alternative would depend on the plans of individual property owners and developers. With the implementation of proposed zoning changes to allow higher residential densities, no significant impacts to housing are anticipated with the Preferred Alternative.

Prosperity Wages

A prosperity wage is sufficient to allow an individual or family to achieve a comfortable standard of living, covering basic needs like housing, food, healthcare, childcare, and transportation, while also allowing for savings and investments.

Employment

The Land Capacity Analysis shows that there is currently enough land capacity to meet the employment growth targets for 2045, thus no significant impacts are anticipated. The Preferred Alternative would also expand the area where commercial uses are allowed more than the other alternatives, potentially creating the most opportunities for new employment throughout the city.

UGA Swap

Clallam County completed a Land Capacity Analysis in July 2025, which demonstrates that, under existing zoning and vacancies, the County has sufficient capacity to accommodate the projected, allocated employment growth in unincorporated Clallam County over the next 20 years. Recent trends in the area median income (AMI) show a growing disparity between Clallam County and other western Washington counties, and a need for more prosperity-wage jobs. The Clallam Economic Development Council produced a Five-Year Development Plan that recommends promoting business clusters to provide the necessary jobs.

Of the 272.2 industrially zoned acres in the Clallam Bay/Sekiu UGA, only 19.6 acres are suitably located to take advantage of urban services and are likely to succeed. The remaining 252.6 acres of industrially zoned property would not be as easily developed due to current ownership (federal land) and uses (jail facilities) (Clallam County, 2025b).

The area of unincorporated Clallam County immediately west of the Port Angeles West UGA is uniquely situated to provide opportunity for future industrial development. The area contains less than 15% critical areas, is largely flat, and already contains areas of historic and existing industrial development. There are consolidated parcels of ample size to attract targeted business clusters as identified by the Economic

Development Council. Service facility extensions are already being considered for the Lower Elwha Klallam Tribe and current larger-scale commercial developments.

The City of Port Angeles would start planning to extend urban services necessary for the full development of this area. Development or redevelopment consistent with the proposed new designations might be an intensification of use, and mitigation would be required to avoid conflicts with adjacent existing development. This would require thoughtful zoning distributions in agreement with Clallam County to preserve existing residential areas.

3.1.3 Mitigation Strategies

The application of existing land use regulations, including zoning codes, the Port Angeles Comprehensive Plan, development standards, and the Shoreline Master Program, would help minimize or avoid many potential impacts to land use patterns and land use compatibility. These regulations are designed to ensure that new development is appropriately located, consistent with the GMA, and compatible with surrounding land uses.

Other mitigation measures to reduce land use impacts could include:

- Continued implementation and refinement of zoning regulations, design standards, and the critical area ordinance to maintain compatibility between urban, rural, and resource uses.
- Continued application of concurrency requirements of the GMA to ensure new development is well-served by adequate infrastructure and public services.
- Promotion of infill development and redevelopment to reduce pressure on areas outside the City and UGAs.
- Public outreach and community planning efforts to inform residents about changes in land use designations and development patterns.
- To address potential residential displacement, the City could encourage a minimum mix of housing type diversity in new subdivisions. This could be incentivized by reducing system development charges, permit fees, and other development requirements.
- Further refine and promote the multifamily tax exemption (MFTE) program, designed to provide affordable multifamily units, to attract participation.
- Prioritize the development of affordable and diverse housing options in downtown and other mixed-use areas to mitigate displacement risks.

In site-specific review of new development pursuant to the Comprehensive Plan update, additional measures could be imposed to address compatibility concerns, preserve community character, or avoid impacts to critical areas.

3.1.4 Significant Unavoidable Adverse Impacts

No significant unavoidable adverse impacts to land use are anticipated. Under the Preferred Alternative, applying existing land use regulations would help minimize or avoid impacts.

3.2 Transportation

3.2.1 Existing Conditions

The Transportation Element directs the City's long-range vision and states that its goals are to:

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

The Port Angeles transportation system is influenced by factors both within and outside the city, including growth in neighboring communities, infrastructure maintenance by regional agencies, funding constraints for road maintenance, new capacity projects, and competing demands for transit services. Effective interjurisdictional actions are needed to address cross-border issues and to mitigate the impacts of new development. Additionally, as Port Angeles does not operate public transportation, the city relies on partnerships with state agencies and transit providers to serve residents.

Regulatory Framework

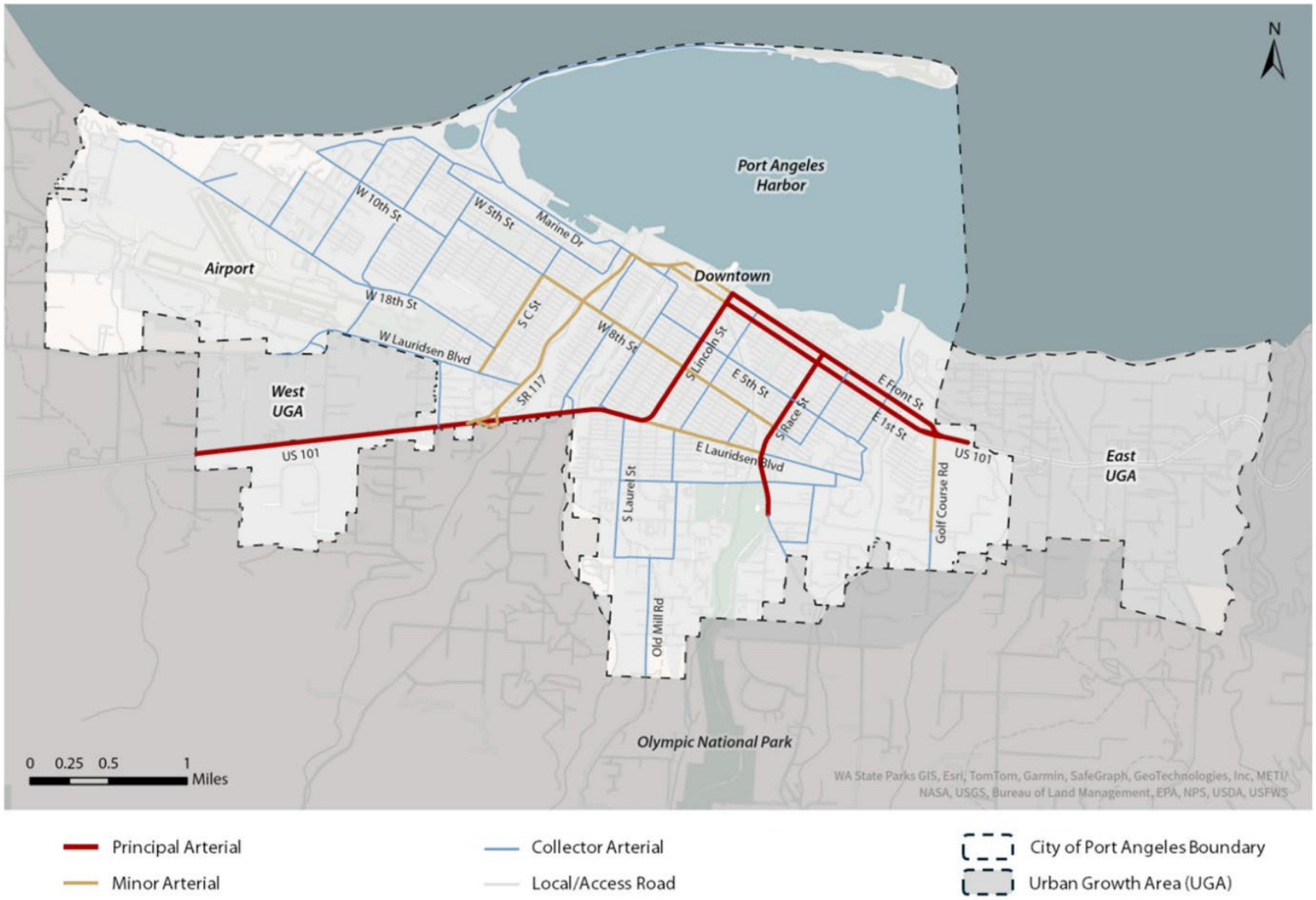
The City of Port Angeles transportation system is governed by a combination of local and state agencies. The Washington State Department of Transportation (WSDOT) is responsible for constructing, maintaining, and regulating state highways that run through the city. Port Angeles Public Works Streets Division is responsible for local roads. Local documents that set transportation policies and prioritize road projects include:

- The Transportation Element of the Port Angeles Comprehensive Plan,
- The 2025 - 2030 CFP and Transportation Improvement Plan (Port Angeles, 2024a),
- Local Road Safety Plan (Port Angeles, 2024b), and
- The Clallam Transit 2025-2030 Transit Development Plan and 2023 Annual Report (Clallam Transit, 2024).

Roadway Network

Streets are the foundation of multimodal travel in Port Angeles. They support the lives and activities of the city's residents and visitors. Port Angeles' street network is classified into four categories by functions and average daily traffic volumes: local/access roads, collector arterials, minor arterials, and principal arterials. Figure 15 shows the street network with their classifications.

Figure 15 Roadway Functional Classification



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

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.

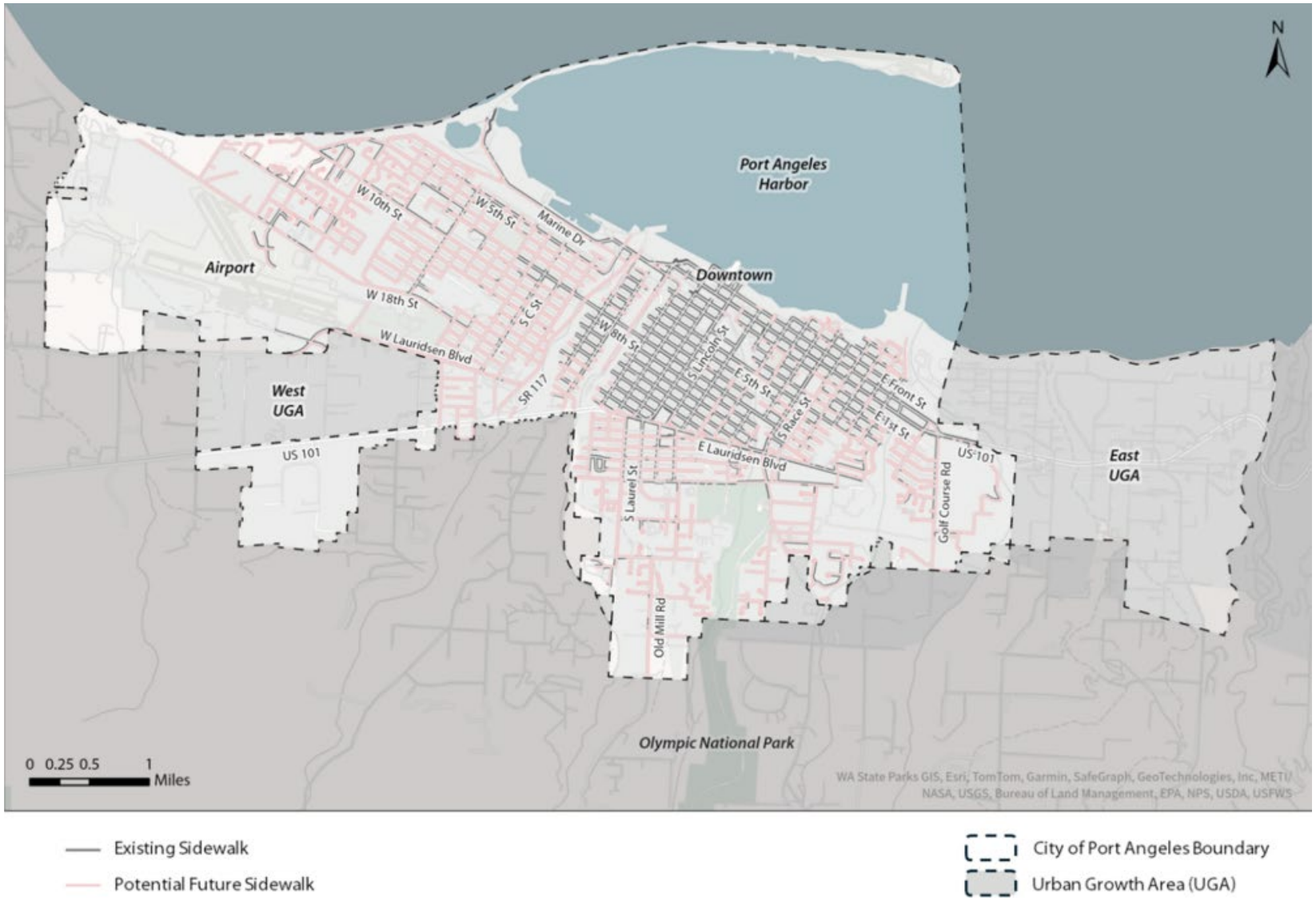
US Highway 101 (US 101) traverses through the city east to west and connects to regional destinations on the north end of the Olympic Peninsula. Within the City's limit, US 101 splits into a one-way couplet at 1st Street and Front Street between S Lincoln Street and Golf Course Road. S Tumwater Truck Route (SR 117) connects US 101 between the 1st/Front Street couplet and W Lauridsen Boulevard along the Tumwater Creek, accommodating freight mobility including the logging trucks which routinely load and off-load at marine terminals in Port Angeles harbor.

Port Angeles is also known for its natural features including forests, creeks, and mountains, and serves as a gateway to the Olympic National Park. While these natural features offer numerous amenities, they also constrain the city's transportation network: the city's roads are divided by creeks running from south to north, which disrupt the otherwise well-connected grid network and necessitate reliance on bridges over the creeks. Currently, the W 8th Street Bridge and W Lauridsen Boulevard allow passage over Tumwater Creek and Valley Creek. E 5th Street, E 8th Street, and E Lauridsen Boulevard provide access over Peabody Creek. To cross White Creek, however, one must use the 1st/Front Street couplet, as no through routes are available to the south.

Active Transportation Network

Port Angeles' active transportation network consists of sidewalks, shared use paths or trails, and dedicated bicycle lanes. Most of the City's sidewalks are located east of Tumwater Creek and north of Lauridsen Boulevard, both along arterial roads and within residential areas. Sidewalks are largely absent in other areas of Port Angeles. The current sidewalk infrastructure within the city totals approximately 83 miles, accounting for both sides of a road. The City has identified a need to expand its sidewalk infrastructure. Figure 16 shows the current sidewalks in Port Angeles, as well as potential future sidewalks (e.g., areas where no sidewalk exists).

Figure 16 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 bicycle lanes. In all, these facilities total approximately 14 miles within Port Angeles. As shown in Figure 17, the City has constructed dedicated bicycle lanes along the following corridors:

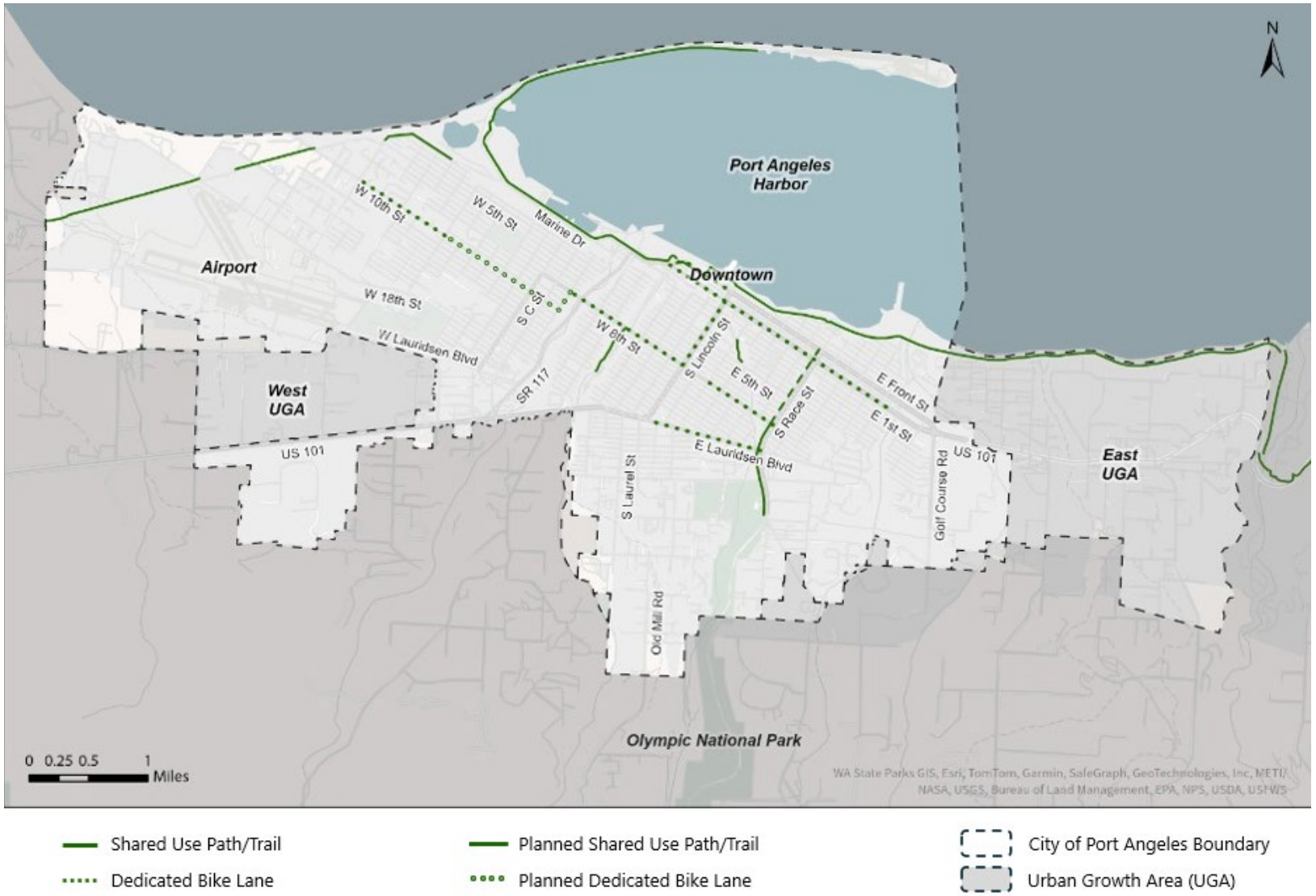
- Front Street between Marine Drive and N Lincoln Street
- 1st Street between Marine Drive and N Alder Street
- S Lincoln Street between 1st Street and E 8th Street
- E 8th Street between S Peabody Street and S Race Street
- E Lauridsen Boulevard between S Lincoln Street and S Race Street
- W 8th Street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

Currently, the City has secured funding for additional dedicated bike lanes or bike boulevards to be designed and constructed in 2025 and 2026 in the following locations:

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

Upon completion, the existing and near-term built dedicated bike lanes will constitute a total of six miles. In addition to near-term projects, the Race Street Complete Street Project will add another 0.6-mile shared-use path/trail between E 8th Street and Front Street. The project is scheduled to enter the planning and design phase in 2025.

Figure 17 Bicycle Network in Port Angeles



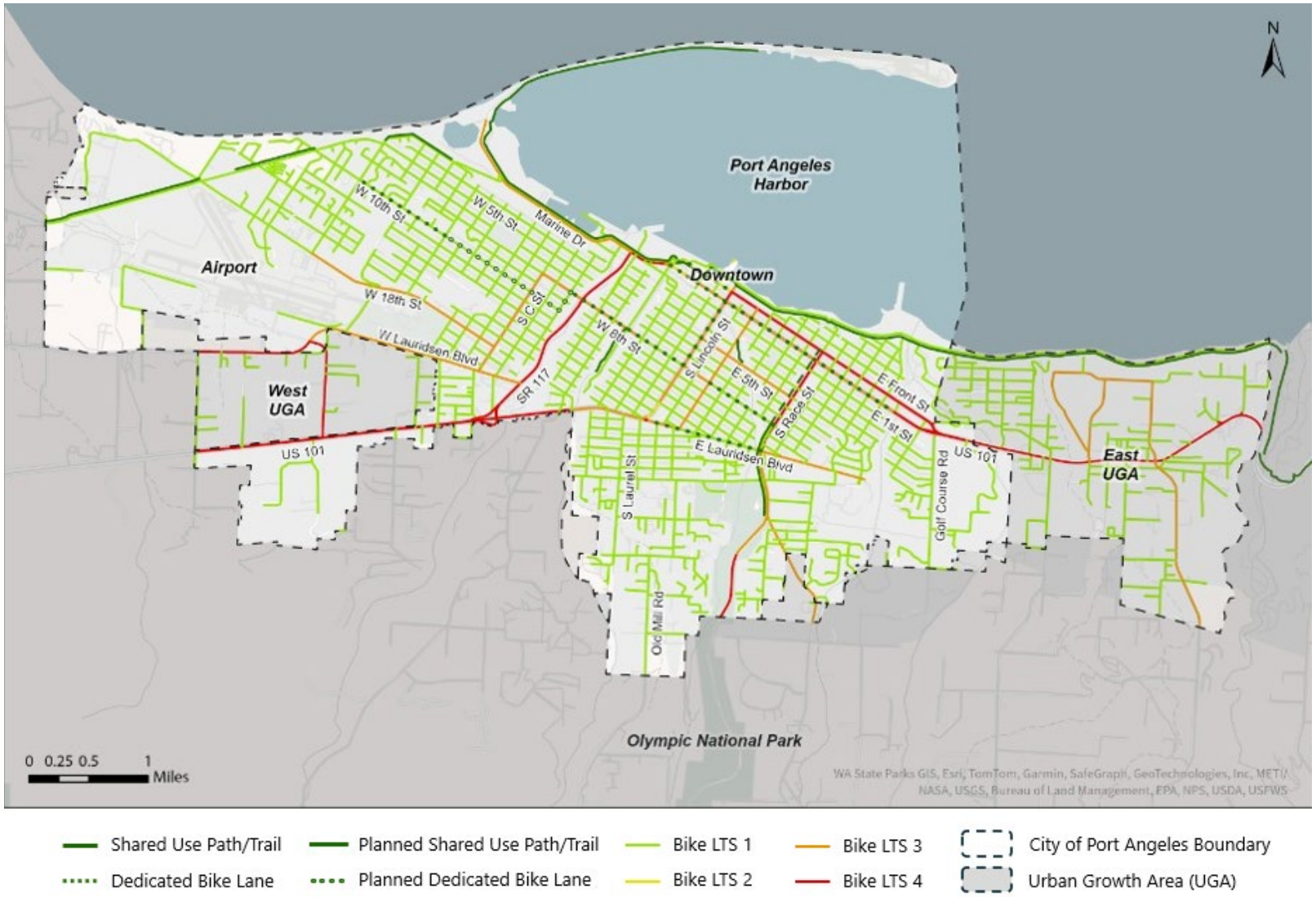
Source: City of Port Angeles, Fehr & Peers, 2025.

One of the quantifiable metrics used to evaluate the quality of existing bicycle infrastructure is bicycle level of traffic stress (LTS). Overall, the bicycle LTS can be described as follows:

- LTS 1: Bicycle facilities are safe and comfortable for people of a wide range of ages and abilities.
- LTS 2: Bicycle facilities are comfortable for most adults but may include small segments that exceed the tolerance for people of a wide range of ages and abilities.
- LTS 3: Bicycle facilities are tolerable for confident, experienced bicyclists and pedestrians.
- LTS 4: Bicycle facilities are missing and/or uncomfortable for most people and serve as a barrier to biking for many.

Currently, the City of Port Angeles has not adopted methodology for determining bicycle LTS, so a set of criteria was developed to analyze current conditions and to help identify potential future active transportation projects. Detailed criteria for determining bike LTS are documented in the Comprehensive Plan Volume II. Figure 18 below shows the results of bicycle LTS in Port Angeles. Most of the local access streets are classified as LTS 1 because streets in residential areas usually have lower speed limits and traffic volumes, which create a safer environment for cyclists. Note that the results do not consider any planned facilities even though they are labeled on the map for reference.

Figure 18 Current Bicycle Level of Traffic Stress (LTS)



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

Transit Network

Clallam Transit provides transit services in Port Angeles with internal circulations and connections to neighboring cities and Tribes. All routes depart from the Gateway Transit Center which is located between N Lincoln Street and N Laurel Street, across from the Port Angeles Visitor Center. As of 2024, a total of 28 bus shelters are available in Port Angeles, including six at the Gateway Transit Center. Most current bus stops consist of a pole with a bus sign, lacking route or timetable information. All Clallam Transit fixed routes, except Route 123 Strait Shot, the seasonal Hurricane Ridge Shuttle, and Clallam Connect, are fare-free as of January 1, 2025. Total ridership on fixed routes increased by approximately 26% from 627,000 in 2023 to 791,000 in 2024. The paratransit program run by Clallam Transit, Clallam Connect, provides door-to-door service for senior residents and people with disabilities. Table 5 shows the average monthly ridership for fixed routes in Port Angeles during the summer 2024. Figure 19 shows the Clallam Transit fixed-route services in Port Angeles.

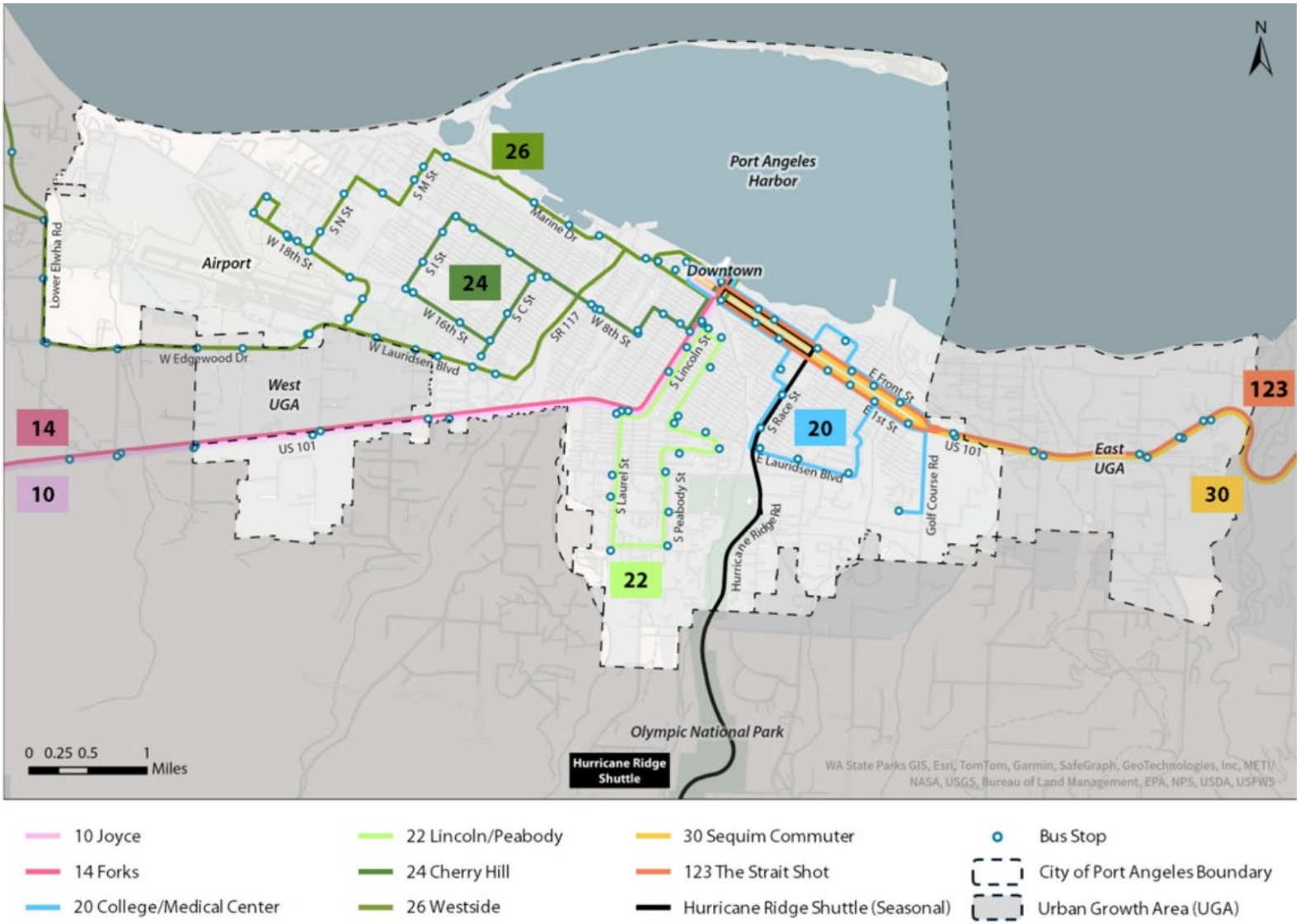
Table 5 Clallam Transit Fixed-route Service Ridership

Route	Service Type/Area	Summer 2024 Monthly Ridership (June – September)
10	Rural; SR 112 – Joyce	1,600
14	Intercity; US 101 – Forks	4,100
20	Urban	6,800
22	Urban	8,700
24	Urban	8,500
26	Urban	11,100
30	Intercity; US 101 – Sequim	20,400
Route 123 – The Strait Shot	Intercity; US 101 – Bainbridge Island Ferry Terminal	2,100
Hurricane Ridge Shuttle	Shuttle – Olympic National Park	2,200

Source: Clallam Transit, 2025

Clallam Transit also operates a seasonal Hurricane Ridge Shuttle during the summertime. The shuttle departs every hour from the Gateway Transit Center and stops at different trailheads in the Olympic National Park. A fare of $1 is required for taking the shuttle, with a reduced fare of $0.50 for senior citizens and individuals with disabilities.

Figure 19 Clallam Transit Bus Routes in Port Angeles



Source: Clallam Transit, Fehr & Peers, 2025.

Freight Network

Home to the Port of Port Angeles and located on the Olympic Peninsula amidst the timber industry, freight mobility is an important consideration in Port Angeles' transportation network. The Washington State Department of Transportation (WSDOT) classifies freight corridors into five different classes based on annual freight tonnage moved on the roadway segment. Table 6 categorizes Port Angeles roadways into the five classes based on the WSDOT 2023 Freight and Goods Transportation System (FGTS) truck corridors.1. Currently, US 101 and SR 117 consist of the City's truck route.

Figure 20 illustrates the WSDOT classification of freight corridors in Port Angeles and the current truck route.

Table 6 WSDOT Freight Classification in Port Angeles[2]

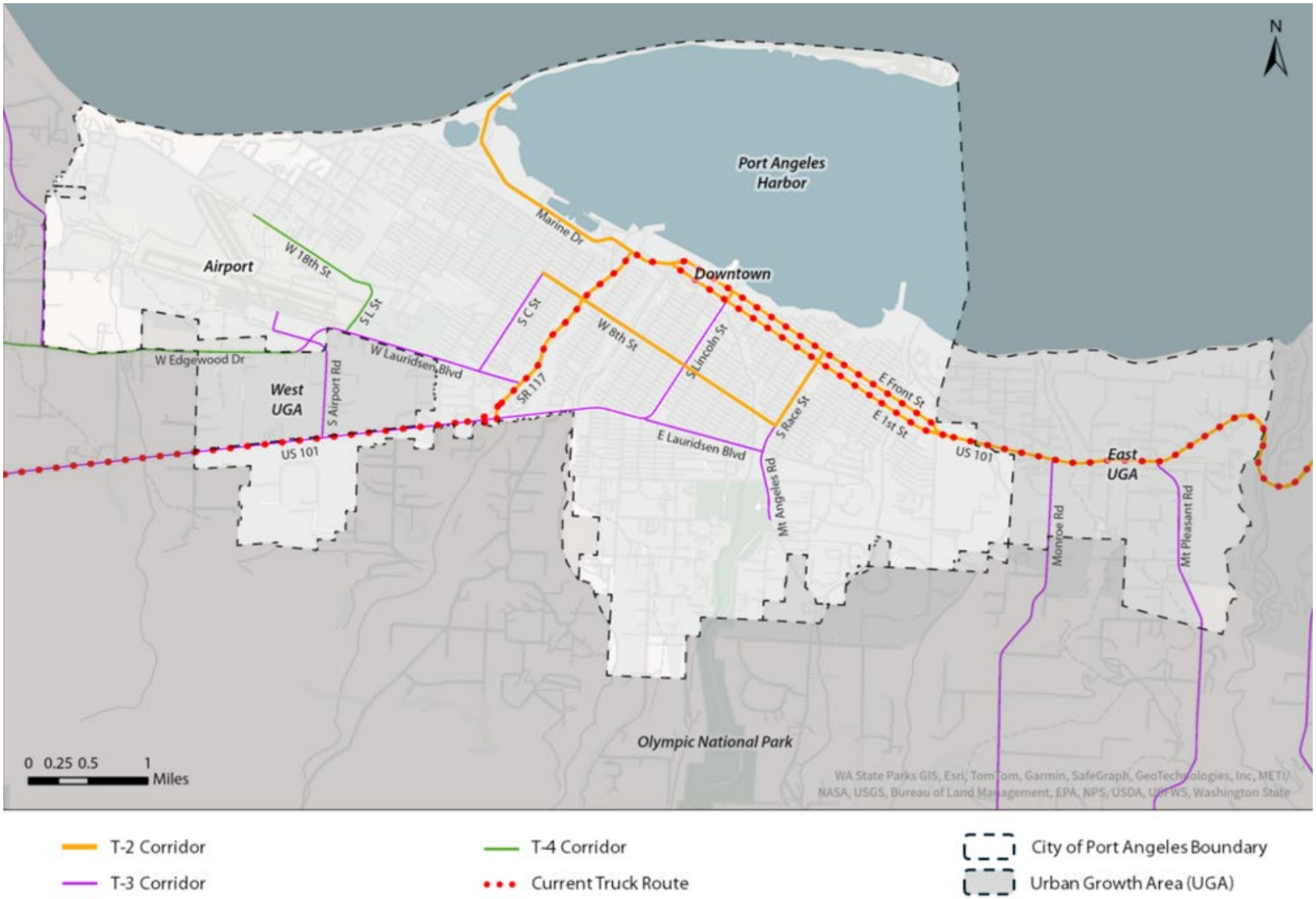
FGTS Truck Corridor Tier	Description	Streets in Port Angeles
T-1	More than 10 million tons per year	No Streets Classified
T-2	4 million to 10 million tons per year	US 101, SR 117, S Race Street, E/W 8th Street, Marine Drive
T-3	300,000 to 4 million tons per year	E/W Lauridsen Boulevard, S Airport Road, S C Street, S Lincoln Street, Mt Angeles Road
T-4	100,000 to 300,000 tons per year	W Edgewood Drive, W 18th Street, S L Street
T-5	At least 20,000 tons in 60 days and less than 100,000 tons per year	No Streets Classified

Source: WSDOT Freight System, 2025

[1] https://wsdot.maps.arcgis.com/home/item.html?id=09185bbba7c94253a26961489bb 8ad20

[2] Appendix D: Washington's Freight Transportation System, pp.10. Freight System Plan. Washington Department of Transportation.

Figure 20 WSDOT Freight System



Source: WSDOT, Fehr & Peers, 2025.

Automobile Network

According to the Capital Facility Element of the Comprehensive Plan, traffic operations on all arterial streets should function at an average daily Level of Service (LOS) of D or better. LOS is a term that qualitatively describes the operating performance of an intersection or on a roadway segment. LOS is reported on a scale from A to F, with A representing the lowest delays and F the highest. Table 7 provides a brief description of each LOS letter designation.

Table 7 Level of Service Descriptions

LOS	Description
A	Free-flowing conditions
B	Stable operating conditions
C	Stable operating conditions, but individual motorists are affected by interaction with others.
D	High density of motorists, but stable flow.
E	Near-capacity operations, with significant delay and low speeds
F	Overcapacity, with excessive delays and forced, unpredictable flows.

Source: Fehr & Peers. Descriptions based on Highway Capacity Manual, 6th Edition.

To evaluate whether the Port Angeles roadway facilities meet the standard today, intersection LOS and roadway segment LOS at selected high-volume locations were evaluated. Tables 8 and 9 present the LOS results under existing conditions. Figure 21 summarizes the results on a map. All intersections and six of the seven study roadway segments also meet the City's standard currently. One segment, the section of US 101 from S Golf Course Road to N Baker Street (East City Limits), operates at LOS F (Fehr & Peers, 2025).

Table 8 Existing Conditions Intersection Level of Service Summary

ID	Intersection Name	Control	LOS Standard	LOS	Delay (sec)
1	US 101 / SR 117	SSSC**	D	C	20
2	US 101 (E Lauridsen Boulevard) / S Lincoln Street	Signalized	D	B	11
3	US 101 (S Lincoln Street) / E 8th Street	Signalized	D	D	37
4	US 101 (N Lincoln Street) / E 1st Street	Signalized	D	C	23
5	US 101 (N Lincoln Street) / E Front Street	Signalized	D	D	35
6	US 101 (E 1st Street) / S Race Street	Signalized	D	D	43
7	US 101 (E Front Street) / S Race Street	Signalized	D	B	14
8	US 101 (E 1st Street & E Front Street) / S Golf Course Road	Signalized	D	C	21
9	SR 117 / Marine Drive	Signalized	D	B	17

** SSSC = side-street stop control

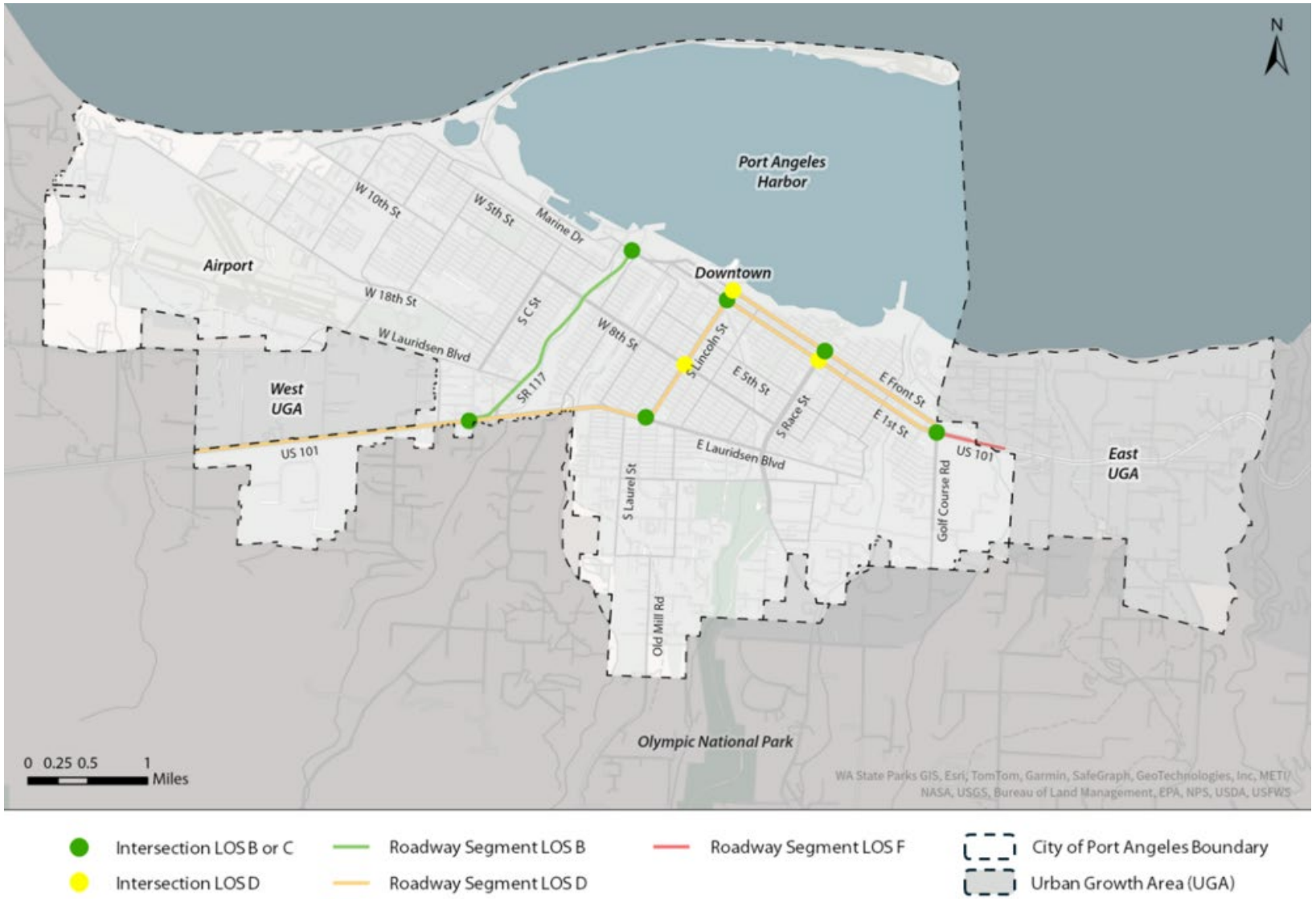
Source: Fehr & Peers, 2025.

Table 9 Existing Conditions Roadway Segment Level of Service Summary

ID	Roadway Segment Name	Bi-Directional Volume	Bi-Directional MSV* of LOS D	LOS
1	SR 117 from Marine Drive to US 101	640	1,368	C
2	US 101 from Cameron Road (West City Limits) to SR 117	1,260	1,659	D
3	US 101 from SR 117 to E Lauridsen Boulevard / S Lincoln Street	1,030	1,422	D
4	US 101 from S E Lauridsen Boulevard / S Lincoln Street to E 1st Street / E Front Street	880	1,493	D
5	US 101 (E Front Street) from S Lincoln Street to S Golf Course Road	1,580	1,706	D
6	US 101 (E 1st Street) from S Lincoln Street to S Golf Course Road	1,680	1,792	D
7	US 101 from S Golf Course Road to N Baker Street (East City Limits)	3,260	3,129	F

* MSV = maximum service volume
Source: Fehr & Peers, 2025

Figure 21 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. Key findings include:

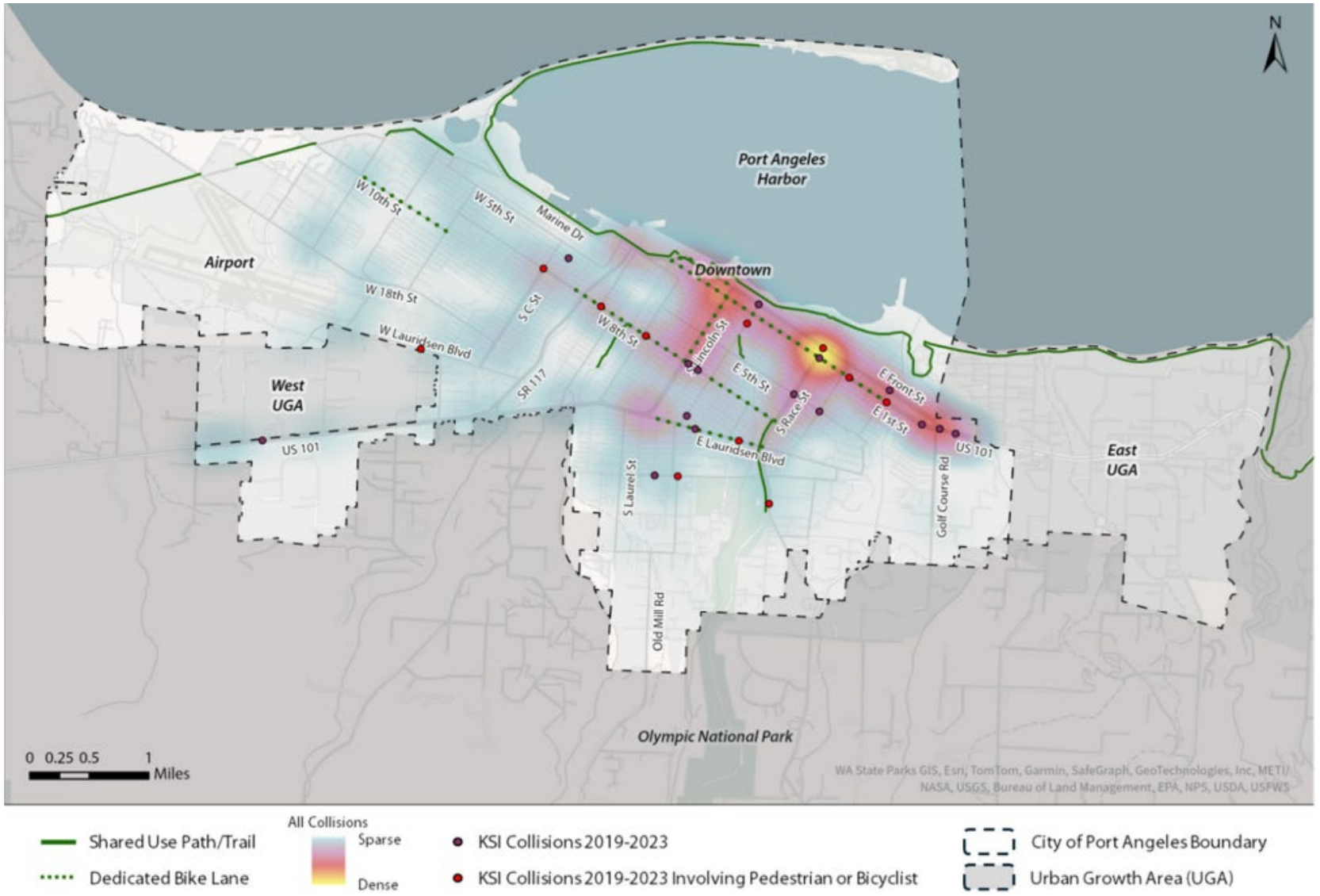
- 1,290 collisions were reported along streets within the city's limits during this time.
- 26 of these collisions involved pedestrians, and 24 involved bicyclists.
- 25 collisions resulted in serious injuries, and 10 of the serious injury collisions involved pedestrians or bicyclists.
- One collision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

Figure 22 illustrates where collisions were most frequent, noting the specific locations of collisions that resulted in a fatality or serious injury, based on the 2019-2023 WSDOT data. The map reveals that most collisions occurred along the principal arterials, particularly at intersections along the 1st/Front Street couplet. In addition, according to City staff, another fatal collision occurred on US 101 near Del Guzzi Drive in 2024.

Airport

The William R Fairchild International Airport was developed from 1934 through 1948 by the Works Progress Administration, the U.S. Army, and the U.S. Navy. Since 2008, the airport has not offered regular commercial flights, as Kenmore Air stopped serving Port Angeles. The airport includes a 5,000 square-foot facility terminal building, 64 T-hangars and T-sheds, and 18,600 square yards for aviation parking with tie downs for 36 aircraft on the eastern ramp and for 30 more west of the terminal.

Figure 22 Collisions in the Past Five Years within the City's Limit



Source: Fehr & Peers, WSDOT, 2025.

3.2.2 Potential Impacts

Active Transportation

As shown in Figure 18, most of the arterials in the city were identified as LTS 3 or 4, indicating they are not comfortable for anyone but the most experienced bicycle riders. Port Angeles has opportunities to improve walkability, connectivity, and safety by expanding the current active transportation network. Although there is not an identified threshold for determining the severity of this impact, the need for these facilities will become more evident as the population grows over the planning period without improvements.

The following segments along the school walking routes generally lack complete sidewalks on both sides of the road:

- S D Street between W 6th Street and W 14th Street
- S E Street between W 16th Street and W Lauridsen Boulevard
- S M Street between W 10th Street and W 16th Street
- S N Street between W 10th Street and W 14th Street and between W 16th Street and W 18th Street
- W 6th Street between S B Street and S I Street
- W 10th Street between S C Street and S I Street
- W 12th Street between S D Street and S I Street
- W 16th Street between S C Street and S E Street
- W 18th Street between S M Street and S I Street
- E 3rd Street between Penn Street and Golf Course Road
- S Fairmont Avenue between W Lauridsen and US 101
- S Liberty Street between E 5th Street and E 8th Street
- Porter Street between E Park Avenue and Campbell Avenue
- Penn Street between US 101 and E 6th Street
- S Laurel Street and S Peabody Street between E Park Avenue and E Ahlvers Road
- E Ahlvers Road between Laurel Street and Canyon Edge Drive
- Old Mill Road Between E Ahlvers Road and the City's limit to the south.

Transit Operations

According to the 2021 Clallam Transit System Comprehensive Operation Analysis, fixed routes serving urban areas in Port Angeles (i.e., Routes 20, 22, 24, and 26) carried half of Clallam Transit's total ridership, and the intercity routes (i.e., Routes 14, 30, and 123) carried an additional forty percent. These percentages underscore the importance of Clallam Transit's fixed route services in Port Angeles. However, these fixed route services are constrained by a circular route design that results in a low-frequency schedule, likely depressing potential ridership, since trips are less efficient.

Freight Operations

At present, the US 101/Tumwater Truck Route (SR 117) interchange is not configured to accommodate westbound-to-northbound and southbound-to-eastbound truck movements. As a result, many large

trucks traveling between the Port of Port Angeles and points west use the First/Front Street couplet, which impacts downtown with noise and traffic.

Traffic Operations

To derive the future year traffic operation results, the project team escalated the 2024 volumes at study intersections and roadway segments by 13% - the forecast percentage population growth between 2024 and 2045. The 2045 volumes are shown in Tables 10 and 11.

Table 10 Future Condition Intersection Volumes, 2045

ID	Intersection Name	PM Peak Hour Volumes	
		2024 Volume[1]	2045 Volume[2]
1	US 101 / SR 117	1,290	1,460
2	US 101 (E Lauridsen Boulevard) / S Lincoln Street	1,205	1,370
3	US 101 (S Lincoln Street) / E 8th Street	1,705	1,935
4	US 101 (N Lincoln Street) / E 1st Street	1,970	2,225
5	US 101 (N Lincoln Street) / E Front Street	1,625	1,845
6	US 101 (E 1st Street) / S Race Street	2,625	2,970
7	US 101 (E Front Street) / S Race Street	1,975	2,235
8	US 101 (E 1st Street & E Front Street) / S Golf Course Road	3,705	4,195
9	SR 117 / Marine Drive	1,230	1,395

1. Total volume of all turning movements at an intersection during the PM peak hour.
2. Rounded to the nearest five after applying a 13% 20-year growth rate from 2024 to 2045.
Source: Fehr & Peers, 2025.

Table 11 Future Condition Roadway Segment Volumes, 2045

ID	Roadway Segment Name	PM Peak Hour Bi-Directional Volumes	
		2024 Volume	2045 Volume[1]
1	SR 117 from Marine Drive to US 101	640	720
2	US 101 from Cameron Road (West City Limits) to SR 117	1,260	1,430
3	US 101 from SR 117 to E Lauridsen Boulevard / S Lincoln Street	1,030	1,170
4	US 101 from S E Lauridsen Boulevard / S Lincoln Street to E 1st Street / E Front Street	880	1,000
5	US 101 (E Front Street) from S Lincoln Street to S Golf Course Road	1,580	1,790
6	US 101 (E 1st Street) from S Lincoln Street to S Golf Course Road	1,680	1,900
7	US 101 from S Golf Course Road to N Baker Street (East City Limits)	3,260	3,690

1. Total volume of all turning movements at an intersection during the PM peak hour.
2. Rounded to the nearest five after applying a 13% 20-year growth rate from 2024 to 2045.
Source: Fehr & Peers, 2025.

The anticipated intersection and roadway segment LOS was calculated based on these predicted future volumes and is shown in Tables 12 and 13.

Table 12 Estimated 2045 Intersection Level of Service Summary

ID	Intersection Name	Control	LOS Standard	LOS	Delay (sec)
1	US 101 / SR 117	SSSC**	D	C	23
2	US 101 (E Lauridsen Boulevard) / S Lincoln Street	Signalized	D	B	12
3	US 101 (S Lincoln Street) / E 8th Street	Signalized	D	D	47
4	US 101 (N Lincoln Street) / E 1st Street	Signalized	D	C	29
5	US 101 (N Lincoln Street) / E Front Street	Signalized	D	D	54
6	US 101 (E 1st Street) / S Race Street	Signalized	D	D	44
7	US 101 (E Front Street) / S Race Street	Signalized	D	B	17
8	US 101 (E 1st Street & E Front Street) / S Golf Course Road	Signalized	D	C	32
9	SR 117 / Marine Drive	Signalized	D	C	23

** SSSC = side-street stop control

Source: Fehr & Peers, 2025.

Table 13 Estimated 2045 Roadway Segment Level of Service Summary

ID	Roadway Segment Name	Bi-Directional Volume	Bi-Directional MSV* of LOS D	LOS
1	SR 117 from Marine Drive to US 101	720	1,368	C
2	US 101 from Cameron Road (West City Limits) to SR 117	1,430	1,659	D
3	US 101 from SR 117 to E Lauridsen Boulevard / S Lincoln Street	1,170	1,422	D
4	US 101 from S E Lauridsen Boulevard / S Lincoln Street to E 1st Street / E Front Street	1,000	1,493	D
5	US 101 (E Front Street) from S Lincoln Street to S Golf Course Road	1,790	1,706	E
6	US 101 (E 1st Street) from S Lincoln Street to S Golf Course Road	1,900	1,792	E
7	US 101 from S Golf Course Road to N Baker Street (East City Limits)	3,690	3,129	F

* MSV = maximum service volume

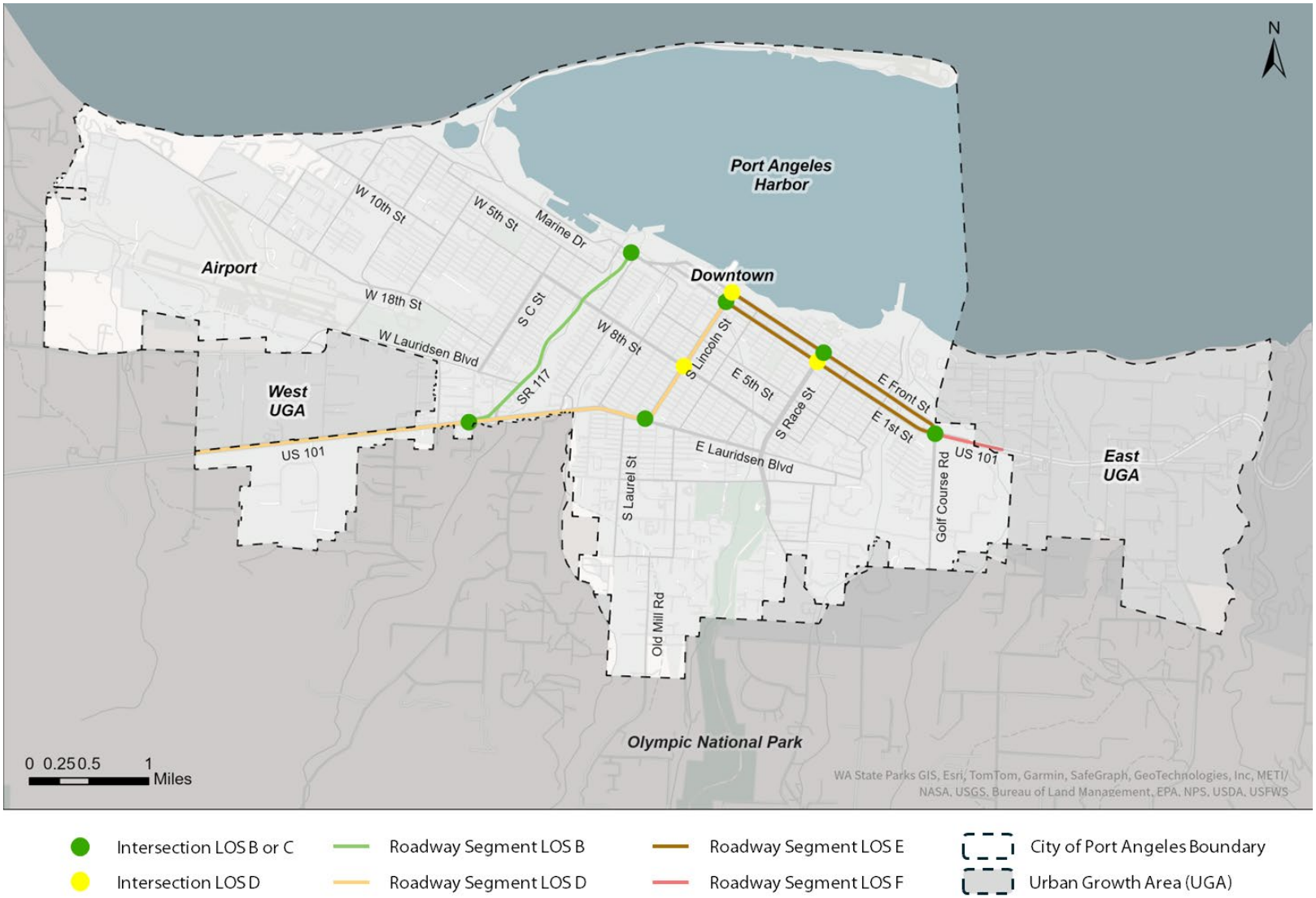
Source: Fehr & Peers, 2025.

All study intersections would continue to meet the City's standard (LOS D) in 2045 despite increased traffic volumes. Most intersections would maintain the same LOS as under existing conditions. The only intersection experiencing a measurable degradation of operations is at SR 117 and Marine Drive, where the LOS would drop from B to C, yet it would still comply with the City's standard.

Three study roadway segments would fall below the City's LOS D standard: the Front Street and 1st Street segments on US 101, between S Lincoln Street and S Golf Course Road, would degrade from LOS D to LOS E and the US 101 segment between S Golf Course Road and N Baker Street (East City Limits) already fails to meet the City's standard and would continue to do so with increased future traffic.

With a total population increase of 13% over 20 years, an annualized growth rate of 0.62% per year is estimated. The Front Street and 1st Street segments on US 101, located between S Lincoln Street and S Golf Course Road, are projected to degrade from LOS D to LOS E in approximately 12 years and 10 years, respectively, based on the assumed annualized growth rate (Figure 23).

Figure 23 Estimated 2045 Intersection and Roadway Segment Level of Service



Source: Fehr & Peers, 2025.

Under Alternative 2, the City would adopt an updated Comprehensive Plan to comply with the GMA and provide clear direction for growth across the city. It would involve updates to the goals and policies in the Transportation Element, focusing on system resiliency, multimodal connections, Complete Streets, safety, and freight mobility.

The Preferred Alternative would promote development city-wide, likely resulting in increased transportation demand over a larger area. This could potentially moderate the impacts from traffic congestion as growth occurs; however, the roadway segments estimated to degrade below City standards would still fail to meet City standards with full buildout unless mitigation is implemented. Specific development proposals would be evaluated on a project-level to determine whether or not it would have impacts to transportation beyond those analyzed in this programmatic EIS.

3.2.3 Mitigation Strategies

Active Transportation Mitigation

The City should prioritize improvements for the safety, comfort, and convenience of vulnerable roadway users – bicyclists and pedestrians. The City of Port Angeles Complete Streets Guiding Principles adopted in 2018 promotes the consideration of all modes of transportation at "each phase of planning, design, funding, construction, and the ongoing operation, preservation and maintenance of new and modified roadways." Incorporating sidewalks to accommodate walking is consistent with the City's guidelines.

Other mitigation could include improvements to school walking routes in Port Angeles, particularly those roadways identified above as lacking sidewalks. Other considerations for improving pedestrian safety at intersections include installing advanced pedestrian signal controls. The City's Signal Controller Upgrades Project (TR0120) will add leading pedestrian interval timing and no-turn-on-red blank-out signs at intersections along US 101 (the 1st/Front Street couplet). Moving forward, the City should consider implementing similar controls to prioritize pedestrian and bicyclist safety on other arterials, such as S Lincoln Street, S Race Street, and 8th Street, where bike lanes or shared-use trails are implemented.

To provide a better connected, low-stress system for cyclists, the City should consider the following improvements:

- On Olympic Discovery Trail:
    - Adding physical buffers to separate the trail and traffic between S valley Street and W Hill Street.
    - Extend the current trail to fill the gap on W Hill Street and S Milwaukee Drive.
- Link trails with other bike facilities:
    - Extend the northern end of the current dedicated bike lanes on S Lincoln Street to the Olympic Discovery/Waterfront Trail.
    - Extend the northern end of the planned/designed Race Street shared use path to the Olympic Discovery/Waterfront Trail.
    - Extend the western end of the dedicated bike lanes on W 10th Street to the Olympic Discovery Trail on S Milwaukee Drive.
- Fill the gaps between dedicated bike lanes:
    - Complete the bike lanes on E 8th Street between S Lincoln Street and S Peabody Street.

    - Extend the bike lanes on S Lincoln Street between E 8th Street and E Lauridsen Boulevard.
- Freight/bike interactions:
    - Dedicated facilities (trails, bike lanes) and enhanced signage along Marine Drive and other streets in the vicinity of the port provide additional protection for cyclists from freight traffic.

Transit Operations Mitigation

With more multifamily development coming to Port Angeles, there might be opportunities for the transit agency to consider restructuring routes to offer bi-directional cross-town services and to introduce micro-transit with on-demand hailing to cover areas of the city not served by fixed routes. These revisions could result in higher-frequency services on arterials and shorter travel times, with limited additional operating costs.

According to the 2024-2029 System Transit Development Plan, Clallam Transit will consider expanding its micro-transit service in urban areas where traditional fixed route services are not preferable. The plan also suggests considering late night and Sunday service in urban areas with a combination of fixed route and micro-transit services[3]. The City of Port Angeles should work with Clallam Transit to implement pilot programs using current resources and, in the long term, transform to the combination of cross-town fixed routes and micro-transit services.

Freight Operations Mitigation

For more than a decade, the City has explored implementing a new cross-town route to support freight traffic in Port Angeles. This truck route would require improvements to the US 101/Tumwater Truck Route (SR 117) interchange to accommodate westbound-to-northbound and southbound-to-eastbound truck movements; enhancements to Lauridsen Boulevard to ensure that added truck traffic can be safety accommodated alongside other uses, and that other associated treatments to connect the truck route to the eastside of the city, potentially including bridges and intersection treatments on US 101. In the coming years, the City should revisit the concept of an alternative truck route and look for funding opportunities to advance key components, such as the reconfiguration of the US 101/Tumwater Truck Route (SR 117) interchange and safety and capacity enhancements to Lauridsen Boulevard.

Traffic Operations Mitigation

Potential impacts on vehicular movements along arterials in the study area may require additional evaluation and mitigation as development projects occur. The overall performance of intersections and roadway segments should be assessed by comparing the existing and forecasted performance, based on proposed land use and/or transportation infrastructure modifications. If the proposed changes result in intersections or roadways not meeting the City's adopted standards, additional mitigation measures may be required. Modifications to traffic circulation, volumes, speeds, on-street parking, and/or property access

[3] Section 11: Action Strategies, 2024-2029 Transit Development Plan. Clallam Transit System. https://irp.cdn-website.com/0eaf265e/files/uploaded/2024-2029_TDP.pdf

may result from implementing the action alternatives and would be evaluated on a project-by-project basis.

The Transportation Element contains a list of programs and projects that the City of Port Angeles has already committed to funding, as well as projects needed to meet the City's concurrency requirements through 2045. Implementation of these programs and projects over the planning period would likely mitigate most traffic operation impacts from growth. In particular, for the three roadway segments predicted to fall below the LOS standard, the following mitigation should be implemented:

- 1st/Front Street between S Lincoln St and S Golf Course Road - The city will keep monitoring traffic volumes, with the results guiding the evaluation of access control measures and the implementation of capacity enhancements based on future traffic growth.
- US 101 between S Golf Course Road and N Baker Street - The city will keep monitoring traffic volumes, with the results guiding the evaluation of access control measures and the implementation of capacity enhancements based on future traffic growth.
- US 101/Golf Course Road intersection - Replace the existing signal-controlled intersection with a roundabout.

3.2.4 Significant Unavoidable Impacts

Implementation of the goals and policies in the Comprehensive Plan Update and the proposed mitigation above would likely avoid significant impacts to the City's transportation system. No significant unavoidable impacts are anticipated.

3.3 Public Services and Utilities

3.3.1 Existing Conditions

Regulatory Framework

Comprehensive Plan

The Land Use and Utilities Elements of the Port Angeles Comprehensive Plan provide the overall direction for the City's facility plans and programs. Those include plans for emergency services, schools, parks and recreation areas, and utilities.

Municipal Code

The Port Angeles Municipal Code Title 13 addresses all regulations and standards related to utilities in the City. Title 13 provides a comprehensive framework for managing utility services, including wastewater, electricity, water, solid waste, and stormwater. It outlines the policies for the operation and maintenance of utility facilities, establishes service provisions, and sets the fees associated with these services. Title 13 also specifies public works standards to ensure that utility systems are designed, constructed, and maintained in compliance with local and state regulations. It includes detailed rules for the management and operation of the City's systems, addressing issues such as connections, usage, and maintenance requirements.

Emergency Services

The Port Angeles Police Department provides the full range of police services within the city limits of Port Angeles, operates PenCom (the county wide 911 dispatch center for police, fire and EMS calls that represents 18 agencies) and works with allied agencies on a regional basis to include the Olympic Peninsula Narcotics Enforcement Team (OPNET), police K-9 response and the Major Incident Response Team (MIRT). The police department provides patrol, crime prevention, community policing, a school resource officer, police K-9, crisis negotiators and criminal investigation services. The police operations headquarters and PenCom are located at City Hall. The Department has 65 personnel, including 35 authorized fully commissioned officers, seven records specialists, 18 communications officers, one administrative coordinator, two systems coordinators, one GIS specialist, and five unpaid police volunteers. The Port Angeles Capital Facilities Element states that the LOS standard for police service is one commissioned officer per 600 residents. Based on the 2024 population of 20,410, the City should have 34 officers to meet the LOS. The City currently meets the LOS standard.

The Port Angeles Fire Department provides fire response and advanced life support emergency medical services within the city limits of Port Angeles. The Fire Department headquarters station is located at 102 East 5th Street. The Department has 27 career personnel who are cross-trained as emergency medical technicians, of whom 19 are certified paramedics. The department has four single-roll paramedics operating out of the Community Paramedic office Monday through Friday. There are three Chief Officers who provide 24-hour duty chief response availability on a rotational basis. In addition to career personnel, the Department has an active volunteer program with 15 volunteer personnel. The Port Angeles Fire Department strives to maintain an LOS ratio of 1.75 personnel per 1,000 residents, which is comparable to that of similar-sized cities. Based on the 2024 population, the City needs 36 career personnel to meet the LOS standard, nine more than are currently on staff. The City currently does not meet the LOS for the number of required career personnel.

Schools

The Port Angeles School District Number 121 serves the City of Port Angeles and its surrounding community. The current inventory of educational facilities in the School District is shown in Table 14.

Table 14 Port Angeles School District Facility Summary

Name	Student Count	Description	Grades	Location
Stevens Middle School	493	Middle School		1139 West 14th, Port Angeles, WA 98363
Seaview Academy	191	Alternative Online School		905 W. 9th Street, Port Angeles, WA 98363
Dry Creek Elementary	372	Elementary School	K-6	25 Rife Road, Port Angeles, WA 98363
Franklin Elementary	339	Elementary School		2505 S. Washington Street, Port Angeles, WA 98362
Hamilton Elementary	355	Elementary School	Pre-6	1822 W. 7th Street, Port Angeles, WA 98362
Jefferson Elementary	255	Elementary School	K-6	218 E. 12th Street, Port Angeles, WA 98362

Roosevelt Elementary	440	Elementary School	K-6	106 Monroe Road, Port Angeles, WA 98362
Lincoln High School	79	High School	9-12	924 West 9th Street, Port Angeles, WA 98363
Port Angeles High School	997	High School	9-12	304 Park Avenue, Port Angeles, WA 98363

Source: Washington State Report Card (OSPI, 2025).

Utilizing funds through property sales, timber revenues, and Capital Levy funds, the District opened an artificial turf field in October 2023 at the former site of Monroe Elementary School. The District began construction of a new Stevens Middle School in April 2025, funded by the 2020 capital levy. The new three-story structure will serve sixth through eighth graders and include a modernization of the gymnasium. The District has also started the planning process for replacement of Franklin Elementary School and Port Angeles High School.

Peninsula College is a center for higher education and diverse cultural opportunities. College programs include traditional academic transfer offerings, professional-technical training, Basic Education for Adults, adult continuing education, on-line learning courses and a center for baccalaureate degrees, allowing students many educational options. The college also works with key university partners, providing numerous opportunities for residents to earn bachelor degrees locally. These partners include City University, Western Washington University, Goddard College and The Evergreen State College.

The Skills Center, working closely with Peninsula College and five neighboring school districts - Cape Flattery, Crescent, Quileute, Port Angeles and Sequim School Districts - provides the latest vocational/ technical education in a competency-based learning environment.

Parks and Recreation Facilities

The City Parks and Recreation Department maintains over 114 acres of developed park land in 22 parks, another 82 acres of undeveloped land reserved for future park development, and 92 acres of undeveloped lands set aside for protection as open space.

The Parks Department maintains 14 playground equipment sites, 13 baseball and/or softball fields, nine football and/or soccer fields, and 12 tennis courts. Approximately 10 acres are taken up by community facilities. The Senior and Community Services Center and the Vern Burton Community Center provide a wide range of year-around recreational services.

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

Other city facilities include the Feiro Marine Life Center, located in City Pier Park, and a traditional native long house, the Loomis Building and several other log structures at Lincoln Park. The Port Angeles Fine Arts Center is located in Webster Woods Park. Two public walkways connecting the downtown area with the residential area at the top of the bluff are owned and maintained by the City. One of those walkways terminates at the Conard Dyar Memorial Fountain in downtown Port Angeles. The City operates a boat

launch ramp and floats for boat moorage on the eastern end of Ediz Hook. The City pier also provides moorage for transient boaters.

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

The City is in the process of updating the Parks, Recreation, and Open Space Element, which sets the goals that the LOS standards will help to achieve and measure. These standards, such as park acreage per capita or trail accessibility metrics, will be developed and applied in alignment with this overarching vision to ensure the City effectively meets its park and recreation objectives for all residents. Currently, the City LOS for park facilities is 10 acres of parks per 1,000 population. 204 acres of parks are currently needed to meet the LOS with the 2024 population estimate of 20,410. The City's 114 acres of developed park lands fall short of the LOS; however, when considering the amount of undeveloped land reserved for parks and open space, for a total of 288 acres, the City exceeds the LOS for parks and recreation facilities. There are no capital parks projects currently funded.

Utilities

Water Supply

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

Port Angeles' municipal watershed comprises the Elwha River drainage basin. The Elwha River is about 45 miles long, has 100 miles of tributary streams, averages about 10 miles wide in an east-west direction, and drains 206,700 acres (323 square miles) of the Olympic Peninsula. Eighty-three percent of the drainage (174,623 acres) lies within Olympic National Park, and is therefore protected from timber harvest, agriculture, and other land-use disturbances. A Ground Water Resiliency Program is identified in the CFP to study the feasibility of supplementing the current water source with a well, or series of wells, in the Port Angeles watershed.

The City of Port Angeles water service area includes the land within the city boundaries, along with services within Clallam County PUD No. 1, 52 Dry Creek customers, 5 Black Diamond customers, and one government account outside the city limits. The City also provides wholesale water to Clallam County PUD No. 1, subject to certain conditions consistent with GMA. Very few sites in the City obtain potable water from private wells. The current water supply for the City is from the Elwha River. The City's water right for municipal supply is 20,600 acre-feet per year (approximately 18.3 million gallons per day). The Elwha River Ranney Well System was originally constructed in 1977. Major renovations were made during the Elwha Dam removal project, which started in 2010, including the construction of a water treatment plant. The Port

Angeles Water Treatment Plant has a treatment capacity of 10.6 million gallons per day. This source and treatment facility provide for domestic, commercial, and some industrial water needs of the City. Water is conveyed from the river via a 24-inch-diameter supply pipeline to the treatment facility, and then distributed to the City's two largest storage reservoirs, Black Diamond and Peabody Heights. The City of Port Angeles owns and operates five reservoirs throughout its service area and oversees over 10,000 commercial, residential, and industrial connections.

According to the City's 2018 Water System Plan, the City has sufficient supply, treatment, and transmission capacity to serve the projected additional connections within its existing and future service areas. The water department is continuously working on water main rehabilitation and plant improvements, with a primary focus on secondary water supply investigations to enhance the city's water source resiliency. The City is also contending with several unfunded projects, including water line replacements, fire flow improvements, and major water main replacements. Overall, managing the city's aging water infrastructure remains an ongoing challenge, necessitating continuous replacement, repair, and updates to meet current standards, with some projects requiring expedited attention.

Stormwater

The City has a Stormwater Management Program (SWMP) that is governed by a Phase II municipal stormwater permit with the Washington Department of Ecology. This program consists of nine key programmatic components that are designed to reduce downstream impacts, including:

- Stormwater Planning
- Public Education and Outreach
- Public Involvement and Participation
- Mapping and Documentation
- Illicit Discharge Detection and Elimination
- Controlling Runoff from Development
- Stormwater Retrofit
- Source Control
- Operations and Maintenance.

Under this program, the City maintains all public storm sewers, culverts, and other stormwater facilities, including the WSDOT conduits, culverts, and stormwater facilities along the US 101 corridor that are located within city limits. All development and re-development within the City must meet current stormwater management standards.

Where feasible, the City has made low-impact development (LID) the preferred approach to managing stormwater associated with development – moving away from the more traditional method of hard surfaces draining directly to catch basins and being piped to the nearest water body. Onsite stormwater management and LID is used to mitigate increased flow rates and volume through dispersed infiltration. LID hydraulicly mimics pre-developed conditions on a developed site. Most LID techniques require some measure of on-site vegetated area to collect, detain, disperse, and infiltrate stormwater back into the ground. Where site coverage is maximized to accommodate increased density and, in turn, open space is reduced, other LID techniques such as permeable pavement, cisterns, and vegetated roofs may still be

effective in achieving these goals. Native infiltration rates of the surrounding soil predominantly govern the feasibility of LID on a site. The predominant soil type in Port Angeles is Type C – glacial till, which is densely compact and restrictive to infiltration.

Wastewater

The City's wastewater system has 127 miles of sanitary and combined sewers ranging from 4 to 48 inches in diameter, 17 pump stations, a secondary wastewater treatment plant, and about 7,200 service connections. It includes a wastewater treatment plant (WWTP) built in 1968-69 as a primary treatment facility, which was upgraded to secondary treatment in 1994. The plant has a design capacity for a population of 24,800. The City is responsible for the infrastructure operations and maintenance of wastewater collection and treatment within the City boundaries, the East UGA, and small portions of the West UGA. The WWTP also provides wastewater treatment and biosolids processing and disposal for the Lower Elwha Klallam Tribe (LEKT) service area as part of a 2007 agreement between the LEKT and the City. The WWTP provides wastewater treatment and biosolids processing and disposal for septage that is hauled to the treatment plant for processing from across the region.

The sewer conveyance system includes 127 miles of sanitary and combined sewer pipe ranging in diameter from 4 to 48 inches and 17 pump stations. 67 percent of the collection system is a separated sanitary sewer, while the remaining 33 percent is a combined sanitary and stormwater system. The City sewer experiences significant infiltration and inflow during storm events, compounded by insufficient conveyance capacity in portions of the combined system.

Power

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

Solid Waste

The Solid Waste Utility operated by the Port Angeles Public Works and Utilities Department provides solid waste services. Residential customer waste is picked up weekly or biweekly and collection is mandatory.

Commercial, curbside yard waste, and recycling are offered and provided by a private contractor. Current participation in the curbside recycling program is 80% of the residential customers. Curbside participation in the yard waste program is around 50% of the residential customers.

The City of Port Angeles owns and operates the Port Angeles transfer station. The Port Angeles Regional Transfer Station began operation in 2007 after conversion from a landfill. This site accepts municipal solid waste from residential, commercial, and industrial customers throughout Clallam County. The Port Angeles Regional Transfer Station does not accept out-of-county waste. Recycling drop boxes are provided for

glass, aluminum, and paper. Used oil, antifreeze, and batteries are also accepted at the site. Municipal solid waste is transported to regional landfills in Eastern Washington or Oregon.

3.3.2 Potential Impacts

Emergency Services

Growth under the Preferred Alternative would increase the demand for emergency services in the City. The existing police services currently meet the LOS standard for the number of required officers. The estimated population growth over the planning period is 3,150 people. To meet the LOS for police services under any of the alternatives, the City would need to hire four additional officers by 2045. The City will continually assess the level of emergency services provided and add staff as development happens gradually over the 20-year planning period. No impacts to emergency services are anticipated with the implementation of the Preferred Alternative.

The City currently does not meet the LOS for fire services, with 27 career personnel. Based on the projected population increase, an additional 14 career personnel will be needed by 2045. The lack of fire service personnel may become more evident as development occurs over the planning period, potentially resulting in significant strain on existing facilities and increased response times.

Schools

Student enrollment is expected to increase with population growth over the planning period. Over time, the increased enrollment will put additional pressure on the District's ability to meet educational requirements. The anticipated needs for the School District include modernizing and replacing aging facilities, particularly at Port Angeles High School and Franklin Elementary, to create contemporary, safe learning environments. The School District's facility needs will be assessed periodically as part of their CFP update. Projects will be completed as capacity and funding become available.

Parks and Recreation Facilities

The City currently has enough developed and reserved park lands to exceed the city-wide LOS under future conditions. However, as development happens over time, expanding parkland and improving equitable access across neighborhoods may be necessary and will be assessed on a case-by-case basis as development projects are proposed. Forecasted needs for Port Angeles parks likely involve maintaining and upgrading existing infrastructure while addressing aging facilities to ensure safety and functionality, as well as development of new park facilities. 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 as part of this and future planning processes, will shape future park priorities and development within the city.

The CFP, being developed in conjunction with the Comprehensive Plan Update, 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. As growth occurs incrementally over time under any of the alternatives, the need for

new and updated park facilities will be assessed. Because of this, and the fact that the City currently exceeds the LOS standard, no significant impacts to parks and recreation facilities are anticipated.

Utilities

Stormwater

LID can often be a challenge for project proponents due to poorly draining soils in the City and may require creative solutions to manage runoff appropriately. If onsite stormwater management is unattainable or inappropriate, runoff is directed into the public stormwater system. In general, higher density and site coverage thresholds will make onsite stormwater management less feasible and require the City to manage more runoff from private development directed into the public right-of-way. To combat flooding, upgrades to the City's stormwater conveyance system may be required, as well as the construction of new regional stormwater management facilities to provide treatment and/or flow control prior to discharge. Development in areas that are tributary to the Port Angeles Harbor are not required to meet stormwater flow control standards (unless the existing City conveyance is unable to accommodate the added runoff) and can be more accommodating to increased density and site coverage. These areas include most of the shoreline, the downtown corridor, and the northwest corner of the City.

Wastewater

The City completed a risk and vulnerability assessment of the wastewater facilities in the 2024 Wastewater Comprehensive Plan (City of Port Angeles, 2024c) to weigh system condition and vulnerability against the consequences of failure and to make recommendations for system improvements. The outcome of that analysis was a prioritized list of 14 facility and collection system rehabilitation/upgrade projects included in the City's Capital Improvement Plan. Additionally, the Wastewater Comprehensive Plan identified that the City has $126 million backlog in long-term conveyance infrastructure rehabilitation and replacement. Additional growth and development over the 20-year planning period will compound existing deficiencies, potentially resulting in significant impacts to the City's ability to manage wastewater effectively.

The Preferred Alternative would allow higher residential and commercial densities than are permitted today. The wastewater collection system model would need to be revisited to better understand the impact of this distributed growth alternative. There would be additional capacity constraints to address. Growth under the Preferred Alternative could have significant implications for the City's wastewater system.

3.3.3 Mitigation Strategies

Measures have been identified to mitigate increased pressure on City-provided services as growth and development occurs over the 20-year planning period. The 2025 CFP currently being developed contains updates to the City's goals and policies, as well as a plan for capital investments to address future capital facility needs related to the LOS standards set therein. Implementation of the priority projects would ensure that impacts from growth are mitigated to levels below significance.

3.3.4 Significant Unavoidable Adverse Impacts

No significant unavoidable adverse impacts to public services and utilities were identified.

3.4 Hazard Mitigation and Climate

3.4.1 Existing Conditions

Regulatory Framework

Comprehensive Plan

The Hazard Mitigation and Climate Resiliency Element of the Comprehensive Plan Update 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. The element encompasses natural hazards identified in the 2024 - 2029 Clallam County Multi-Jurisdictional Hazard Mitigation Plan, as well as the climate resiliency priorities at the citywide and city government levels identified in the 2023 Climate Resiliency Plan.

Climate Resiliency Plan and Implementation Plan

The City of Port Angeles adopted the Climate Resiliency Plan in 2022 and incorporated it as part of the Comprehensive Plan in the 2023 periodic update. The Climate Resiliency Plan was designed to increase opportunities and work collaboratively with the region in identifying and prioritizing actions that help the community prepare for climate risks. It calls for carbon neutrality by 2030 and provides a foundation for long-range sustainability policy (City of Port Angeles, 2022a).

The Climate Resiliency Implementation Plan, also adopted in 2022, provides a detailed framework for the implementation phase of the Climate Resiliency Plan process (City of Port Angeles, 2022b). It includes a prioritized list of targets for achieving resiliency, as well as information on funding, partners, coordination, and monitoring and evaluation criteria.

Natural Hazards

Key hazards identified in the Multi-Jurisdictional Hazard Mitigation Plan (MJHMP) include drought, flooding, landslides, tsunamis, sea level rise, wildfire, wildfire smoke, and others. Past growth and development indicate that the City of Port Angeles' 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.

Carbon neutrality means that greenhouse gases released to the atmosphere are balanced by removing or storing an equivalent amount of carbon. The world's scientists have concluded we must collectively reach carbon neutrality by mid-century to avoid the worst impacts of climate change. The City will prioritize emissions reduction to reach carbon neutrality (City of Port Angeles, 2022a).

Greenhouse Gases

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_2 ($MTCO_2e$), which is approximately 6.7 $MTCO_2e$ per person. Most of these emissions

(68%) came from transportation and mobile sources, primarily on-road vehicles (59.3%). The second leading contributor to greenhouse gas emissions was waste at 15%, followed by process & fugitive emissions at 14.4%. The City's goal to reduce greenhouse gas emissions and achieve carbon neutrality by 2030 may be achieved through the implementation of the Climate Resiliency Plan and incorporation of goals and policies directly related to hazard mitigation and climate resiliency.

Sea Level Rise

As global temperatures rise, the melting of glaciers and the thermal expansion of ocean water result in a rise in sea levels. Port Angeles, with its extensive shoreline, is facing a growing risk from sea level rise. Low-lying coastal areas, including harbors, marinas, and waterfront development, are vulnerable to erosion and frequent tidal flooding. Sea level rise can also intensify storm surge effects, worsening coastal storm damage. Sea level rise is expected to intensify coastal flooding and inundation, coastal erosion and land loss.

3.4.2 Potential Impacts

Development in Port Angeles is expected to increase in the study area over time. New residential and commercial development to accommodate growth projections would be at risk from hazards exacerbated by climate change. The level of exposure and sensitivity to hazards could vary based on the location of development. Air pollutant emissions generated are expected to increase as a result of that development. Similarly, regional vehicle miles traveled by residents and those who work in the study area would also increase, along with the emissions generated by those vehicles.

The anticipated population and development growth is likely to occur across a wide area of the city. Less compact development could put more people, facilities, and critical areas at risk to natural hazards such as wildfire. However, the updated Comprehensive Plan would include a climate element that sets goals and policies related to climate change. Implementation of the policies in the climate element would make Port Angeles, including new development under the Comprehensive Plan, more resilient to climate change. No significant impacts are expected with adoption of the Preferred Alternative.

3.4.3 Mitigation Strategies

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. Mitigation would include measures identified in the Climate Resiliency Plan and Climate Resiliency Implementation Plan, the Clallam County Multi-Jurisdictional Hazard Mitigation Plan, and the Comprehensive Plan policies. Future updates to the Shoreline Master Program will assist with sea level rise mitigation and net ecological gain of the City's shorelines, estuaries, and nearshore habitat.

3.4.4 Significant Unavoidable Adverse Impacts

While the impacts of climate change on Port Angeles are likely to be significant, those of the Preferred Alternative would not be. Both existing and future residences and development would be at risk from climate change in all parts of the City, and the Comprehensive Plan would not significantly increase that risk.

4 Distribution List

4.1 Federal and Tribal Agencies

Lower Elwha Klallam Tribe

Jamestown S'Klallam Tribe

Makah Tribe

Hoh Tribe

Quileute Tribe

US Army Corps of Engineers – Seattle District

US Department of Agriculture, Natural Resource Conservation Service

US Department of Homeland Security – Federal Emergency Management Agency (FEMA) – Region 10

US Department of Defense – Coast Guard – Northwest District

US Department of the Interior – National Parks Service – Olympic National Park

4.2 State Agencies

Department of Archaeology and Historic Preservation

Department of Commerce

Department of Fish & Wildlife

Department of Health

Department of Ecology

4.3 City Departments

City of Port Angeles Community and Economic Development

City of Port Angeles City Manager's Office

City of Port Angeles Police Department

City of Port Angeles Fire Department

City of Port Angeles Public Works and Utilities Department

City of Port Angeles Finance Department

City of Port Angeles Information Technology Department

City of Port Angeles Legal Department

4.4 County and Regional Departments

Clallam County Department of Community Development

Clallam County Department of Health and Human Services

Clallam County Department of Emergency Management

Clallam Transit

Port Angeles School District

Olympic Region Clean Air Agency

Clallam County Economic Development Council

Port Angeles Chamber of Commerce

Port of Port Angeles

Clallam County Public Utility District

North Olympic Peninsula Resource Conservation & Development Council

Port Angeles Regional Chamber of Commerce

4.5 Others

Port Angeles Business Association

North Peninsula Builders' Association

Port Angeles Association of Realtors

Peninsula Housing Authority

Peninsula Behavioral Health

Serenity House of Clallam County

Futurewise

Port Angeles Waterfront District

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Appendix A

Draft EIS Public Comment Matrix

Comment Letter #	Comment #	Date	Commenter Name	Category	Comment	Comment Response
1	1	10/21/2025	Kelly Johnson Port Angeles Business Association	**UGA**	We support the proposed UGA land swap transferring UGA designation from Clallam Bay to the Edgewood/Dry Creek area. This proposal represents a forward-looking step toward aligning urban growth with available infrastructure and long-term development potential.	Thank you for your comment.
1	2	10/21/2025	Kelly Johnson Port Angeles Business Association	**Zoning**	We recognize that industrially zoned land is critical to attracting and retaining employers who provide high-quality, family-wage jobs. However, we also encourage the City to maintain flexibility in how the area may evolve over time. Confining future use through overly narrow zoning designations could unintentionally discourage private investment and restrict the community's ability to respond to changing economic conditions. A balanced approach that accommodates both employment and mixed use housing needs not only supports a stable workforce and local business growth, but also enhances livability and economic resilience across the region.	Both of the DEIS action alternatives included changes in zoning to allow increased housing capacity and expanded commercial and mixed-use areas. The City of Port Angeles Comprehensive Plan is updated every 10 years as part of a state-mandated periodic review cycle. The City also has the option to complete minor updates the plan annually. As development occurs over time, the City will reassess the need for changes to development regulations to acurately reflect the community's need.
1	3	10/21/2025	Kelly Johnson, President Port Angeles Business Association	**General**	At the state level, Washington's latest revenue forecast underscores the urgency of these issues. The state now faces an $900 million budget shortfall, driven in large part by a steep slowdown in residential construction, with housing permits at their lowest level since 2013. Forecast data show housing starts down 6%, permits down 11 %, and new home sales down 8% from 2024 levels - a trend that has already reduced collections from the Real Estate Excise Tax (REET) by 18%.	Thank you for your comment.
2	1	10/20/2025	Shamber Twedt, President Port Angeles Association of Realtors	**General**	On behalf of the Port Angeles Association of Realtors (PAAR), thank you for the opportunity to provide input on the 2025 Housing Action Plan. [see attached for full comment letter]	Thank you for your comment. This comment is outside the purview of this SEPA Programmatic EIS.
3	1	10/20/2025	Shamber Twedt, President Port Angeles Association of Realtors	**General**	On behalf of the Port Angeles Association of Realtors (PAAR), thank you for the opportunity to provide input on the 2025 Comprehensive Plan. [see attached for full comment letter]	Thank you for your comment. This comment is outside the purview of this SEPA Programmatic EIS.
4	1	10/21/2025	Kelly Johnson Windermere Real Estate	**Zoning**	I’m writing today to express my support for the proposed UGA land swap transferring urban growth area designation from Clallam Bay to the Edgewood/Dry Creek corridor. This proposal reflects a strategic and forward-thinking approach—aligning future development with existing infrastructure and long-term potential.	Thank you for your comment.

Comment Letter #	Comment #	Date	Commenter Name	Category	Comment	Comment Response
4	2	10/21/2025	Kelly Johnson Windermere Real Estate	**Zoning**	Overly narrow zoning designations can unintentionally discourage private investment and limit our capacity to respond to changing needs. A balanced framework that accommodates both employment and mixed-use housing supports a stable workforce, fosters local business growth, and enhances overall livability.	Thank you for your comment.
5	1	10/16/2025	Mathew Moore	**Alternatives**	Not sure if this is the time to comment on the preferred alternative and I don't have time for a thorough review, but based on cursory review of the report and proposals, I am voting for Alternative 1 - no action. Although, I see that the "No Action Alternative would not be in compliance with the GMA" so I have no idea why it is even in here.	The No Action Alternative is a required element of a SEPA EIS Per WAC 197-11-440(5) as a comparison.
5	2	10/16/2025	Mathew Moore	**Alternatives**	I like the name for alternative 3, "focused growth", but in my opinion, the alternative itself significantly misses the mark. Why isn't there an alternative that converts all the current downtown area to mixed use and closely surrounds that area and major corridors with high density residential? Since Alternative 1 is not an alternative, can we include an option for "really focused growth"?	Thank you for your comment The City developed the alternatives to reflect a reasonable range of growth patterns. The Draft EIS Alternative 3 represents the high-intensity end of that range by concentrating growth in and around downtown while limiting expansion elsewhere. A more extreme “all-downtown” scenario was not advanced due to potential infrastructure, displacement, and market feasibility constraints but the intent of that concept is substantially addressed in Alternative 3.
5	3	10/16/2025	Mathew Moore	**Transportation**	The report states that 5,430 commuters live in Port Angeles but work elsewhere - how many of those are remote workers? Also, what are the distances traveled and transportation modes for the various commuting groups? Again, I haven't had time for a thorough review but I worry that this report fails to consider the traffic impacts of improved walkability associated with concentrated housing and commerce, and more importantly - how much worse traffic will get with that same density spread over the city.	Transportation impacts associated with population growth were considered in Section 3.2.2 of the EIS. Mitigation strategies for traffic operations and active transportation are found in Section 3.2.3 of the EIS. It is important to note that the traffic analysis methdologies were high-level, so they are not specific to distances traveled or mode split of various groups. However, we are confident that our growth forecasts are conservative enough to capture the effects of the high-density scenarios described in the EIS.

Comment Letter #	Comment #	Date	Commenter Name	Category	Comment	Comment Response
5	4	10/16/2025	Mathew Moore	**Housing**	Also, who is going to be living where? I see that a "Housing Needs Assessment" is referenced but it is not clear how that played into these alternatives. I don't have time before the comment date to read the HNA, but I hope it concludes something similar to 'elderly people need to downsize to apartments near the hospital and a grocery store so they can live 90% of their lives without driving, young adults need apartments near downtown or industrial areas where they can work and play, and families need low activity areas where their kids can play in the street and ideally bike themselves to school.'	The Housing Needs Assessment was completed to inform the updates to the Comprehensive Plan, and in particular, the Housing Element. This comment is outside the purview of this SEPA Programmatic EIS.
		10/16/2025	Mathew Moore	**General**	If there is a better place for me to make these comments, please let me know. And, who reviews these comments?	While some of the comments are not within the purview of the SEPA environmental analysis, all comments are reviewed by the Comprehensive Plan Update team and City staff.
6	1	10/3/2025	Nancy Stephanz	**Transportation**	Continue free bus rides, expand bus routes. If possible bypass the downtown for heavy truck traffic to help those roads last longer.	The City will continue to work with Clallam Transit as population growth puts additional pressure on existing services. See also Section 3.2.3 Transit Operations Mitigation of the EIS.
6	1	10/3/2025	Nancy Stephanz	**Transportation**	Is there room between the National Park limits and Port Angeles to reroute 101 between the city and the Park? it might help the highway survive if we have to go through a tsunami and it would speed up transit time to the west side of the Park, to Forks and Neah Bay and LaPush.	The following is included in Section 3.2.3 of the EIS as a mitigation strategies for impacts to Freight Operations: "In the coming years, the City should revisit the concept of an alternative truck route and look for funding opportunities to advance key components, such as reconfiguration of US 101/Tumwater Truck Route (SR 117) interchange and safety and capacity enhancements to Lauridsen Boulevard."
6	2	10/3/2025	Nancy Stephanz	**Employment**	Medical transportation to Poulsbo, Bremerton, Seattle and Tacoma to see specialists (and, if OMC fails, to get to St. Michael's).	Thank you for your comment. This comment is outside the purview of this SEPA Programmatic EIS.
6	3	10/3/2025	Nancy Stephanz	**Employment**	Kit modular homes—add onto what the CRTC/Makah Nation has already done and get the Peninsula College construction students and high school vocational students involved as part of the workforce so they can be hired to work doing construction of these types of properties when they graduate. Make it all here = less cost to the consumer because at least there won't be large transportation costs.	Thank you for your comment. This comment is outside the purview of this SEPA Programmatic EIS.

Comment Letter #	Comment #	Date	Commenter Name	Category	Comment	Comment Response
6	4	10/3/2025	Nancy Stephanz	Employment	Specialists to renovate vacant properties to livable homes, whether single family or multi family, or convert current single family homes to duplexes. The students can learn while in class and work as employees once they graduate.	Thank you for your comment. This comment is outside the purview of this SEPA Programmatic EIS.
6	5	10/3/2025	Nancy Stephanz	Employment	More types of temporary housing means a need for people who can tell church congregations.	Thank you for your comment. This comment is outside the purview of this SEPA Programmatic EIS.
6	6	10/3/2025	Nancy Stephanz	Employment	Co-op type organizations for neighborhood childcare.	Thank you for your comment. This comment is outside the purview of this SEPA Programmatic EIS.
6	7	10/3/2025	Nancy Stephanz	Employment	Expand the locally grown food co-ops. The food banks really need this.	Thank you for your comment. This comment is outside the purview of this SEPA Programmatic EIS.
6	8	10/3/2025	Nancy Stephanz	**Housing**	Establish another 501(c)3 for private individuals who want to donate some of their IRA RMD's to help create affordable housing in Clallam County.	Thank you for your comment. This comment is outside the purview of this SEPA Programmatic EIS. Development proposals for specific types of housing are proposed by developers as market conditions allow. This is not within the purview of the City and personal donations may be better served through other non-profits with affordable housing in its mission.
6	9	10/3/2025	Nancy Stephanz	**Housing**	Make sure long term home sharing (renting one or more bedrooms but sharing the public areas of the house for 30 days or more) is allowed everywhere people are allowed to live. Don't allow developers, "gated communities", or HOA's to prohibit home sharing.	Thank you for your comment. This comment is outside the purview of this SEPA Programmatic EIS. Development proposals for specific types of housing are proposed by developers as market conditions allow. The City is working to pass a co-living housing ordinance by the end of the year which would be inclusive of home sharing and allow it within all commercial and residential zones.
6	10	10/3/2025	Nancy Stephanz	**Housing**	Dorm style construction of "co-living" apartments.	Thank you for your comment. This comment is outside the purview of this SEPA Programmatic EIS. Development proposals for specific types of housing are proposed by developers as market conditions allow. The City is working to pass a co-living housing ordinance by the end of the year which would be inclusive of home sharing and allow it within all commercial and residential zones.
6	11	10/3/2025	Nancy Stephanz	**General**	Vacant buildings—we need a way to find out where they are.	Thank you for your comment. Addressing vacant and blighted buildings is a goal within the housing action plan.

Comment Letter #	Comment #	Date	Commenter Name	Category	Comment	Comment Response
7	1	9/30/2025	Danny Steiger	**Zoning**	Does "commercial zoning" include mixed use? If not, I really think we need to make sure that's allowed.	Thank you for your comment. Yes, some commercial zones—especially the Central Business District (CBD)—already allow mixed-use development. Others, like CN and CSD, can support it in appropriate areas. A city-wide rezone planned for 2026 will rename many commercial zones as mixed-use to better reflect and encourage housing above retail and office uses.
7	2	9/30/2025	Danny Steiger	**General**	Chat pointed out that we have more commercial land capacity than is needed for our city's population. I'm not an expert on this, but it was an interesting assessment.	Thank you for your comment.
7	3	9/30/2025	Danny Steiger	**Housing**	I still take issue with the premise that we need to build so many units for such a low AMI. It's simply not possible to do this without HEAVY subsidies, which then often trigger prevailing wage, which is not a great use of city funds. I don't have an answer, but I don't think just stating that we should do this without having a path forward is a wise use of our time or accurately presents what we PLAN to do.	Thank you for your comment. The AMI data in large part was gathered using the Housing Action Plan Tool and guidance from the Washington State Department of Commerce Housing Element guide. Port Angeles housing need is primarily under 80% AMI, and the City has many programs and development incentives to encourage the construction of all housing (affordable, infill, workforce/attainable, and luxury homes).
7	4	9/30/2025	Danny Steiger	**General**	Economic development could help with the above mentioned numbers for housing... If we can drive more economic development and high earning jobs, then it takes pressure off of building subsidized housing (or at least as many units). CC EDC should have a big hand in this portion of the plan.	Thank you for your comment. This comment is outside the purview of this SEPA Programmatic EIS.
7	5	9/30/2025	Danny Steiger	**Transportation**	I am strongly in favor of looking at alternatives for the truck route, especially if we want to convert down town to 2-way streets. I'm intrigued after learning the previous plans for using Penn St for the truck route. I realize a bridge would be required, which is never cheap, but if the City is serious about changing the flow of downtown, I believe that would be the least disruptive way to move the truck traffic, which would go a long way in attracting more business to down town. I still have concerns about how loading/unloading would work for downtown businesses if we convert to 2 way streets, so that is worth really looking into.	The following is included in Section 3.2.3 of the EIS as a mitigation strategies for impacts to Freight Operations: "In the coming years, the City should revisit the concept of an alternative truck route and look for funding opportunities to advance key components, such as reconfiguration of US 101/Tumwater Truck Route (SR 117) interchange and safety and capacity enhancements to Lauridsen Boulevard."

Comment Letter #	Comment #	Date	Commenter Name	Category	Comment	Comment Response
7	6	9/30/2025	Danny Steiger	**General**	It's critical that all departments of the city work together on these plans - I was somewhat disappointed when we met with the UAC and I asked where the capacity was (for additional housing units) and was told "we prefer the planning commission tell us where they want units and we'll build there."	Thank you for your comment. Staff will continue to strive to work interdepartmentaly on plans moving forward.
8	1	9/19/2025	Steven Pelayo	**Population**	I am very worried that the population forecasts for our Comp Plan are unrealistic. Even the DCD Director for Clallam County agrees. As a reminder, we were VERY wrong with our forecasts back in 2017 as well. This has very important implications for the Housing Action Plan too. I'd really like to better understand our methodology.	Thank you for your comment. The City's 2045 population forecast of 23,110 residents is based on the growth allocation process required under the Washington State Growth Management Act (GMA). The projections originate from the state Office of Financial Management (OFM) and are allocated through a Clallam County-led process. The EIS evaluates the environmental impacts of accommodating that assigned growth; it does not generate or independently verify population forecasts.
8	1	9/19/2025	Steven Pelayo	**Population**	I can understand the "aspirational desires" that "Port Angeles and Sequim expressed to accommodate a larger share of the anticipated growth". However, the realities in COPA don't match the likely growth trajectories. It seems to me that Sequim/Carlsborg will probably add the most incremental numbers to Clallam County over the next decade or so.	While current market absorption rates vary, the City must plan to provide zoning capacity for its assigned share of growth over the full 20-year horizon, consistent with GMA requirements.
8	1	9/19/2025	Steven Pelayo	**Population**	COPA single family home building permits fell -38% in 2023 and another -50% in 2024 to only 12 permits. Even including ALL dwelling units, year to date COPA has reported only 24 in the first half of the year, compared to 95 in 2024 and 66 in 2023.	Short-term permit activity is acknowledged in the Plan, but SEPA requires analysis based on long-term capacity and potential impacts, not annual fluctuations. The Land Capacity Analysis confirms zoning sufficient to meet the 20-year target even with short-term permitting variability.
8	1	9/19/2025	Steven Pelayo	**Population**	Net/net, the Sequim versus COPA housing plans look massively different (both in growth rates and absolute numbers) which is why I question the population growth assumptions for COPA in the latest Comp Plan. Despite their "aspirations", it seems to me that the COPA Comp Plan is setting itself up to miss future goals by being unrealistic. This is a repeat of the mistake we made in the past.	SEPA evaluates environmental impacts assuming the adopted growth allocation occurs. The EIS does not forecast economic outcomes or predict market absorption but provides analysis to ensure that if growth occurs, adequate mitigation strategies and infrastructure planning are in place.