

# HARBOR RESOURCES MANAGEMENT PLAN 2011



This Harbor Resources Master Plan was developed thanks to the dedicated efforts of the Harbor Planning Committee members, the City of Port Angeles staff, the consultants, and the Port Angeles community.

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# Introduction

The residents of Port Angeles cherish their full spectrum waterfront. The open water, majestic mountain backdrop, and broad vistas provide a breathtaking natural setting. Trails, parks, boat launches, and beaches encourage recreation throughout the shoreline, while the working waterfront's dynamic businesses provide the backbone of the Port Angeles economy. Archaeological sites, historical buildings and structures, cultural landscapes, traditional transportation patterns, murals, and art objects throughout the Port Angeles Harbor (Harbor) proudly display the area's rich and diverse cultural history.

The Port Angeles Harbor is the only deep water port on the Olympic Peninsula's northern shore. Like many historic industrial waterfronts, the Harbor is undergoing a transformation and is the focus of a tremendous amount of study and investment. Recent restoration efforts, such as Valley Creek Estuary Park, have improved habitat and reflect strong public interest in restoring the Harbor's ecological functions and natural beauty. The breaching of the Elwha Dam, planned to begin September 2011, also

holds promise for nourishing the shoreline and ensuring the long term stability of Ediz Hook. Likewise, continuous improvements to the Waterfront Trail and public parks are enhancing public access to and enjoyment of the Harbor. Over time, population growth and economic recovery will drive economic development. In addition, a strong interest in celebrating the unique and diverse maritime cultural history prevails.

Investing in key Harbor improvements will help the City of Port Angeles (City) create a cohesive, inviting place that improves the local quality of life, economic vibrancy, and natural environment. This Harbor Resources Management Plan (HRMP) represents the community's vision for the use, management, and protection of their Harbor.

*"We are blessed to live on the northern coast of the Olympic Peninsula. Tourists from all over the world are drawn to this area by its unique beauty, the rich native cultural heritage and the Olympic National Park. Our future lies with making use of these invaluable assets."*

## Bringing it all Together

Independent planning efforts that address overlapping geographic areas, goals, and components of Harbor planning drove the need for the HRMP – a plan that fills in data gaps and recommends a cohesive strategy for Harbor improvement. These include the City’s Shoreline Analysis Report, Shoreline Master Program (under development), Waterfront and Transportation Improvement Plan (WTIP, under development), 2011 Draft Art Framework Plan, Comprehensive Plan, Draft Comprehensive Park Plan, Archaeological Predictive Model and Management Plan, 1989 Harbor Resource Management Plan, Regional Olympic Discovery Trail planning, Rayonier site remediation and clean-up, Ennis Creek restoration planning, Port of Port Angeles’ (Port) Marine Facilities Master Plan, Port’s Central Waterfront Master Plan, Department of Ecology’s Port Angeles Harbor Sediment Study, and Combined Sewer Overflow (CSO) Reduction Program.

## *Purpose and Process*

The HRMP intends to be the comprehensive source outlining the desired future vision for the City of Port Angeles’ Harbor area. It outlines long-term cultural and historic resource management, environmental restoration, public access, and economic development objectives. This effort builds on a host of planning efforts in order to provide a cohesive guide to Harbor redevelopment. In particular, this plan was created simultaneously with the Shoreline Master Program (SMP). See the sidebar for a complete list of documents reviewed during the planning process.

The HRMP was developed through a collaborative process with the Harbor Planning Committee (HPC) and community members. The Committee consists of representatives from the City, Clallam County, Lower Elwha Klallam Tribe, Port of Port Angeles, United States Coast Guard, Department of Natural Resources, Department of Ecology (ex-officio), and the Puget Sound Partnership (ex-officio).

Finally, the HRMP outlines an implementation strategy that includes time frames, needed resources, possible funding sources, and responsible parties. These elements provide direction for the City of Port Angeles’ capital improvement program as well as the Port of Port Angeles, local Tribal entities (Lower Elwha Klallam, Jamestown S’Klallam, and Port Gamble S’Klallam), and private sector investment.

## Harbor Resources Management Plan Goals

- 1) Allocate water and shoreline areas of the Harbor to those public and private sector uses which will represent a long-term balance in social, cultural, environmental, and economic benefits and provide the greatest benefits to local citizens and to all citizens of the State.
- 2) Provide for the long-term needs of navigation and commerce by managing uses to accommodate international and regional trends in maritime technology while maintaining homeland security standards.
- 3) Allow for development of non-water-dependent uses consistent with this plan and the SMP.
- 4) Select and encourage economic development that maintains the high environmental quality of life on the Peninsula and in Port Angeles.
- 5) Diversify economic development to create stable, long-term economic benefits and minimize the impacts of the cyclical nature of individual industries.
- 6) Develop local tourism opportunities, particularly those which are environmentally- and culturally-based, as an integral component of the regional tourism industry as well as the local economy.
- 7) Support sustainable forest products, fisheries, and other natural resource industries that are compatible with the HRMP and SMP.
- 8) Improve and increase public access to shoreline and harbor recreational areas.
- 9) Monitor and evaluate regional and international opportunities to inform potential harbor activities that would strengthen and diversify the local economy.
- 10) Coordinate State and local decision-making on harbor development proposals through this Plan, the SMP, and State and local planning.
- 11) Develop an on-going process to identify use conflicts, where they exist, and determine a land use strategy that provides the best long-term balance of social and economic benefits for the community.

## Creating the HRMP

The planning team gathered key input from Port Angeles residents, businesses, environmental organizations, Tribes, and the HPC to create this citizen-driven, long-term plan. Input was also solicited via an online survey, gathered at two community meetings (June and September 2010) and provided by three focus groups (August 2010). The focus groups were organized around three topic areas: 1) environmental protection and restoration, 2) economic development, and 3) recreational, public access, and cultural resources. The Draft HRMP concepts were reviewed in a public meeting and open house (February 2011). Representative quotes from participants involved in the HRMP process are found throughout this document.

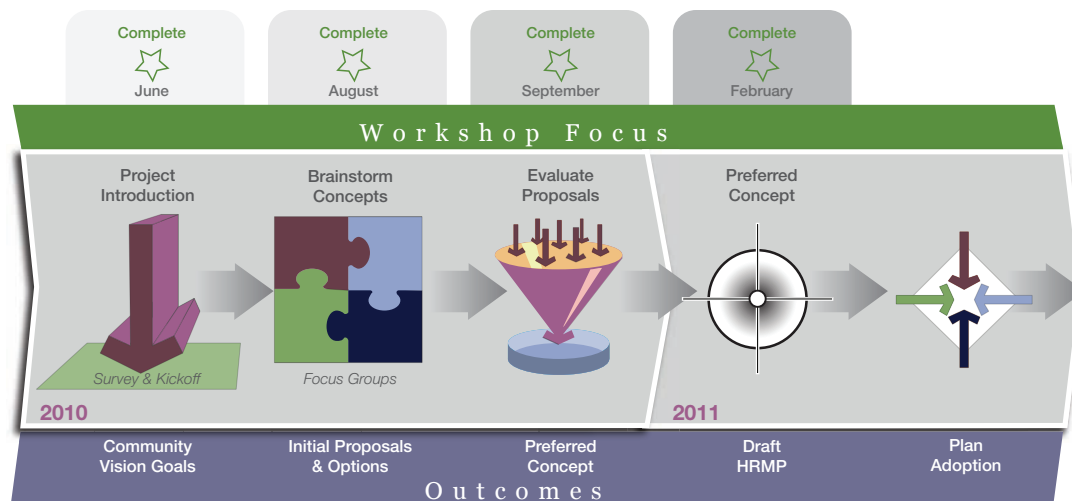


Figure 1. Input from four workshops, three focus groups, and an online survey guided HRMP development.

## *Relationship to the SMP and Comprehensive Plan*

The coordinated SMP and HRMP serve distinct purposes. The SMP is a regulatory document mandated by the State, and administered and largely funded by the Department of Ecology. It must balance environmental protection, appropriate shoreline use and development, and public access uses within the shoreline jurisdiction - generally 200 feet from the Ordinary High Water Mark (OHWM). The SMP guides uses and development within the designated shoreline district. As required by Washington State law, the City will adopt a SMP consistent with the Washington State Shoreline Management Act (SMA) (Chapter 90.58 RCW) prior to December 2012.

The HRMP and SMP processes were approached concurrently to allow the SMP inventory and analysis, shoreline development regulations, and Restoration Plan to inform this plan. The SMP Cumulative Impact Analysis also evaluates the HRMP's overall sustainability. Coordinating these with the City's Comprehensive Plan honors City policies, regulations, and actions to achieve a unified community vision.

HRMP recommendations support the following Comprehensive Plan goals and policies:

- 1) Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks
- 2) Protect the environment and enhance the State's high quality of life, including air and water quality, and ensure the availability of water
- 3) Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts
- 4) Identify and encourage the preservation of lands, sites and structures that have historical or archaeological significance
- 5) Encourage the recruitment of new commercial developments and businesses while supporting existing enterprises
- 6) Develop a master plan for Ediz Hook that "improves public access to shorelines, abates deteriorating structures, and allows for expanded recreational and commercial uses"
- 7) Work with the Lower Elwha Klallam Tribe to develop a cultural center
- 8) Develop urban design review guidelines in the Central Business District (CBD)
- 9) Develop heritage tourism; develop a waterfront promenade along the Downtown waterfront; encourage community events; mitigate parking impacts
- 10) Buffer the impact (noise, particulates, etc.) to mitigate nuisance and hazardous characteristics

# Study Area

The City of Port Angeles, the Olympic Peninsula's largest metropolis (18,397 people according to the U.S. Census 2000), is located in Clallam County, Washington. It sits along a unique natural harbor at the foothills of the Olympic Mountain Range on the Strait of Juan de Fuca. The HRMP's study area includes the Port Angeles Harbor and shorelines, extending inland to the bluffs.

As illustrated below, the HRMP addresses the Harbor in three subareas:

- 1) Ediz Hook, 2) the Commercial/Industrial Waterfront, and 3) the Downtown Waterfront.

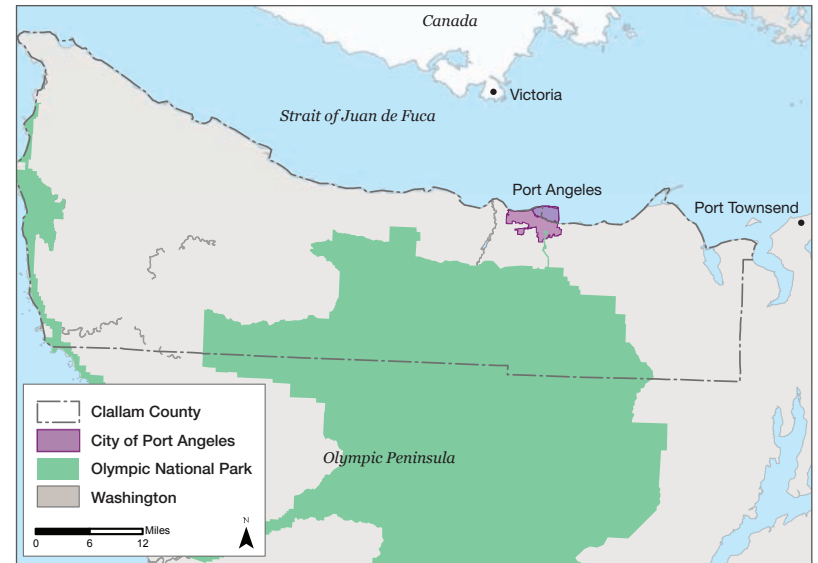
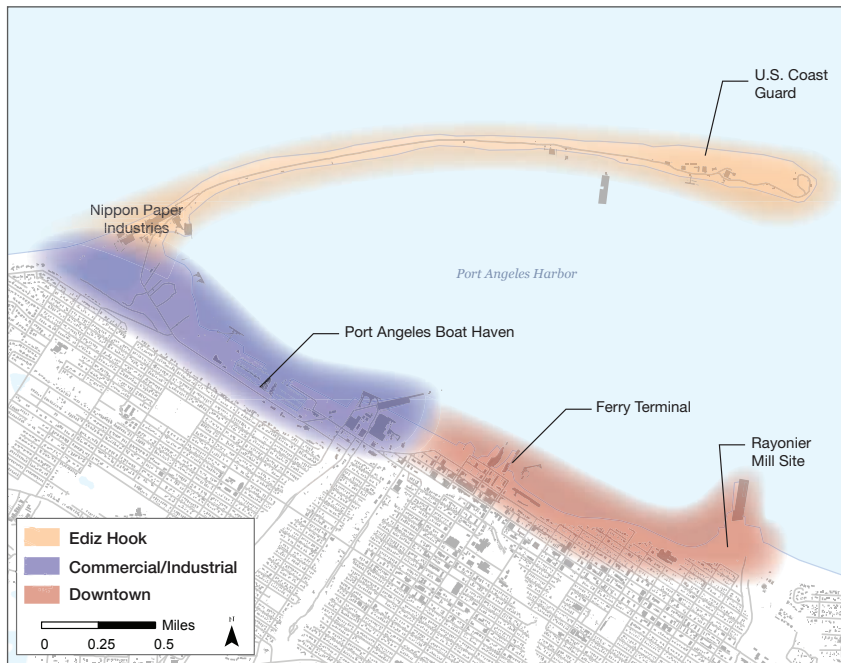


Figure 2. Port Angeles, the Olympic Peninsula's largest city, sits at the foothills of the Olympic National Park, shown in green.

Figure 3. The HRMP addresses three Harbor subareas.

# Existing Conditions

## Ediz Hook

Ediz Hook (Hook) is a 3.5-mile natural sand spit that juts into the Strait of Juan de Fuca. The natural breakwater protects the Harbor, offers broad vistas, supports industrial and commercial uses, and provides numerous recreational opportunities. The U.S. Coast Guard (USCG) Air Station/Sector Field Office Port Angeles occupies the eastern portion of the Hook. Most of Ediz Hook outside of the USCG is owned by the federal government and leased long-term to the City. The Lower Elwha Klallam Tribe owns Harborview Park and the adjacent parcel. The outer stretch of Ediz Hook is zoned Public Buildings and Parks and the inner stretch is mostly zoned Industrial Heavy, although industry only remains at the base. Some small areas around the USCG Air Station are zoned for commercial uses.

Bisected by Ediz Hook Road and the Waterfront Trail, the spit is lined with public beaches, picnic spots, and parking areas. This unique land formation, which ranges from 90- to 750-foot wide, draws a diverse crowd, including pedestrians, bikers, and fishers. The 6.5-mile Waterfront Trail starts at the USCG Air Station, and follows the shoreline east to the Rayonier mill site. The Trail will soon connect to the westward segment of the Olympic Discovery Trail at the base of Ediz Hook.

However, the Ediz Hook section of the Trail is poorly marked and can conflict with undefined automobile parking. In addition, Nippon Paper Industries' (Nippon) operations and the lack of strong Trail identity at the base can discourage people from accessing the Hook, especially visitors unfamiliar with the area.

Boaters, swimmers, and divers also enjoy the relative calm waters of the Harbor, accessed from the inner Ediz Hook. Sail and Paddle Park offers access to the water for hand-held watercraft users, and the YMCA has a boat storage facility nearby. The Ediz Hook Boat Launch is a public boat ramp with parking for 50 vehicles with trailers and a restroom. Harborview Park may be redeveloped with a marina, a restaurant, or other commercial uses. The "A-frame site," a pier formerly used for dumping logs into the Harbor and now undergoing restoration efforts, is approximately .8 miles west of the boat launch and presents opportunities for recreational water activities.

In addition, some commercial uses occur on or near Ediz Hook. A seafood company has floating net pens for raising juvenile salmon south of the Coast Guard and supporting structures upland west of the public boat launch. The Puget Sound Pilots Association has a dock and float for mooring several pilot boats and an office building just east of the boat launch. Two Department of Natural Resources (DNR) leases accommodate offshore log storage (DNR lease records), although it appears that only one is in use.

*"Protect and restore Ediz Hook. It is the primary shoreline feature that makes Port Angeles what it is as a deep and protected harbor."*



Figure 4. Ediz Hook

## Commercial/Industrial Waterfront

The Harbor's commercial and industrial area spans approximately 1.6 miles, from the base of Ediz Hook at Nippon to the intersection of West 1<sup>st</sup> Street and Marine Drive at Valley Creek Estuary Park. The Port of Port Angeles is the area's largest property owner, occupying nearly 35 acres of commercial, industrial, and recreational lands within the Harbor, including a 16-acre public marina.

The natural lagoon at the base of Ediz Hook is important for ecological functions and is identified as a potential environmental restoration site. Although once used for storing logs for the paper mill, it will not likely be repurposed as such.

The Tse-whit-zen site, an important archaeological resource and former village and cemetery of the Central Coast Salish Klallam Tribe, is located inland of Terminal 5. This site is

*"We have to balance ecology with development. Our port/waterfront can serve dual purposes for recreation and business if we apply common sense and current technology to safeguard our water and shoreline habitat."*

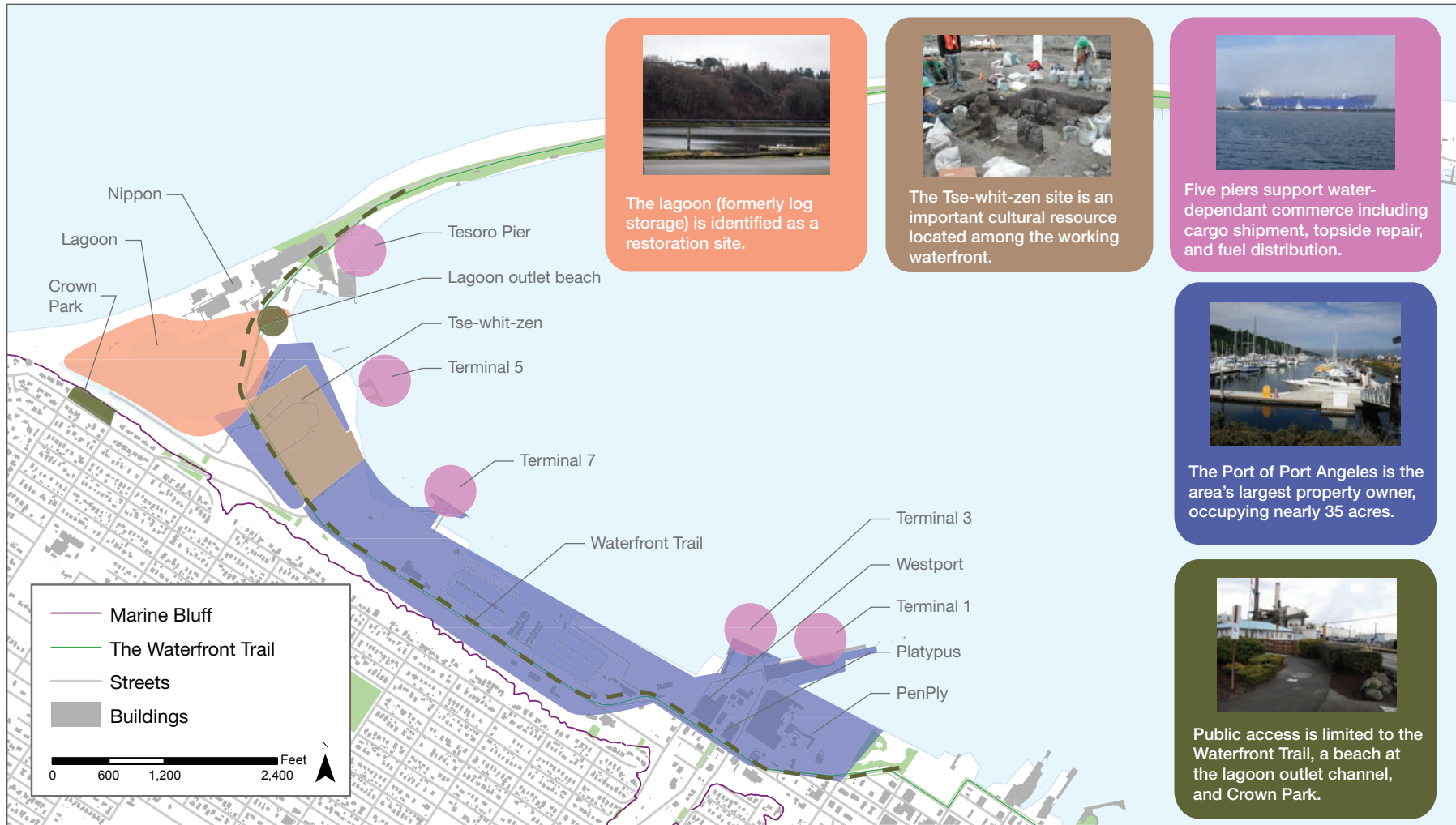
culturally significant to the Klallam and may house an artifact curation facility and/or an international research institute in the future. (See the Cultural Resources section on page 20 for more information).

Five piers (Tesoro and Terminals 1, 3, 5, and 7) support water-dependent commerce in this subarea. They are used for transferring paper products and cargo to and from vessels, distributing fuel, lay berthing, ship topside repair, large-vessel moorage, mega-yacht construction, and forest products export.

Public access to the water is limited in this subarea. The Waterfront Trail follows Marine Drive away from the shoreline due to safety considerations, security requirements, and industrial operation needs. Waterfront access is provided at the Port Angeles Boat Haven and at a naturalized beach adjacent to the lagoon. Waterfront views are available at Crown Park, which sits above the bluffs south of the lagoon. This park overlooks Ediz Hook, Nippon, the Harbor, and the Strait of Juan de Fuca.

### Challenges in the Harbor

Faltering water quality challenges the environmental health of the Port Angeles Harbor. Wood waste and sediment from wood-based industries, effluent from various mills, leaks from fuel storage facilities, spills from shipbuilding activities, combined sewer overflow outfalls, and unfiltered stormwater runoff have contributed to poor water quality and fish habitat. Fill, shoreline armoring, and culverting have impacted estuarine habitat (Washington State Conservation Commission 1999, Shoreline Master Program, Shoreline Analysis Report).





## Public Space as an Economic Engine

In the shadow of a world-wide economic meltdown, cities are exploring inventive ways to boost their economies and investing in public space is a proven revitalization strategy. According to Project for Public Places, “public squares and urban parks, not expensive mega-projects, are emerging as the best ways to make downtowns more livable.” Communities benefit financially and intangibly from successful public squares, which can be completed (or rejuvenated) at a lower cost and greater speed than many large-scale projects. When done right, public squares encourage private investment, highlight a community’s unique assets, and draw diverse crowds by providing a host of active and passive recreation options.

## *Downtown Waterfront*

Downtown Port Angeles’ waterfront spans approximately 1.6 miles and is framed by the Valley Creek Estuary Park and the old Rayonier Mill site. Valley Creek Estuary Park, a small City-owned park and wildlife habitat, buffers the downtown waterfront from the industrial area. The Waterfront Trail mostly hugs the shoreline in this subarea.

The Oak Street property is an underutilized parcel adjacent to Valley Creek Estuary Park. This site is partially owned by the DNR and leased by the City, and partially privately owned. Terminal 4, a pier structure at the Oak Street property, is owned by the Port and used for mooring fishing vessels, off-loading seafood, and loading supplies. The Waterfront and Transportation Improvement Plan (WTIP) proposes a park on the publicly-owned portion of the site that includes a naturalized beach, plaza, public restrooms, rain garden, and sculptures. The Waterfront Trail will be designed to traverse through the new park, connecting the existing Valley Creek Estuary Park path and Railroad Avenue boardwalk (discussed below).

Railroad Avenue runs along the waterfront east of the Oak Street property, connecting the Blackball and Victoria Express ferry terminals, The Landing (a retail and restaurant mall), the City Pier and Hollywood Beach (a public pier and park offering transient boat moorage, the Arthur D. Feiro Marine Life Center, and a swimming area). The WTIP calls for expansion and redesign of Hollywood Beach and adds features to City Pier (e.g., a small craft launch, water play feature, stairs to the low-tide flat on the western side of the pier, and a “train trestle” pedestrian bridge connecting the City Pier and The Landing), in tandem with an improved boardwalk along Railroad Avenue.

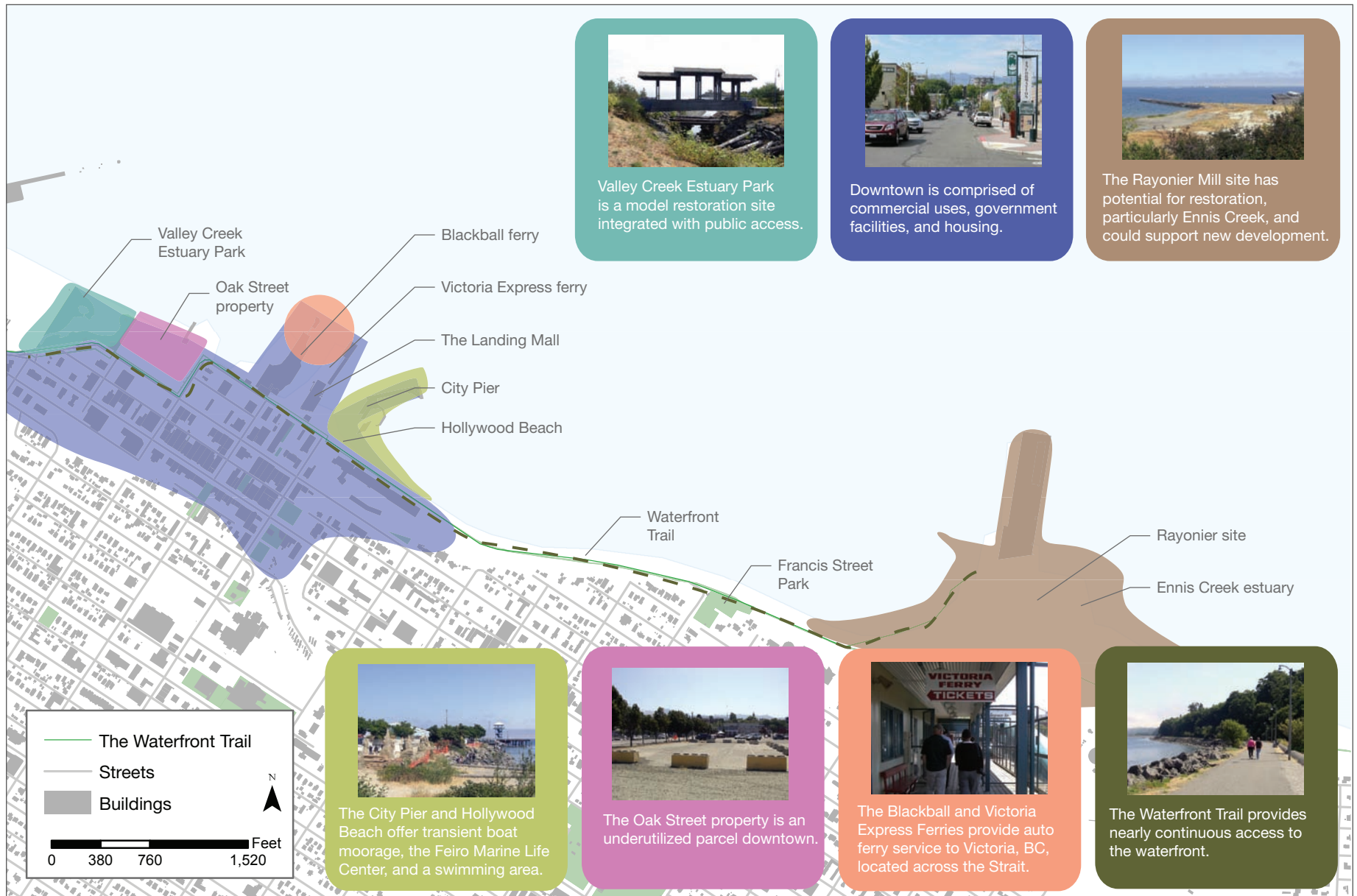


Figure 6. Downtown waterfront

Inland downtown is comprised of commercial uses, government facilities, and housing. Below the bluffs, commercial uses predominate, and above the bluffs, commercial uses concentrate around the Lincoln Street and 1<sup>st</sup> Street corridors. Outside of these corridors, residential is the primary land use. Historically significant stairways at Laurel Street and Oak Street provide pedestrian connections between these residential neighborhoods and downtown. Constructed in the 1890s, these were essential to providing housing proximate to the downtown commercial core.

East of downtown, the Waterfront Trail continues along the water's edge from Hollywood Beach to the Rayonier site. Haynes Viewpoint sits above the bluffs at Front Street and Peabody Street and offers panoramic views. Francis Street Park, about two thirds of the way to the Rayonier site, provides direct access to the water and the Waterfront Trail.

The eastern end of the Harbor is bounded by the vacant Rayonier site, where the City's Waterfront Trail connects with the Olympic Discovery Trail. This site has undergone extensive due diligence and planning efforts overseen by the public development authority Harborworks. In the wake of Harborworks' termination, several alternative plans have been proposed for the site; its future uses could range from primarily mixed use commercial and residential to primarily ecological restoration, or a combination of the two. Ennis Creek flows through this property; its ecological restoration is a community priority.

## *Context*

### *Regulatory Context*

Development in the Harbor area is limited by the regulations found within the City's municipal code, Critical Areas Ordinances, and Shoreline Master Program (currently under development). Zoning, environment designations, and primary development guidelines are summarized below.

### *Zoning*

As shown in Figure 7, Harbor zoning includes Industrial Heavy, Industrial Light, Public Buildings and Parks, Commercial Arterial, Central Business District, Commercial Office, and Residential High Density. Pertinent regulations in these zones are summarized on page 14.

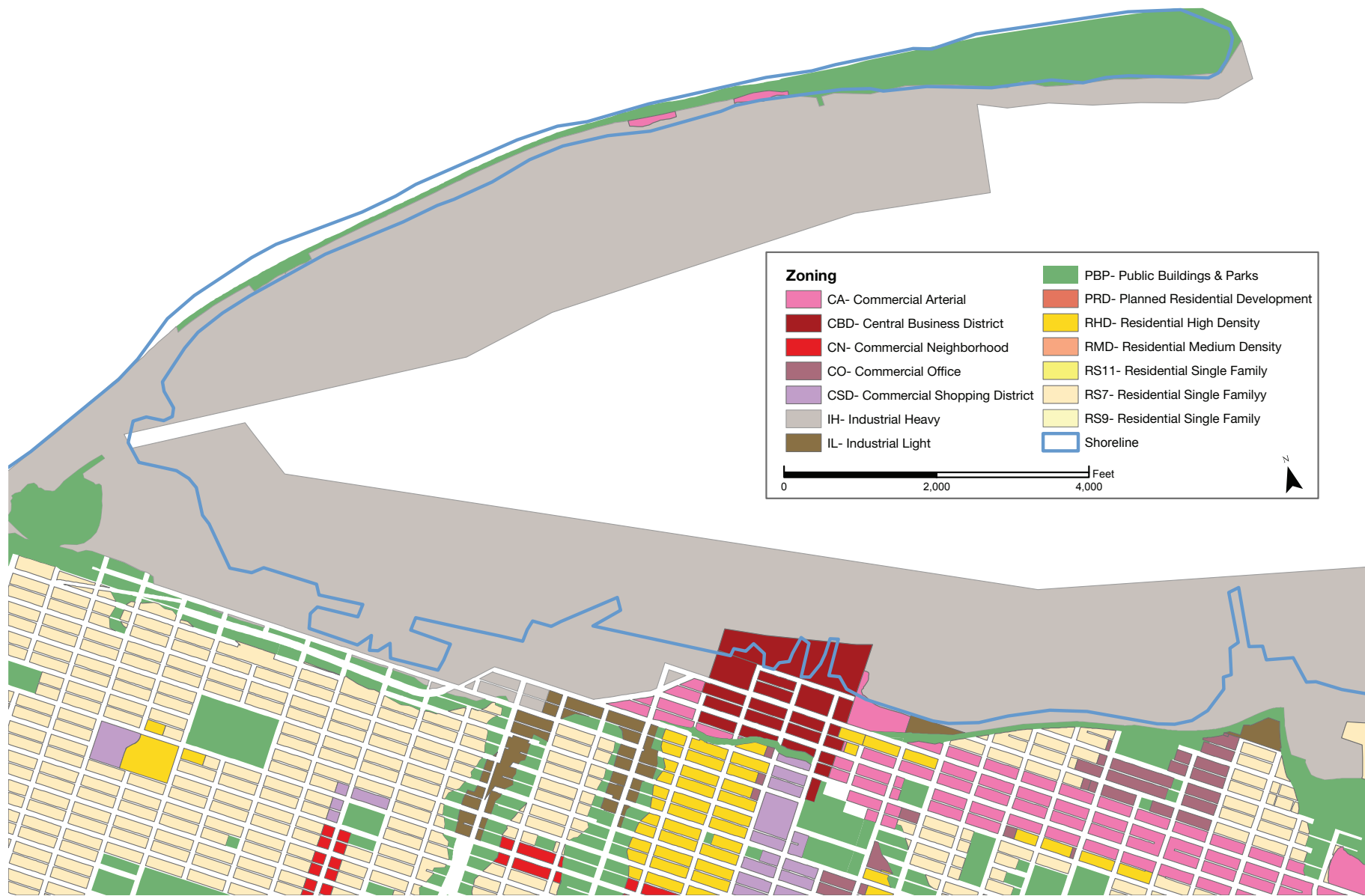


Figure 7. Harbor Area zoning (data provided by City of Port Angeles)

## ZONING SUMMARY TABLE

Zone/ Density (within the Harbor study area)	Minimum Lot Area (sq. ft.)	Maximum Lot / Site Coverage (%)	Maximum Building Height (ft.)	Use Summary
<b>RHD</b> Density: 38.56 units/acre	7,000 sq. ft. 2 units for 1 <sup>st</sup> 7,000 sq. ft., 1 for each 1,000 sq. ft. thereafter.	45 / 75%	35 ft.	High density residential. Multi-family. Non residential uses allowed conditionally.
<b>CA</b> Density: 38.56 units/acre	7,000 sq. ft. 2 units for 1 <sup>st</sup> 7,000 sq. ft., 1 for each 1,000 sq. ft. thereafter	60 / NA	35 ft.	Businesses service entire City and needing an arterial location
<b>CO</b> Density: 6.22 units/acre	7,000 sq. ft.	45 / 75%	30 ft.	Business office, administrative or professional uses which do not involve retail sales, but provide services. Traffic / hours of operation / impacts on residential considered.
<b>CBD</b> Density: 38.56 units/acre	3,500 sq. ft.	100/ NA	45 ft.	Retail, service, financial, other commercial operations that serve community, regional markets, and tourists.
<b>PBP</b> Density: 6.22 units/acre	7,000 sq. ft. 1 dwelling unit/ each 7,000 sq. ft.	50%	30 ft.	Public utilities, civic facilities, open space, very low density residential.
<b>IL</b> No residential uses allowed	7,000 sq. ft.	NA / NA	35 ft.	Industrial uses devoid of exterior nuisances (noise, glare, air/water pollution, etc.).
<b>IH</b> No residential uses allowed.	7,000 sq. ft.	NA / NA	75 ft.	Least restrictive industrial zone. Heavy industry with adverse impacts, shift work around the clock, adult-only entertainment, outside storage yards, and manufacturing.

## Critical Areas Ordinances

The City's Critical Areas Ordinances (CAOs), represented in the Environmentally Sensitive Areas Protection section of the Port Angeles Municipal Code (15.20), regulate development in environmentally sensitive areas. These include flood areas, wetlands (the lagoon area), aquifer recharge areas, stream corridors, geological hazard areas (erosion, landslide, and seismic hazards), priority fish and wildlife habitat areas, ravines, marine bluffs, and beaches and associated coastal drift processes. The CAOs help to avoid disturbing critical areas, prevent impacts or mitigate unavoidable impacts on the environment, and protect humans from dangerous conditions. Development is generally not allowed in or near wetlands, streams, ravines, or marine bluffs, or at beaches and their associated coastal drift areas. Protected buffers around these range from 25 to 250 feet depending on the type of critical area. The CAO standards also regulate land clearing, grading, and filling activities; construction techniques; changes in vegetation, surface water, and slope stability; and dwelling unit densities.

## SMP Environment Designations

The City's SMP (currently under development) establishes environmental designations based on existing land use patterns, SMP inventory and analysis results, goals outlined in the City's Comprehensive Plan, and Department of Ecology criteria. These designations further regulate uses and establish development standards (such as vegetation conservation areas (VCAs) and structure setbacks) in areas

within the shoreline jurisdiction. Port Angeles designations, as of June 30, 2011, are mapped in Figure 8 and described below.

The **High-Intensity Industrial** Environment supports high-intensity water-oriented industrial uses while protecting existing ecological functions and providing for public access and ecological restoration in appropriate situations. The VCA and structure setback is 50 feet from the water for new non-water-dependent uses except around the lagoon, where the VCA is 20 feet from the water, and existing structures and public access improvements may extend in to the VCA. Repair and replacement of shoreline stabilization is allowed as necessary to protect structures around the lagoon, and elsewhere, new stabilization may be allowed if necessary to prevent erosion or support water-dependent uses. Enhancement of the Ediz Hook shoreline with beach nourishment and vegetation enhancement may be considered as mitigation. Public access should be provided where feasible.

The **High-Intensity Marine** Environment provides for high-intensity water-oriented commercial, transportation, recreation, and industrial uses while protecting or restoring ecological functions. On the outer Ediz Hook (except for the

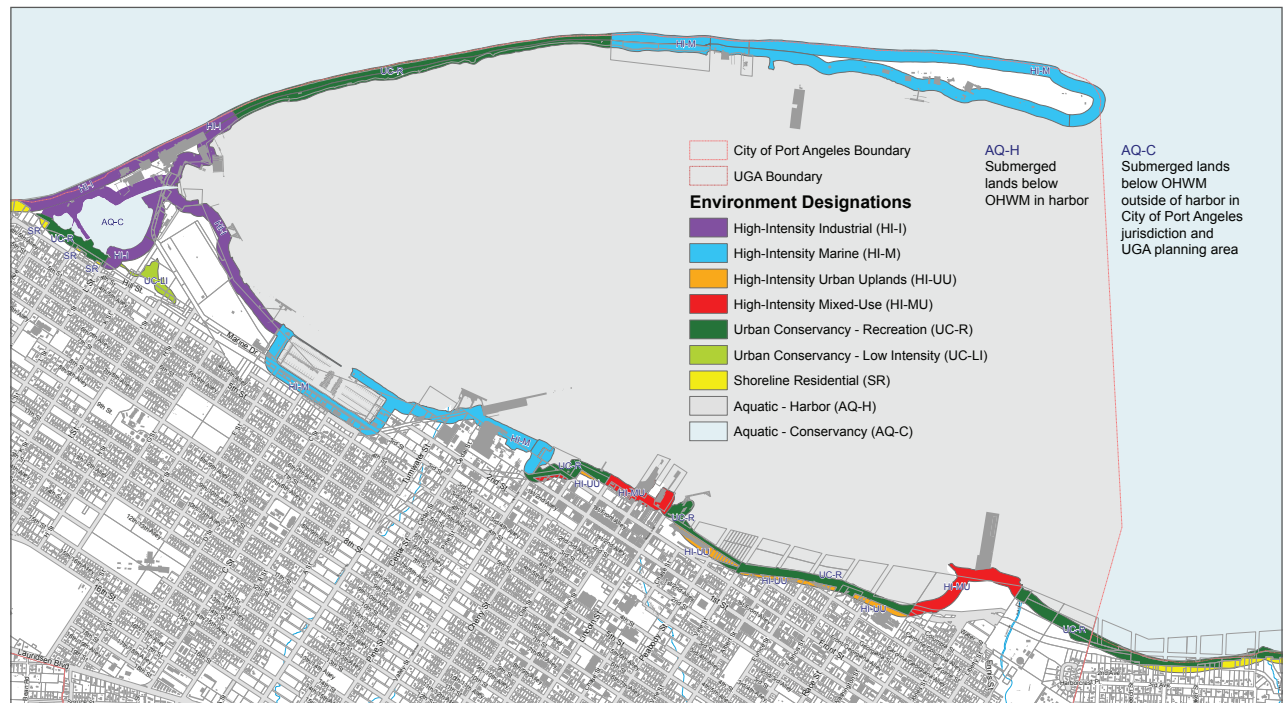


Figure 8. Environment designations

USCG area), structures may not be constructed between the water and the road except for one rest stop, view point, picnic area deck, or public access amenity up to 200 square feet every 1,200 linear feet. On the inner Ediz Hook, structures and pavements for water-oriented uses may be developed at least 15 feet from the water. Visual access to the shoreline shall typically not be blocked and repair of shoreline stabilization measures is permitted. A pedestrian and bicycle trail is required with any roadway improvements. Outside of Ediz Hook, water-related and water-enjoyment uses may be developed within the VCA and setback if part of a boating facility.

The **High-Intensity Urban Uplands** Environment manages uses on shorelands that are separated from the shoreline by a public right-of-way or public property. On the eastern

bluffs, the VCA extends from the water to 50 feet landward of the top of the bluff.

The **High-Intensity Mixed-Use** Environment provides for public access and high-intensity water-oriented commercial, transportation, public access, institutional, and recreational uses especially appropriate to downtown Port Angeles or other mixed-use sites. No VCA or structure setback applies to this designation. A public access walkway at least 12 feet wide is required along the shoreline, new shoreline stabilization measures are allowed as needed, and water-oriented uses are required on the ground floor of building facades facing the shoreline. On the Rayonier site, development and significant vegetation removal is generally not allowed within 400 feet of Ennis Creek, development must include public access, new non-water-dependent development must typically be set back 100 feet from the water, and water-dependent development may intrude into the VCA and setback.

The **Urban Conservancy-Low Intensity** Environment encourages the protection and restoration of ecological functions in relatively undeveloped settings, while allowing a variety of low-impact uses. The vegetation conservation area (VCA) and structure setback is typically 200 feet and structural shoreline stabilization is allowed only to protect existing utilities.

The **Urban Conservancy-Recreation** Environment provides for the protection and restoration of ecological functions in urban and developed settings and to provide public access and a variety of park and recreation uses. On Ediz Hook, structures may not be constructed between the water and the road except for one rest stop, view point, picnic area deck, or public access amenity up to 200 square feet every 1200 linear feet. Visual access to the shoreline shall typically not be blocked and repair of shoreline stabilization measures is permitted. An 8 foot wide bicycle and pedestrian trail is required with any roadway improvements on Ediz Hook. Over water structures are prohibited. On the lagoon, the VCA and structure setback is 200 feet from the water and public access trails, utilities, and existing streets and parking areas may be allowed in the VCA and setback. From Valley Creek to Oak Street, the VCA and structure setback for non-water-oriented structures, parking and uses is generally 70 feet from the water, existing structures may remain, and public access is required. East of Lincoln Street, the VCA and structure setback is 200 feet from the water, utilities and public amenities are permitted in the VCA, a continuous public trail is required, and new shoreline stabilization may be permitted to protect public improvements and utilities.

The **Shoreline Residential** Environment accommodates residential development while ensuring that new development will not cause adverse impacts to ecological functions. The VCA is from the top of the bluff to 75 feet landward and structures must be set 200 feet back from the water. No shoreline stabilization is permitted except to protect existing utilities.

The **Aquatic-Harbor** Environment manages development and uses in the Harbor, and encourages the protection, and, where applicable, restoration of ecological functions.

The **Aquatic-Conservancy** Environment encourages the protection and enhancement of the natural characteristics and functions of the water areas outside the Harbor.

## Property Ownership

Port Angeles Harbor is unusual in that the majority of shoreline and aquatic parcels are publicly owned. Major property owners include the City, the Port of Port Angeles, the Washington State DNR, the U.S. federal government, and the Lower Elwha Klallam Tribe.

Public agencies lease much of their land and aquatic areas to others. For example, the DNR leases aquatic property to public and private owners—including the City, the Port, and Port Angeles Landing, LLC,—who operate the City Pier, Landing mall, ferry and port terminals, log storage, and fish net pens. In addition, federally-owned property west of the USCG is leased to the City, who then subleases a portion to Nippon.



Figure 9. The Harbor's major property owners

1. Honor cultural resources  
 2. Restore and protect ecological functions  
 3. Provide public access network  
 4. Support economic development

Historic Tribes  
 Cultural  
 NADAWA  
 INDUSTRIAL  
 INTERPRETIVE

# Port Angeles

# VISIONING

WORK W/ TRIBES  
 CULTURAL MUSEUM

ART WORK

FISH WATCHING @ RESTORED ESTUARIES

Lincoln St. Lauking, LOCAL PT RESTORE SALMON RIVER

ART, FIRE

DEVELOP & SHOW AREA HISTORY

SHANGHI OR 'DUST'

Protect Ecosystem Processes

NATURAL RESOURCES ARE THE COMMUNITY'S DRAW

DECISIONS? PROTECT THEM TO ABUNDANCE

ADDRESS SEA LEVEL RISE

Regenerate Stream/shoreline connections

PUBLIC ACCESS FOR FISHING

ALT. MODES OF TRASP.

Kayak rental, etc.

TRAFFIC ACCESS

Signage to let people know

Better access points

DIVING PARK

PUBLIC RESTROOMS

PROTECT TRAIL

MIX OF DIVERSE USES

DOWNTOWN QUALITY RESIDENTIAL - will bring vitality to other downtown

BALANCE Ecological Habitat WITH Economic Development

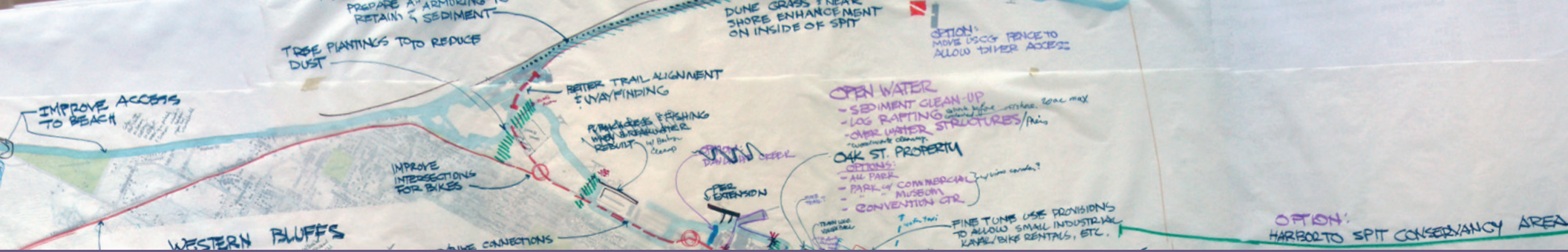
INDUSTRIAL CHALLENGE

INDUSTRY CAN BE INTERESTING

PROTECT W/ BUSINESS & MARIN.

Year long tourist attraction TIME & SPACE

Figure 10. The four community goals were common themes suggested by attendees at the June 9, 2010 Visioning Workshop.



# Community Vision and Recommendations

## Goals

The community clearly stated that they would like a full spectrum (working/natural/recreational) waterfront within the Harbor (June 9 and September 14, 2010 Public Open Houses and online survey). As such, the HRMP’s overarching goal is to establish a long-range strategy to balance environmental, social, economic, and cultural uses of the Harbor and shoreline to benefit the Port Angeles community. The following goals, guiding HRMP recommendations, will encourage achievement of this vision of a balanced and vibrant Harbor.

- Honor the heritage of Port Angeles by protecting cultural resources and incorporating cultural and historical elements into waterfront redevelopment.
- Protect, enhance, and where appropriate, restore Port Angeles’ shoreline ecology.
- Provide an integrated public access network along the shoreline, with ample open space and opportunities for the public to touch the water.
- Support a cutting-edge, diverse working waterfront, prioritizing water-dependant industries.



Figure 1. Sept. 14, 2010 community meeting



Figure 2. Harbor Planning Committee meeting

# Cultural Resources

## History and Opportunities

The protected Harbor, rich creeks, and fertile land have made Port Angeles' shorelines amenable to humans for at least 2,500 years (Derek Beery, City Archaeologist). The Klallam inhabited villages within Port Angeles Harbor in more recent history: Tse-whit-zen at the base of Ediz Hook and I'ē'nis at the mouth of Ennis Creek (Gunther 1927; Suttles 1990). Isolated finds of stone tools and other archaeological artifacts across the waterfront suggest that the entire harbor was once a bustling center for hunter-fisher-gatherers, a story also promoted in the oral traditions of the Klallam.

European explorers travelled the Strait of Juan de Fuca during the 17<sup>th</sup> and 18<sup>th</sup> centuries, and trappers, traders, and explorers infrequently visited the Olympic Peninsula from 1800 to 1850. After 1850, European settlement of the Harbor slowly began (Martin 1983), and the City was incorporated in 1890. Port Angeles grew as Clallam County's civic, commercial, and industrial center, with a focus on logging, paper, and marine trades.

One of Port Angeles' early founders, Victor Smith, brought national publicity to the City when he secured President Abraham Lincoln's designation of 3,520 acres of land as a federal reserve. The property was laid out by the U.S. Army Corps of Engineers, second only to Washington, D.C.'s federal design. This unique relationship prompted the U.S. Board of Trade to declare Port Angeles the "Second National City" in 1890 (HistoryLink.org).

From 1885 on, Port Angeles grew to be a major Washington city. Important events included the brief yet significant establishment of the Puget Sound Cooperative Colony along the Ennis Creek estuary at the Rayonier Mill site; the construction of schools, churches, and the opera house in downtown; the 1890 land grab after the Federal Reserve was made available for purchase; and the establishment of Port Angeles as the County seat that same year.



Figure 3. Mural of I'ē'nis (photo by Richard Doody, mural by C. Ench)

# Honor the heritage of Port Angeles by protecting cultural resources and incorporating cultural and historical elements in waterfront redevelopment.

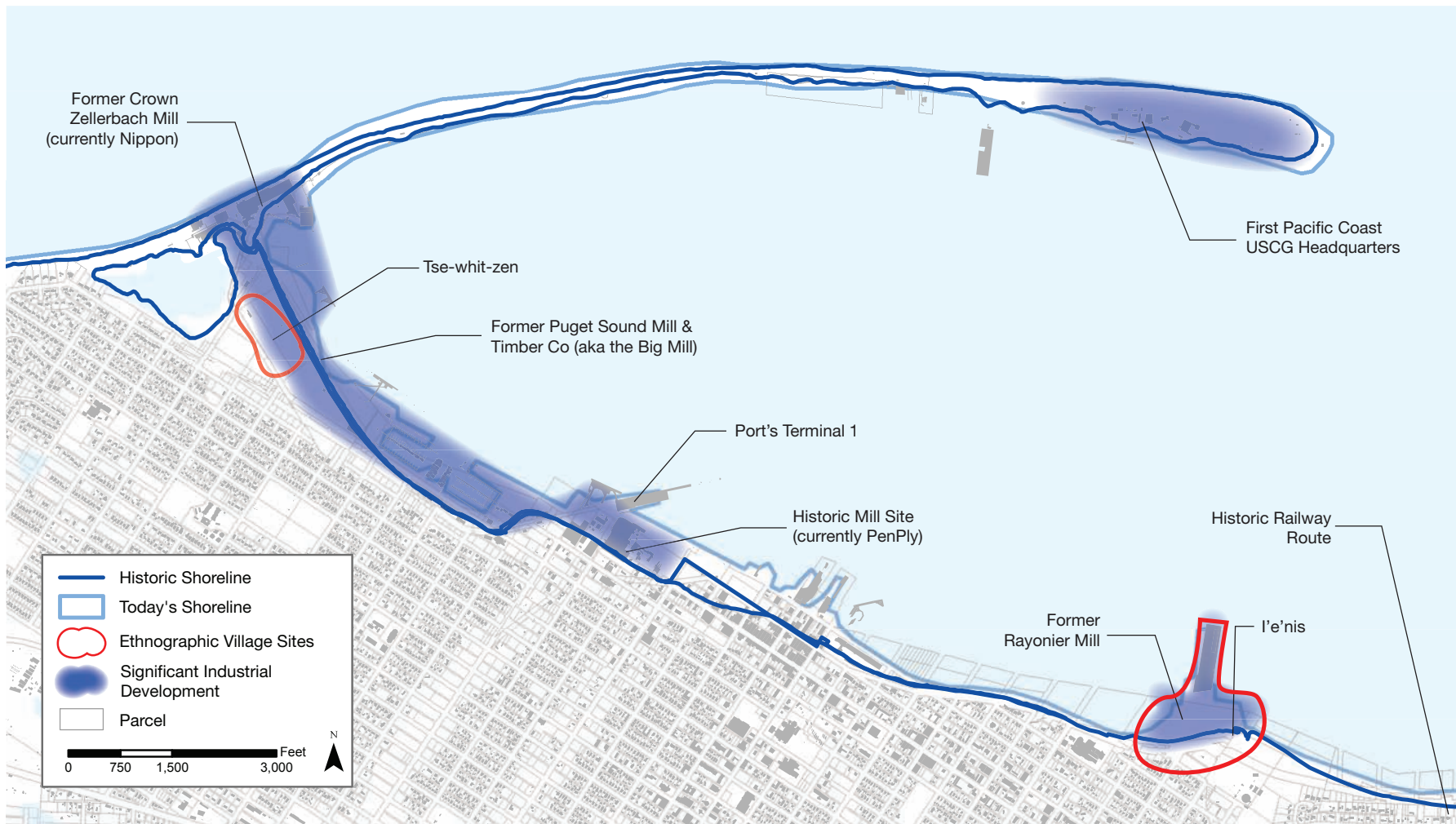


Figure 4. Ethnographic village sites and significant industrial development.



Figure 5. Historic Fillion mill originally at 11th and B Streets (North Olympic Library)



Figure 6. Downtown sculptures celebrate Port Angeles' rich industrial (top) and maritime history (bottom).

In the early 1900s, Port Angeles experienced a period of industrial success based on the harbor location and access to the old growth forests of the Olympic Peninsula. Port Angeles had a cannery and a long series of water dependent mill constructions and failures. The downtown elevation was raised after periods of tidal flooding in 1914. Also in 1914, the Milwaukee, St. Paul, and Pacific Railroad line was completed, stretching across town on trestles. The Port of Port Angeles was established in 1923, and went on to construct Terminal 1 in 1926. The Olympic National Park was established in 1938.

An architectural study of the downtown business district recommended that the City establish a historic district (Eysaman and Company Architecture 2000). As illustrated in Figure 18, the Naval Elks Lodge and the Federal Building are listed on the National Historic Register. Other sites of local historic integrity include the Puget Sound Cooperative Colony and Klallam Ennis Creek Village Site on the east side of the Harbor; the now removed Ediz Hook Lighthouse and Engine Repair Shop/A-frame site; and the former Chicago, Milwaukee, St. Paul, and Pacific Railroad, and Seattle and North Coast Railroad (45CA458), where the Waterfront Trail now lies. Lastly, Hollywood Beach is listed on the State Register based on historic accounts and oral history of Native American encampments; however, archaeological materials at this site have not been reported according to industry standards.

As of February 2011, the City is anticipating State designation of a Civic Historic District on Lincoln Street, which includes the Carnegie Library, Clallam County Courthouse, and the former fire station.

In addition to historically significant places, Port Angeles has a host of public art pieces, particularly along the waterfront. Sculptures, landscaping, and architectural details add to a visually stimulating downtown. However, these are rarely found outside of downtown.

In 2004, a State Department of Transportation project to build a graving dock at the base of Ediz Hook on the former Tse-whit-zen village site was halted when human remains and artifacts were discovered. A remediation process followed, and balancing the cultural resource considerations and impacts on the local economy has been controversial. The August 14, 2006 Settlement Agreement among the State of Washington, the Lower Elwha Klallam Tribe, the City of Port Angeles, and the Port of Port Angeles stipulates that all areas of the waterfront are considered high probability for archaeological resources until the City establishes an Archaeological Predictive Model that provides a mapped statistical analysis of large-scale archaeological probabilities. The Model, which designates sites as *high*, *medium*, and *low* archaeological probabilities, should be in use by mid-year 2012. It will guide development and municipal permitting actions within the shoreline area. The Model is accompanied by regulations regarding ground-disturbing activities within areas designated above the *low* probability level.

The Washington State National Maritime Heritage Area Feasibility Study (April 2010) proposes designation of historically- and culturally-rich seaside communities, and establishes strategies to preserve and honor these areas. Current efforts include a comprehensive inventory of the State's saltwater coastline. According to the study, "Successful designation as a National Historic Area, followed by effective and sustainable management [...], would change the way the region imagines itself, and how the nation imagines our region" (page 2). Pending Congressional adoption of the proposed area, support and national awareness of Port Angeles' historic shoreline will increase.

Historic and archaeological resources are non-renewable and should be considered with care. The local arts community is a tremendous resource that can help express Port Angeles' unique identity. Further, investment in the waterfront from Oak Street to the City Pier as envisioned by the WTIP can offer a model and catalyze improvements throughout the Harbor.



Figure 7. Washington's entire saltwater coastline is included in the proposed Heritage Area. Map courtesy of Washington State National Maritime Heritage Area Feasibility Study.

## Recommendations

This section recommends actions to protect cultural resources and improve the Harbor area’s identity, aesthetics, educational value, and visitor experience.

- Continue development of the Archaeological Predictive Model and Management Plan to establish a fair and useful process for risk reduction during planning for shoreline development and cultural resource protection.
- Support development of Tribal interpretive displays, museums, and curation facilities at the Tse-whit-zen, Rayonier, or other appropriate sites.
- Install artwork that celebrates Port Angeles’ history, culture, and current waterfront uses. Improvements could include interpretive displays, interactive art, and observation areas. Integrate with the trails and parks system.
- Establish an entryway feature on the tip of Ediz Hook to reinforce the City’s identity and honor the Coast Guard’s local history and service efforts.
- Interpret the history and legacy of the railroad. Consider relocating the steam locomotive, currently at Lauridsen Boulevard and Lincoln Street, and addressing potential asbestos and deterioration concerns, or restoring it at the newly formed Civic Historic District (see below).
- Support the City’s designation of a Civic Historic District at Lincoln Street. Consider expanding the district to include areas or facilities of historic interest.
- Support City efforts to develop facade and signage design guidelines that draw inspiration from historic architecture and events. Guidelines should support quality, cohesive development and signage, encourage walkability, provide interest and comfort to pedestrians, and activate downtown streets, public spaces, and the Waterfront Trail. Strive for clear and simple guidelines that encourage development.
- Highlight natural resource restoration and stewardship through artistic interpretations and observation areas. Integrate with the trails and parks system. Key identified locations include:
  - a. Valley Creek Estuary
  - b. Ennis Creek watershed
  - c. The former A-frame site on Ediz Hook
  - d. Future restoration of West End Park shoreline (Oak Street Property)

### A Word on Restoration

According to the Washington Administrative Code (WAC) section 173-26-020, the term “restore” refers to the re-establishment or upgrade of impaired ecological shoreline processes or functions. Restoration does not imply a requirement for returning the shoreline area to pre-European settlement conditions. The HRMP’s use of the term is consistent with the WAC’s definition.

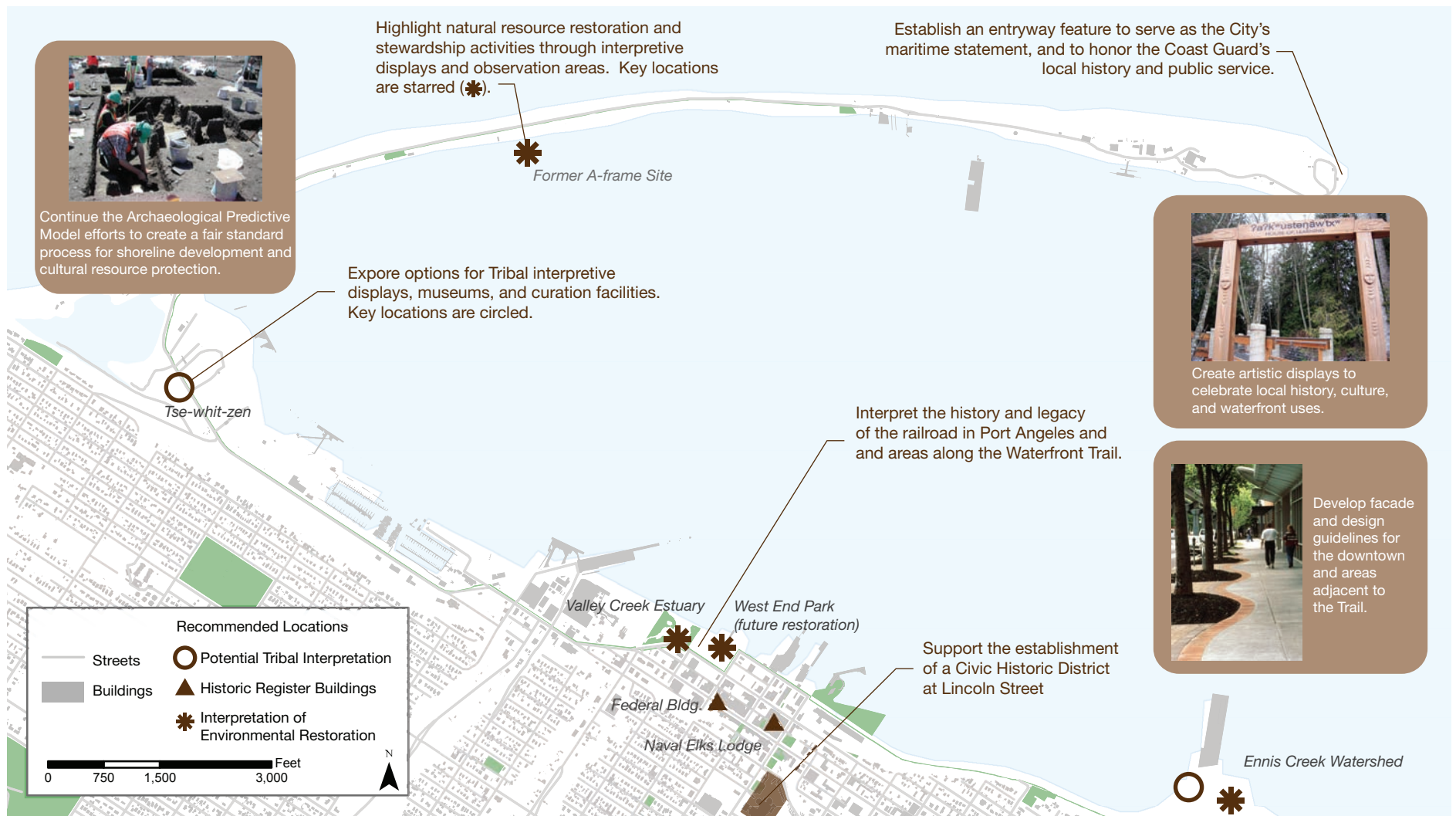


Figure 8. Cultural resources recommendations

# *Environmental Protection and Restoration*

## *History and Opportunities*

Prior to European settlement, most of downtown was low-lying marine waterfront and shallow subtidal area. These areas were filled with upland and nearshore dredge materials through the 1950s to modify the topography and protect the shoreline from erosion (Port Angeles Shoreline Analysis Report 2010). The fill is associated with historic and recent industrial development.

Tumwater, Valley, Peabody, and Ennis Creeks once naturally fed into the Harbor but have been significantly altered to accommodate development. The conditions of these natural resources, along with other environmental factors, have compromised the health of the Harbor.

Over time, industrial uses have taken their toll on the Harbor and shoreline ecosystem. For example, log booms have deposited significant amounts of debris on the Harbor floor. Effluent from pulp mills has been discharged into the Harbor, while materials related to shipbuilding have been dumped or leaked into the marine habitat. Combined sewer overflows (CSOs) have contributed to poor water quality.

A prominent feature of the Port Angeles Harbor is the high-bluff shoreline. According to the 1978 Coastal

Zone Atlas of Washington, portions of the bluff are classified intermediate or unstable slopes, indicating a moderate landslide potential.

Ediz Hook is primarily composed of sediment eroded from bluffs west of the spit and sediment carried by the Elwha River, whose mouth is approximately four miles west of the Harbor. The Elwha River Dam and the installation of bank protection (shoreline armoring) along the base of the bluff inhibit sediment delivery to the Hook. At the same time, the shoreline armoring protects a water line to Nippon and to the former Rayonier site, as well as the Waterfront Trail.

Because the Elwha Dam and shoreline armoring have compromised natural renewal of Ediz Hook, beach nourishment and rock protection to rebuild and protect the Hook from erosion have been underway since 1977. If successful, removal of the Elwha Dam will improve the Hook's natural renewal processes.

The ecological history of the Harbor described above points to some major restoration opportunities (see the SMP Shoreline Analysis Report for complete information on ecological conditions along the Port Angeles shoreline). These include vegetation improvements throughout the Harbor, along with removal of wood waste and “softening” of shoreline armoring. Capturing sediment on Ediz Hook from the Elwha dam removal is a unique upcoming opportunity. The lagoon's ecological functions would be improved with a better connection to the Harbor. The need to remove sewer outfalls in the Harbor to improve water quality is being addressed in the ongoing CSO project. Clean-up and restoration of the Rayonier mill site, including Ennis Creek, is another major opportunity. Other creeks could also be enhanced through restoration projects. In addition, treatment of stormwater runoff could be improved.

# Protect, enhance, and where appropriate, restore Port Angeles' shoreline ecology.

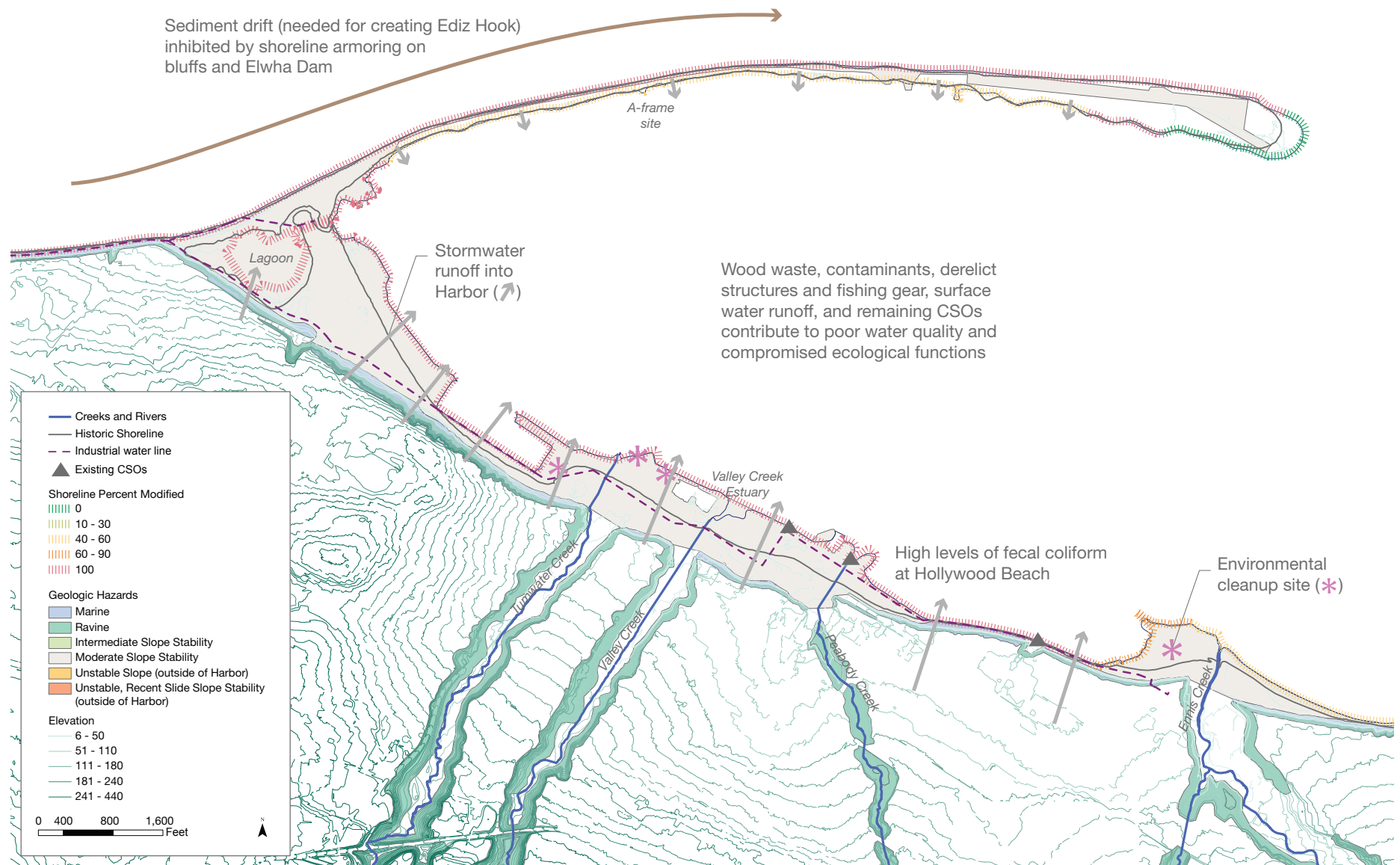


Figure 19. Environmental protection issues and opportunities

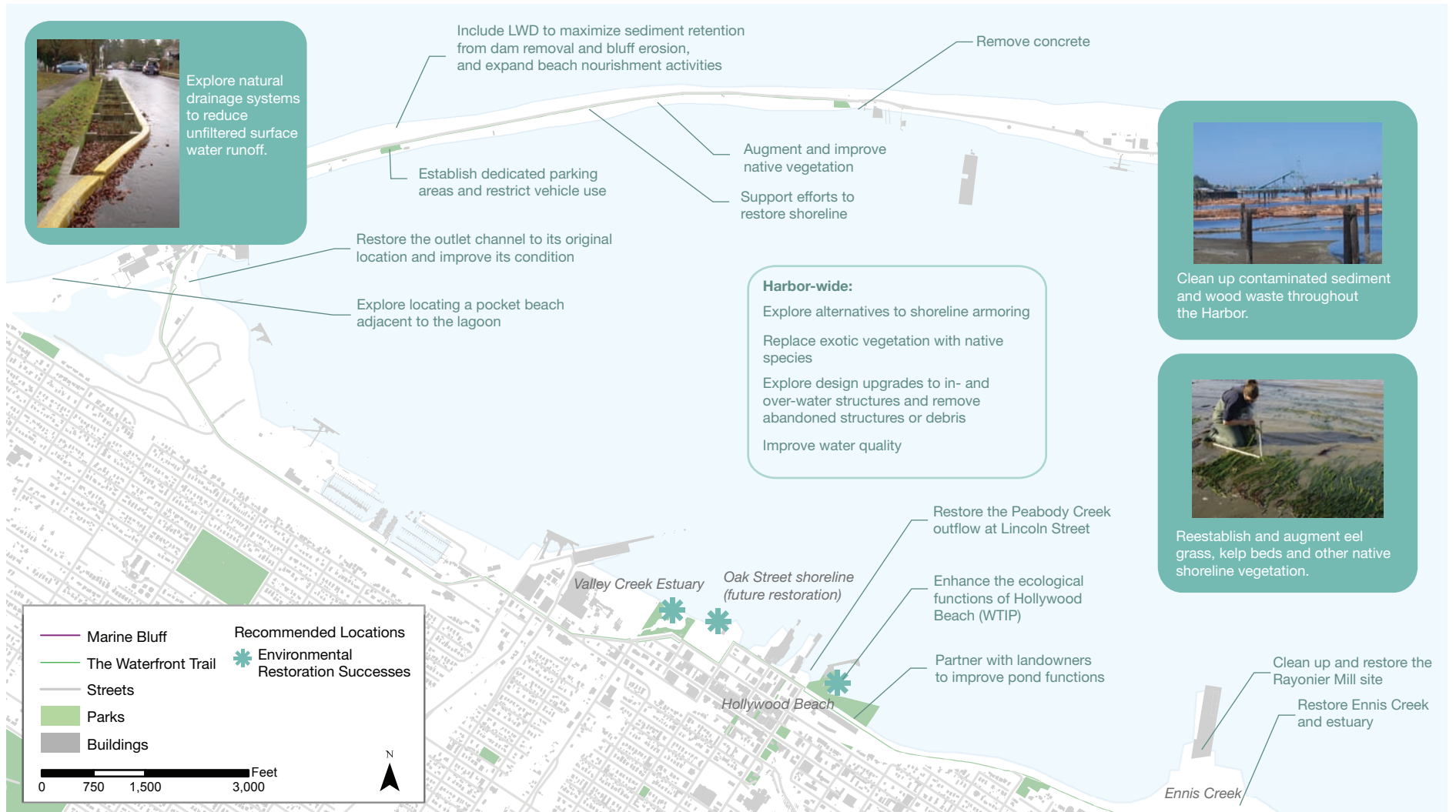


Figure 20. Environmental protection recommendations.

## Recommendations

Recommendations to protect and improve ecological conditions within the Harbor are listed below.

- 1) Explore alternatives to existing shoreline armoring, such as removing rip rap, cutting back the slope, adding finer-grained sediments, placing large woody debris (LWD) in the armoring, or planting native riparian species.
- 2) Naturalize the shoreline with native vegetation where appropriate.
- 3) Remove derelict structures.
  - a. Support removal of unused over-water structures on the Port's property as mitigation for waterfront development projects.
  - b. Consider creating a mitigation bank to encourage removal of structures prior to development.
- 4) As opportunities arise, modify existing shoreline structures (e.g., launches, piers, and docks) to incorporate design elements that minimize impact, such as grated decking or pile modifications.
- 5) Remove derelict fishing gear.
- 6) Eliminate CSO events.

### What is a Green Street?

A Green Street employs vegetation and engineered soil to manage stormwater runoff at its source. By incorporating elements such as stormwater bio-retention and filtration (also known as "rain gardens"), native tree canopies, and pervious surfaces, municipalities are able to reduce polluted stormwater, limit demand on overtaxed sewer systems, and enhance watershed health. Social and economic benefits include job creation, increased green space, and bicycle and pedestrian safety.



- 7) Clean up contaminated sediment and wood waste.
- 8) Improve log management practices to reduce environmental impacts.
- 9) Following cleanup, establish or reestablish eel grass beds along inner Ediz Hook and downtown shorelines, including areas of wood accumulation that have been removed and/or capped with sand.
- 10) Protect, restore, and daylight all feasible creeks that feed the Harbor. In particular, improve stream/estuarine habitat in Tumwater and Peabody Creeks, similar to Valley Creek enhancements, by recontouring to increase shallow water habitat, placing LWD, planting native marsh and riparian vegetation, remeandering stream channels, and identifying and addressing sources of pollution to streams.

11) Reduce unfiltered surface water runoff into the Harbor. Explore natural drainage systems such as rain gardens, “green streets,” and low impact development (LID) techniques. Coordinate with the City’s ongoing CSO project, WTIP concepts, Waterfront Trail improvements (see Public Access section), and other redevelopment efforts.

12) Enhance sediment capture and improve the environmental conditions on outer Ediz Hook:

- a. Continue working with the Corps of Engineers (Corps) to nourish Ediz Hook.
- b. Support efforts to remove the Elwha Dam (planned to begin September 2011). Place LWD or other appropriate materials along the shoreline to retain sediment from the Elwha Dam removal.
- c. Consider locating a pocket beach adjacent to the lagoon.

13) Improve the environmental conditions on the inner Ediz Hook:

- a. Support restoration efforts managed by Washington Department of Fish and Wildlife (WDFW), the Corps, Washington DNR, and other entities.
- b. Protect and enhance the remaining area of unarmored shoreline south of the lagoon outlet channel.



Hollywood Beach and Plaza Plan  
1" = 30'

Figure 21. WTIP concept for Hollywood Beach restoration and expansion (as of June 2011)

- c. Ensure transportation plans for Ediz Hook establish dedicated parking and vehicle usage areas. Coordinate with Waterfront Trail improvements (see Public Access recommendations for more information).
  - d. Remove concrete on point west of Boat Launch.
- 14) Restore the lagoon at the base of Ediz Hook (Pentec 2001; SMP Shoreline Analysis Report 2010):
- a. Improve the outlet channel to allow fish passage at all tides. Modify or restore the channel to its original location and condition. Coordinate with Waterfront Trail improvements.



## Restoration Plan

The SMP's Restoration Plan describes shoreline conditions, lists restoration goals and objectives, and discusses existing and potential programs and projects that improve the shoreline environment. Please see the Restoration Plan for more detail on the recommendations found in this chapter.



- b. Remove wood debris from deeper lagoon areas.
  - c. Plant saltwater marsh and native riparian vegetation and remove exotic vegetation.
- 15) Improve the water quality and enhance the ecological functions of Hollywood Beach. Expand the beach to the east and possibly west. Coordinate restoration with WTIP design concepts.
  - 16) Partner with landowners to improve the ecological functions of the pond east of the Red Lion Hotel.

- 17) Clean up and restore the Rayonier Mill site. Continue coordination with Rayonier, Inc., the Lower Elwha Klallam tribe, and DNR to cleanup contaminants, remove dock and jetty (with potential smaller replacement), and study beach stabilization.
- 18) Prioritize restoration of Ennis Creek, estuary, upland riparian corridor, and shoreline (Ennis Technical Team 2010).

# Public Access

## History and Opportunities

The City of Port Angeles provides nearly continuous public access to the shoreline via trails and parks, and the Waterfront Trail (Trail) is a public access gem. However, the Trail would attract more users if it was continuously comfortable, inviting, and safe. In addition, investing in the vacant Oak Street property and the former Rayonier Mill site could enhance the open space network and provide additional Harbor connections. Complementing shoreline access are the panoramic views from the bluffs, which visually connect the uplands to the Harbor.

### The Waterfront Trail

Much of the City's Waterfront Trail is built on a former railway, with connections to the regional Olympic Discovery Trail. To supplement the WTIP, which focuses on the area between Valley Creek Estuary Park and Hollywood Beach, this plan addresses the Trail on Ediz Hook, through the industrial area, terminating on Marine Drive east of the lagoon. Multiple shortcomings hinder the Trail's appeal in this area, including:

- Poorly-marked signage at informal driveways and parking areas, narrow right-of-way, and industrial operations create unsafe intersections. These are shown in Figure 24.
- The bicycle lane on West Hill Street between Marine Drive and West 4th Street requires hill-climbers to cross to the “wrong” side of the street.
- Some segments through the industrial waterfront lack space to support two-way travel.
- Weak or non-existent visual Trail cues increase the likelihood of user frustration and, worse yet, accidents. The Trail only serves the north side of Marine Drive, is intermittently on the paved road, and can require inefficient crossings.

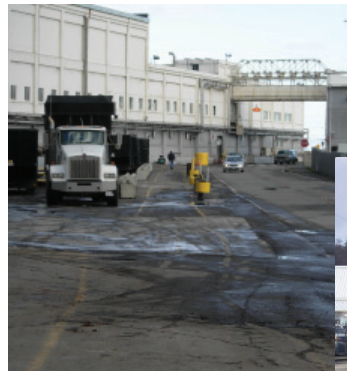


Figure 22. Portions of the Trail require users to navigate through poorly-marked industrial areas.



Figure 23. As illustrated by this segment near Tumwater Truck Road, the Trail lacks a buffer from Marine Drive, a main arterial.

**Provide an integrated public access network along the shoreline, with ample open space and opportunities to touch the water.**

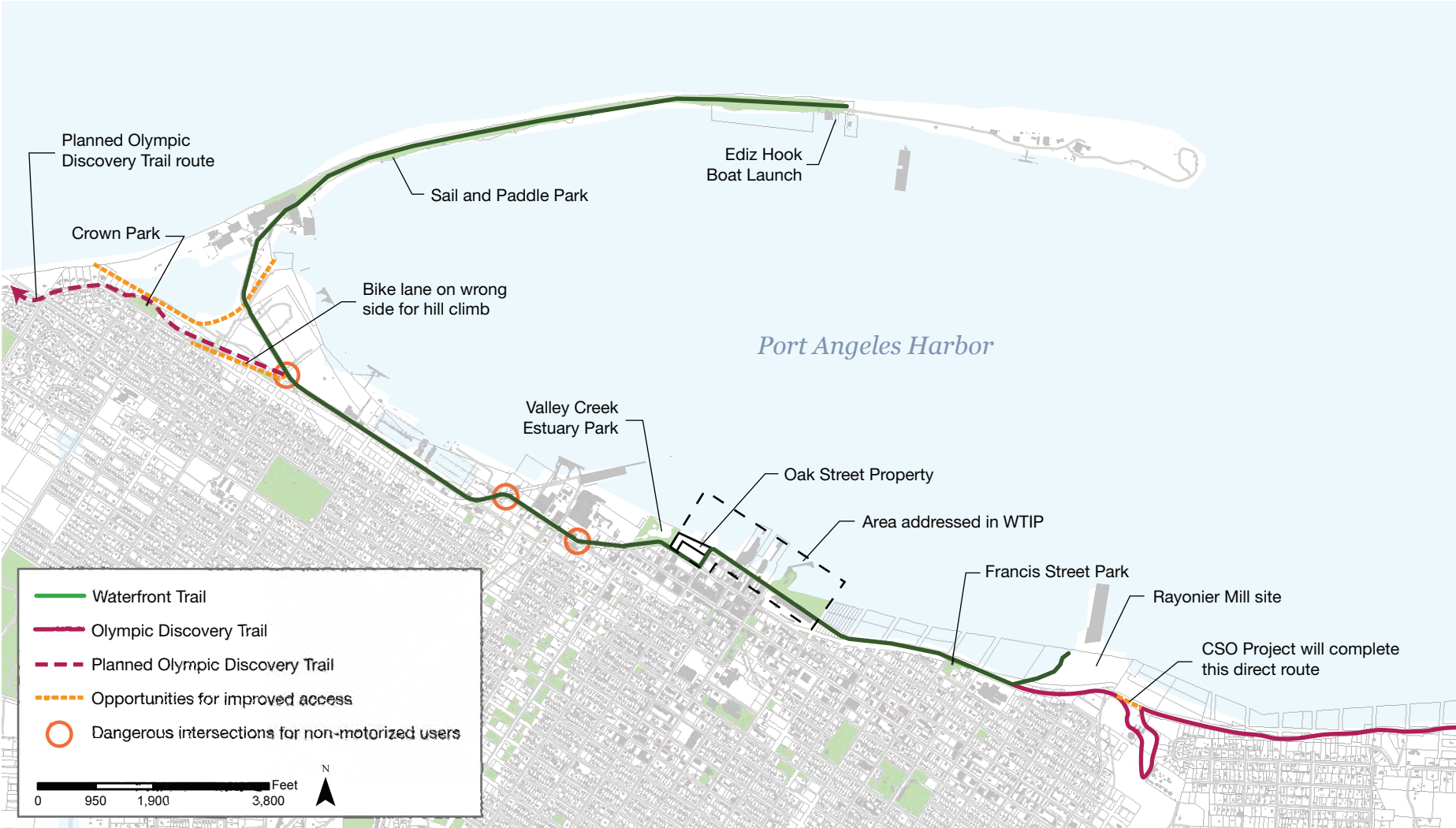


Figure 24. Public access issues and opportunities.

## Invite people down to the waterfront

A series of waterfront destinations linked by a continuous, safe, and clear pathway along Port Angeles Harbor will create a strong sense of place. A string of activities, viewpoints, and facilities framed by destinations at the end of Ediz Hook and at Rayonier provide an inviting place for people of all ages to explore on foot or bike.



Hollywood Beach visitors explore elaborate works of sand art during the annual Windermere Sand Sculpture Classic.

## Opportunity Sites

The Oak Street property is an underutilized site that has the potential to enhance and enliven downtown Port Angeles. The WTIP offers a design concept to transform the publicly owned portion of the site into “West End Park.” The City could purchase the privately-owned portion of the site to expand proposed amenities on this site; or, it could be privately developed.

The Trail and the regional Olympic Discovery Trail meet at the western edge of the Rayonier Mill site. Plans are in place to redirect the circuitous Olympic Discovery Trail in conjunction with the City’s CSO project (see Figure 24). The community has expressed interest in additional waterfront access coordinated with ecological restoration and economic development opportunities.

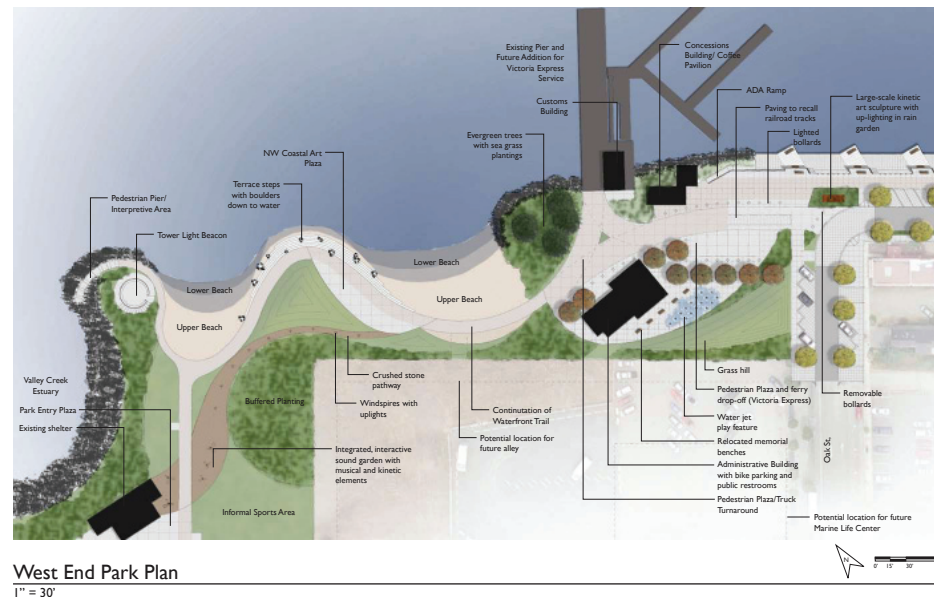


Figure 25. WTIP concept for the publically-owned portion of the Oak Street property (as of June 2011).

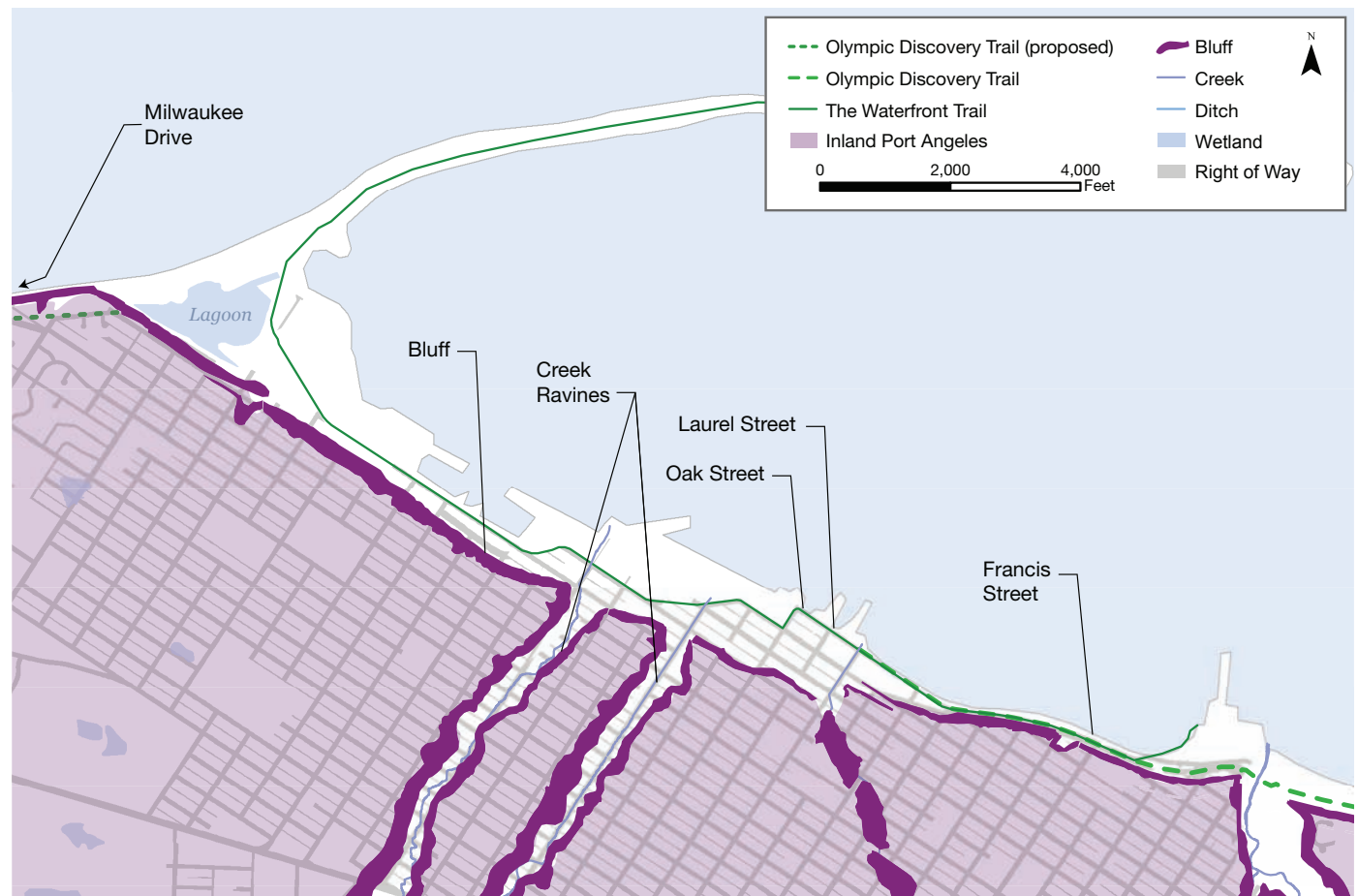
## Connections to Waterfront

Although pathways on Oak Street, Laurel Street, and Francis Street terminate at the shoreline, area topography, particularly the steep bluffs, limits public access opportunities between the shoreline and places inland. Connections to areas west of the Harbor are especially limited. No formal route exists on the grade below the bluffs connecting the Harbor to the west side of the lagoon. Similarly, the proposed Olympic Discovery Trail along the Milwaukee Drive right-of-way is not yet complete, limiting the Harbor's non-motorized connection to the western part of the City and regional trails. Incorporating trails in creek ravines is an opportunity to improve access between the waterfront and the Olympic Mountains.

## Recreation

The community has expressed interest in additional or improved opportunities for SCUBA diving, hand-held watercraft activities (e.g., rowing, kayaking, windsurfing, stand-up paddleboarding, kiteboarding, and sailing), and recreational fishing.

Figure 26. Waterfront connections.



## Recommendations

Recommendations improve the connectivity, appearance, function, and safety of public access networks throughout the Harbor, increasing the appeal for pedestrians and bicyclists. Implementing these projects will provide ample opportunities to experience and celebrate the waterfront.

- 1) Coordinate with the WTIP to develop a signage and pathway improvement strategy that strengthens the continuity, safety, identity, and appearance of the Trail from Valley Creek Estuary Park to the USCG Air Station. Integrate artwork into the design of paving or painting patterns, lighting fixtures, bicycle racks, and public restrooms. Signage should be legible for the intended viewer, display a clear hierarchy of useful information, and promote usage of the entire Trail.
- 2) Encourage year-round use of public spaces by providing adequate weather protection at strategically sited facilities. Since Port Angeles is exposed to windy, cold, and wet weather conditions most of the year, encourage businesses to activate public spaces by offering heated areas, outdoor fireplaces, and wind and rain protection.

- 3) Improve SCUBA diver access at appropriate Ediz Hook sites. Work with SCUBA diving interest groups and ecologists to design and construct a dive park that also supports ongoing restoration plans and goals.
- 4) Improve the Trail on Ediz Hook:
  - a. Install highly visible markings and identity signage for the Trail from the USCG to the industrial area at the base of Ediz Hook.
  - b. Provide bicycle racks at Sail and Paddle Park, the former A-frame site, Harborview Park, and the public Ediz Hook Boat Launch (Boat Launch).
  - c. Maintain the restrooms at Harborview Park and the Boat Launch.
  - d. Organize and focus automobile parking at Sail and Paddle Park, the former A-frame site, Harborview Park, and the Boat Launch to reduce conflicts between parking and the Trail. Coordinate with restoration efforts.
  - e. Consider replacing existing lighting for the road with pedestrian scaled lighting.
  - f. Encourage development of the Lower Elwha Klallam Tribe's property to enhance the Trail in a manner consistent with its overall identity.



Figure 27. Identity on this trail is established by incorporating brightly colored poles, paving designs, and a signage system.

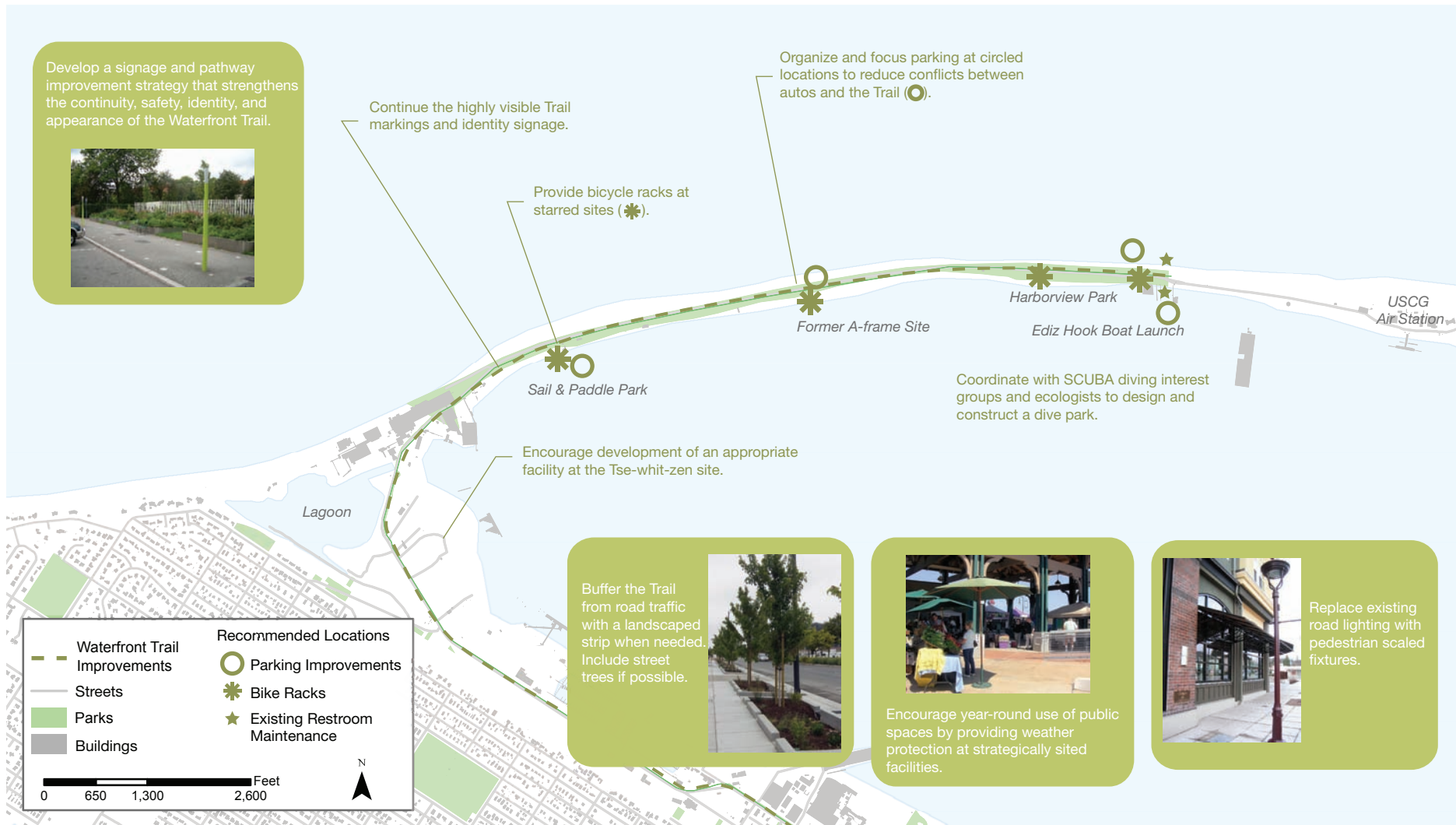


Figure 28. Public access recommendations with a focus on Ediz Hook.

- 5) Improve the Trail through the industrial area at the base of Ediz Hook.
  - a. Coordinate with Nippon to develop strategies for improved access to Ediz Hook.
  - b. Consider eliminating crossings over Marine Drive by directing bicycle traffic over the lagoon outlet channel on the east side. Continue the bicycle lane on the east side of Marine Drive through the industrial area.
  - c. Mark the bicycle path with highly visible paint and consider a slight grade change to accentuate the route. Install human-scale lighting and landscaping where possible.

- 6) Improve access to beaches near the lagoon.
  - a. Pending permission from property owner Nippon, establish public access on the south side of the lagoon linking Marine Drive to beaches west of Ediz Hook. Utilize the existing but incomplete route along the industrial pipeline. Coordinate with restoration of the lagoon.
  - b. Improve the connection from Crown Park to western beaches. Coordinate with Recommendation 6a.
  - c. Mark a Trail offshoot between Marine Drive and the beach adjacent to the lagoon outlet channel. Provide bicycle racks and maintain seating and picnic tables at the beach. Coordinate with tree planting (Economic Development Recommendation 3) and lagoon outlet channel restoration (Environmental Protection and Restoration 14).

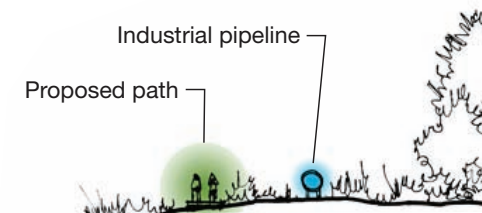


Figure 29. Proposed path along industrial pipeline on south side of lagoon.

Figure 30. Clearly marked bicycle lanes alert drivers to bicyclists (right). Bicycle racks can help establish trail identity and add visual interest (far right).



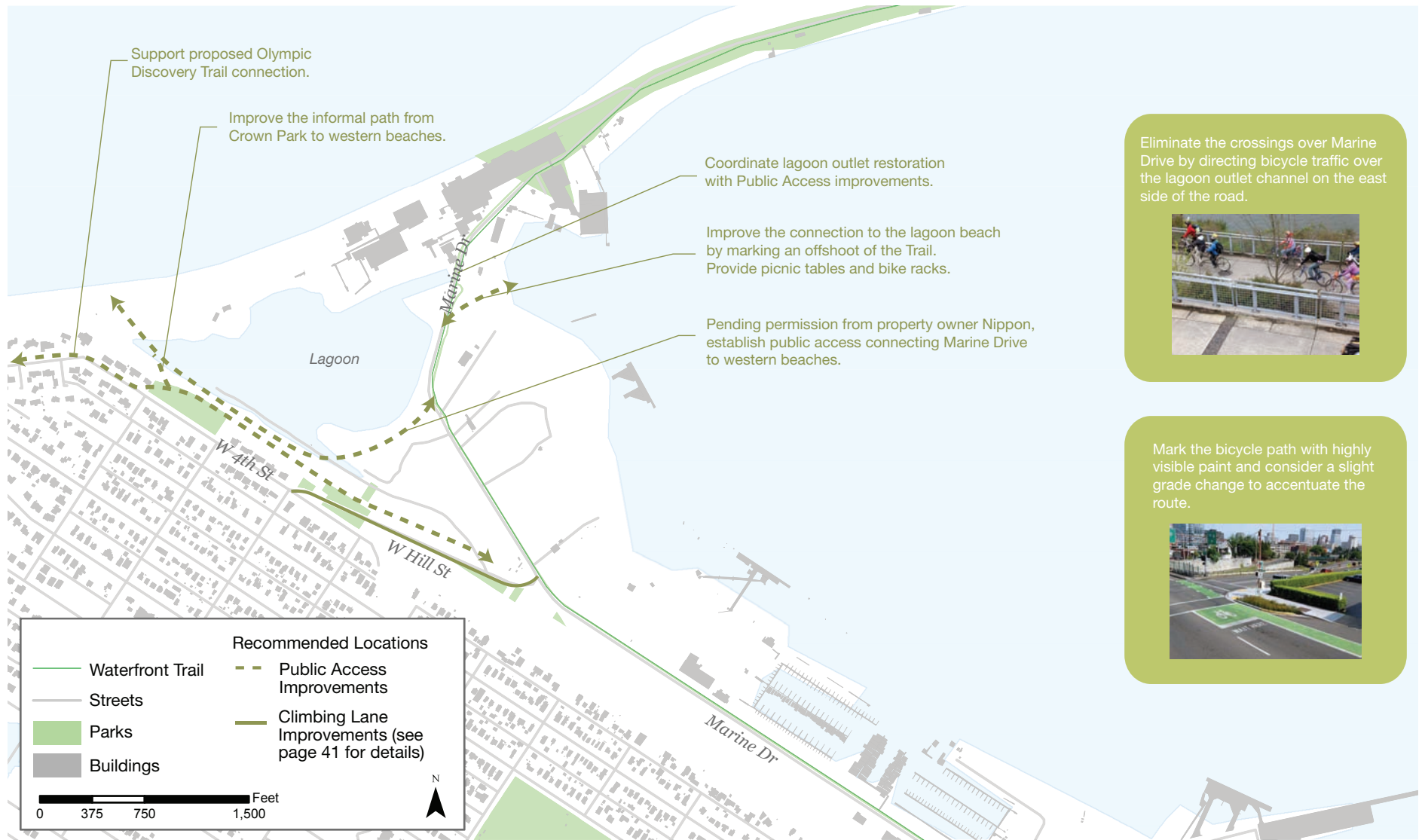
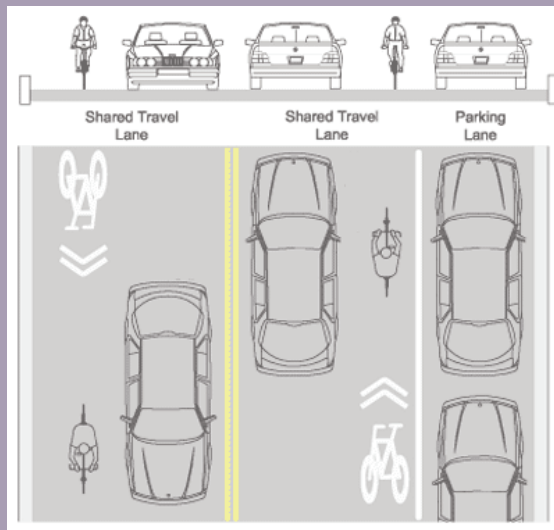


Figure 31. Public access improvements through the industrial area and around the lagoon.

## Sharing the Road

A “sharrow” pavement marking indicates the best place for bicyclists to ride while reminding motorists to share the road. Unlike designated bicycle lanes, sharrows do not identify a part of the street dedicated to bicyclists. Often, sharrows direct cyclists away from parked cars and remind drivers to provide cyclists with the recommended three feet of space.



Graphic courtesy of Seattle Department of Transportation

- 7) Improve the West Hill Street bicycle route environment.
  - a. As an interim solution prior to the completion of the Olympic Discovery Trail, restripe West Hill Street with a clearly marked “climbing” lane on the north side, allowing bikers to safely ascend the hill. In the future, relocate this trail segment on the Milwaukee Railroad right-of-way as planned.
  - b. Create a safer intersection at Marine Drive by marking bicycle routes through the intersection with highly visible paint and installing sharrows on Marine Drive, coordinated with Recommendations 8d on page 42 and 7a above.



Remove existing Trail on west side of Marine Dr

Shift auto lanes westward

Mark east side route with highly visible surface

Figure 32. Existing and potential Trail routes through the base of Ediz Hook.

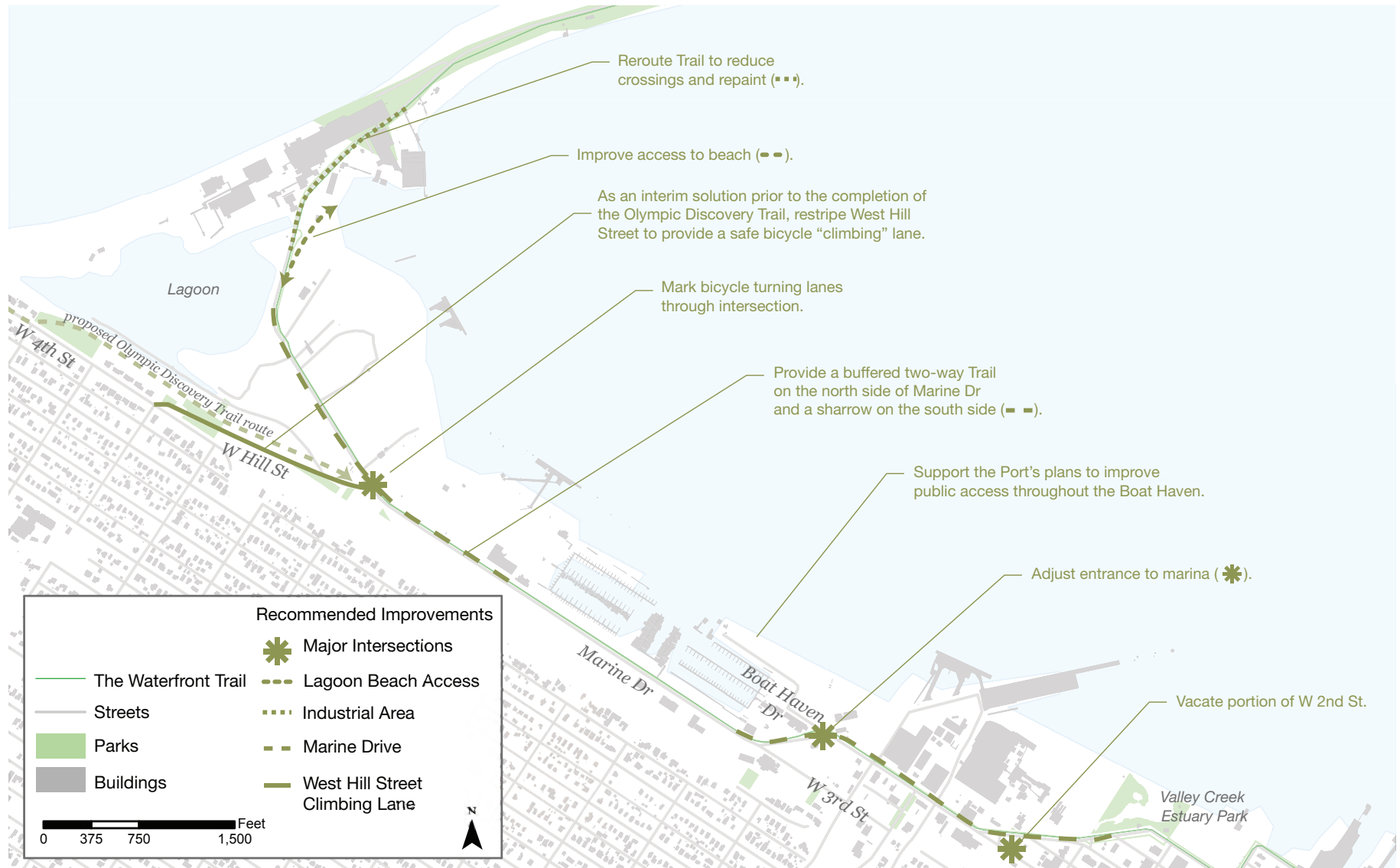


Figure 33. Public access improvements from the industrial area to Valley Creek Estuary Park.

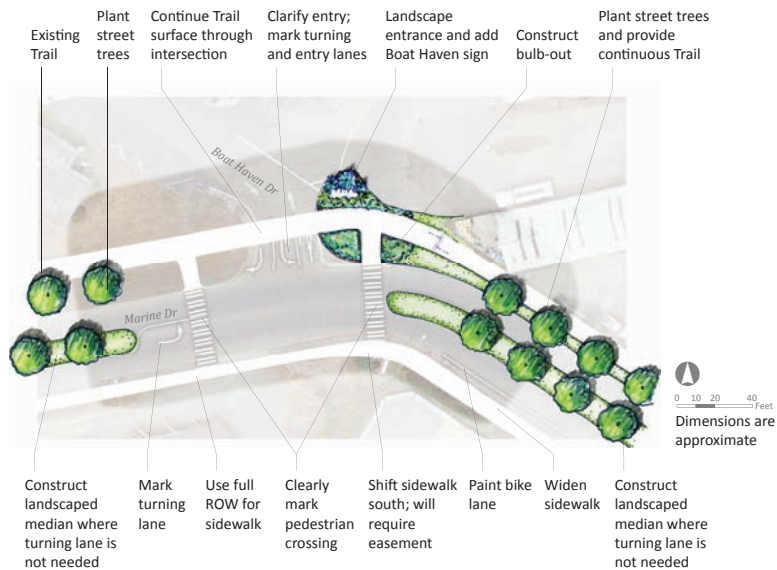


Figure 34. Proposed marina entry.



Figure 35. Landscaping can be designed to filter and retain surface water runoff.

- 8) Improve the Marine Drive section of the Trail between Nippon and Valley Creek Estuary Park. With the exception of the narrow segment along the Boat Haven, utilize the full 70 foot right-of-way to:
  - a. Increase the width of the Trail. Provide a two-way pedestrian and bicycle route on the north side of the street.
  - b. Plant street trees to buffer the Trail from motorized traffic. Consider incorporating natural drainage systems.
  - c. Install a landscaped median/automobile turning lane, except where street parking takes precedence (see options in Figure 36). Consider allowing street water runoff to drain into the median for slowing, filtration, and cleansing.
  - d. Install a sharrow on the south side of the street (see callout on page 40 for details).
  
- 9) Improve the safety and aesthetics of the intersection at Marine Drive and Boat Haven Drive by adjusting the entrance to the Port's area as diagrammed. This is consistent with the Port's Central Waterfront Master Plan 2010.

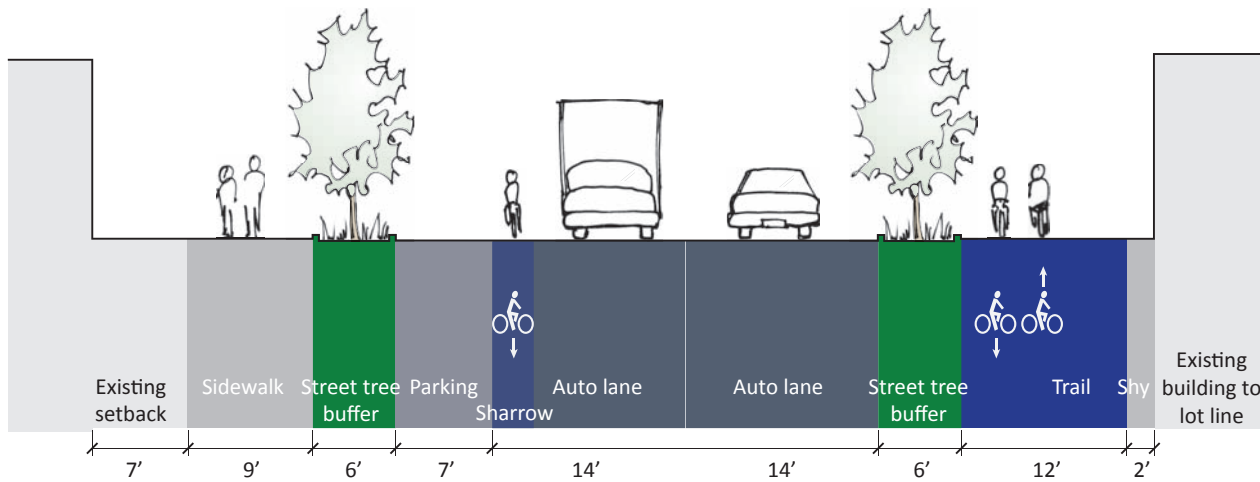
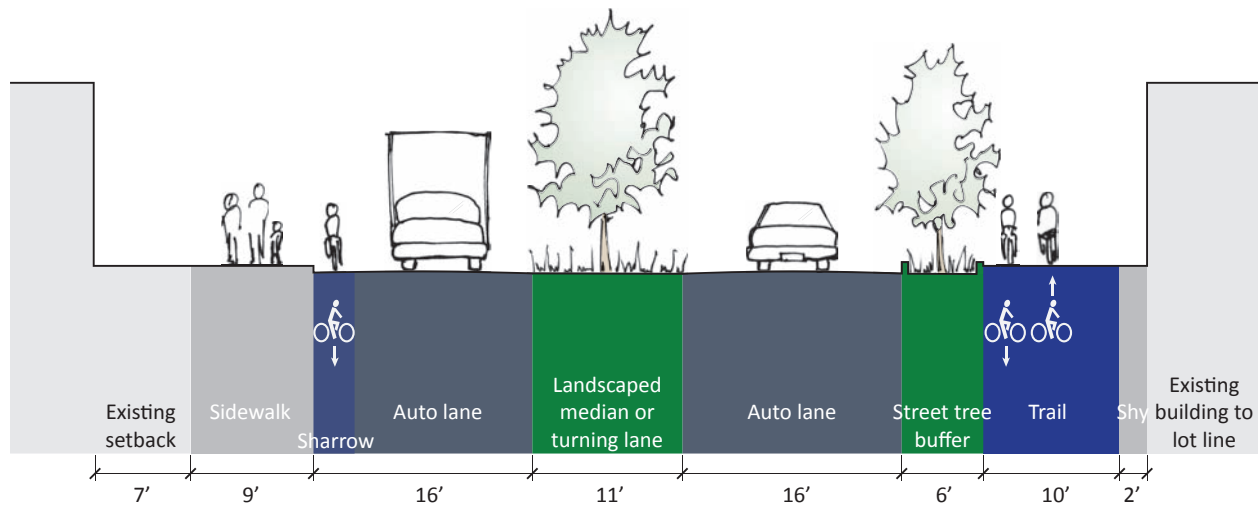


Figure 36. Marine Drive between West 2nd Street and Boat Haven Drive. Median/turning lane option (above); street parking option (below). Dimensions are approximate.

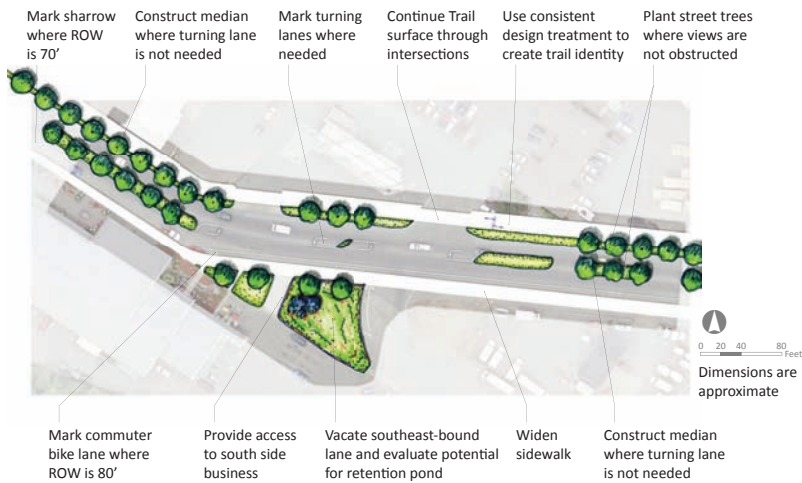


Figure 37. Proposed Marine Drive and West 2nd Street improvements.

- 10) Support the Port’s plans to improve Boat Haven public access, safety, and aesthetics. As shown in Figure 38, enhance the environment along the spit and improve connections to this destination (Central Waterfront Master Plan 2010).
- 11) Create a clearly-defined intersection at Marine Drive and West 2<sup>nd</sup> Street to reduce conflicts between the south-side bike route and eastbound-autos.
  - a. Vacate the portion of West 2<sup>nd</sup> Street south of the median.
  - b. Widen the portion of Marine Drive east of the median to accommodate right-turning traffic.
  - c. Continue clearly marked sidewalks and Trail through the intersection.

*Note: This plan prioritizes Trail improvements on the north side of Marine Drive. This project should be undertaken only if sharrows are installed on the south side per Recommendation 8d. Prominently mark the Trail in this intersection as an intermediary phase.*

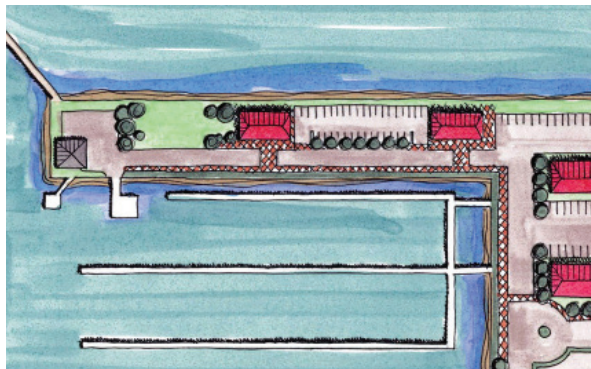


Figure 38. The Boat Haven’s spit.

- 12) Partner with the Port to improve the segment of Marine Drive from West 2<sup>nd</sup> Street to Valley Creek Estuary Park. Utilize the full 80 foot right-of-way to:
- Accommodate a two-way pedestrian and bicycle route on the north side of Marine Drive by widening the existing Trail.
  - Plant street trees to buffer the Trail from motorized traffic. Consider incorporating natural drainage systems.
  - Install a landscaped median/automobile turning lane. Consider using the median for natural drainage.
  - Install a generous bike lane on the south side of Marine Drive to accommodate commuters.

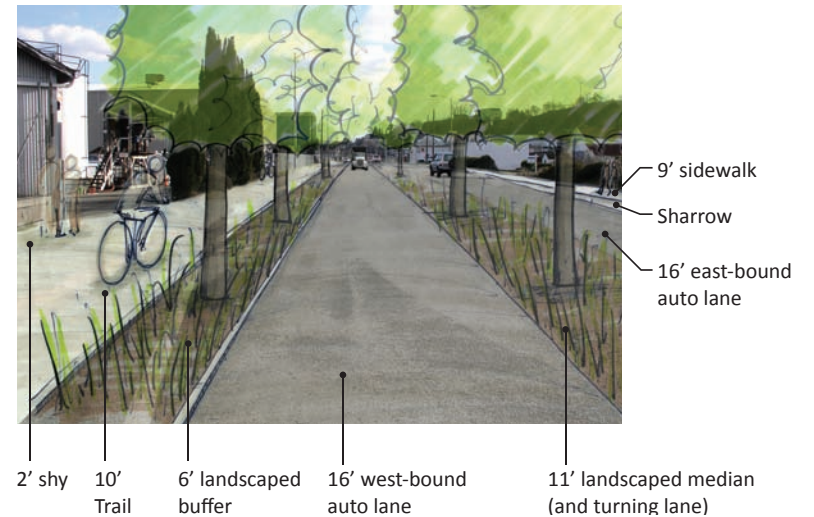


Figure 39. Proposed view looking east on Marine Drive with a buffered Trail and median.

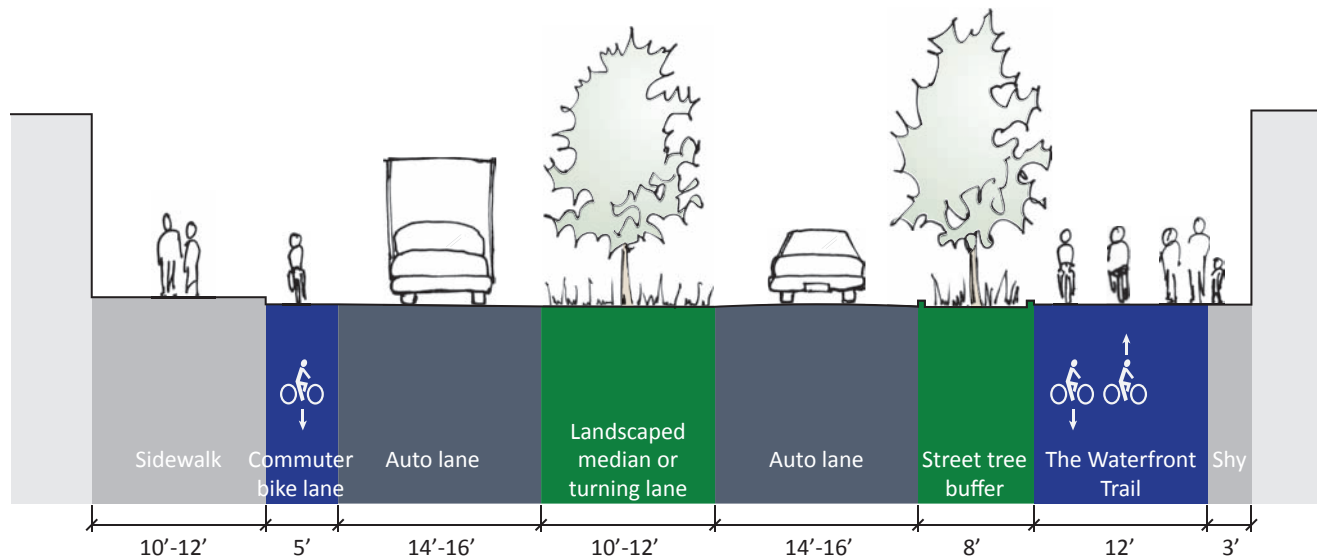


Figure 40. Marine Drive between Valley Creek and West 2nd Street (80' ROW). Dimensions are approximate and can be adjusted to accommodate street parking, an additional row of trees, or a wider Trail.

- 13) Construct improvements outlined in the WTIP between Valley Creek Estuary Park and Hollywood Beach. This includes:
  - a. Construction of West End Park on the DNR-owned and City-leased portion of the Oak Street property
  - b. Improvements to the boardwalk and Waterfront Trail along Railroad Avenue
  - c. City Pier upgrades
  - d. Expansion of Hollywood Beach
  - e. Encourage neighboring development at West End Park to activate the public spaces and protect view corridors
- 14) Coordinate with the Valley Creek trail interest group and Clallam County to plan, acquire property for, and construct a trail through the Valley Creek ravine that connects the waterfront to the DNR and Olympic National Park trail networks. Coordinate with ecological, cultural, and educational goals.
- 15) As recommended by the WTIP, construct a small craft launch on the City Pier.
- 16) Consider small craft launching opportunities on the former Rayonier site to complete a network of launching, resting, and attraction areas accessible via human-powered watercraft.

- 17) Encourage recreational boating from the mainland launch sites to Ediz Hook (Sail and Paddle Park, Harborview Park, and the Boat Launch) by advertising and signing these opportunities at the Boat Haven, City Pier, and Rayonier site if appropriate. Ensure provisions such as docks, floats, and parking are in place.
- 18) Improve pedestrian and bicycle access through the Rayonier site. Support improvements to the existing circuitous route through the CSO project, and encourage future development to provide additional waterfront access while respecting restoration and economic development goals.

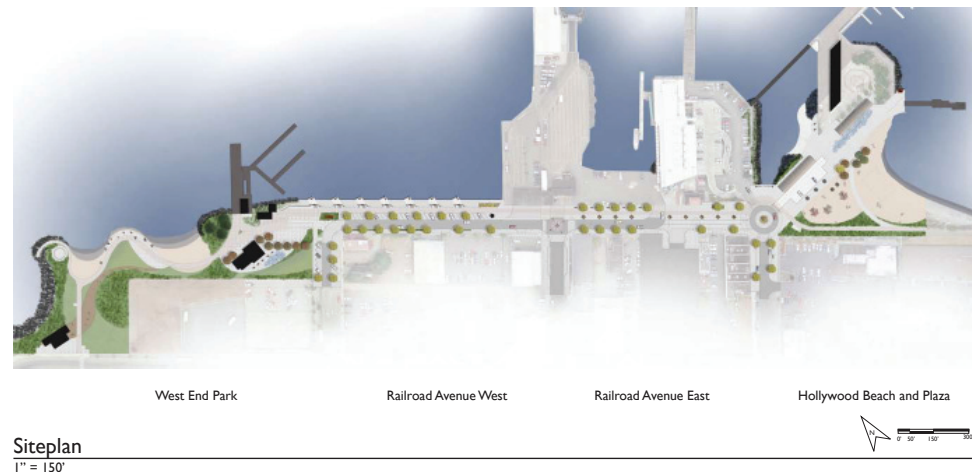


Figure 41. WTIP proposal from Valley Creek to Hollywood Beach (as of June 2011).

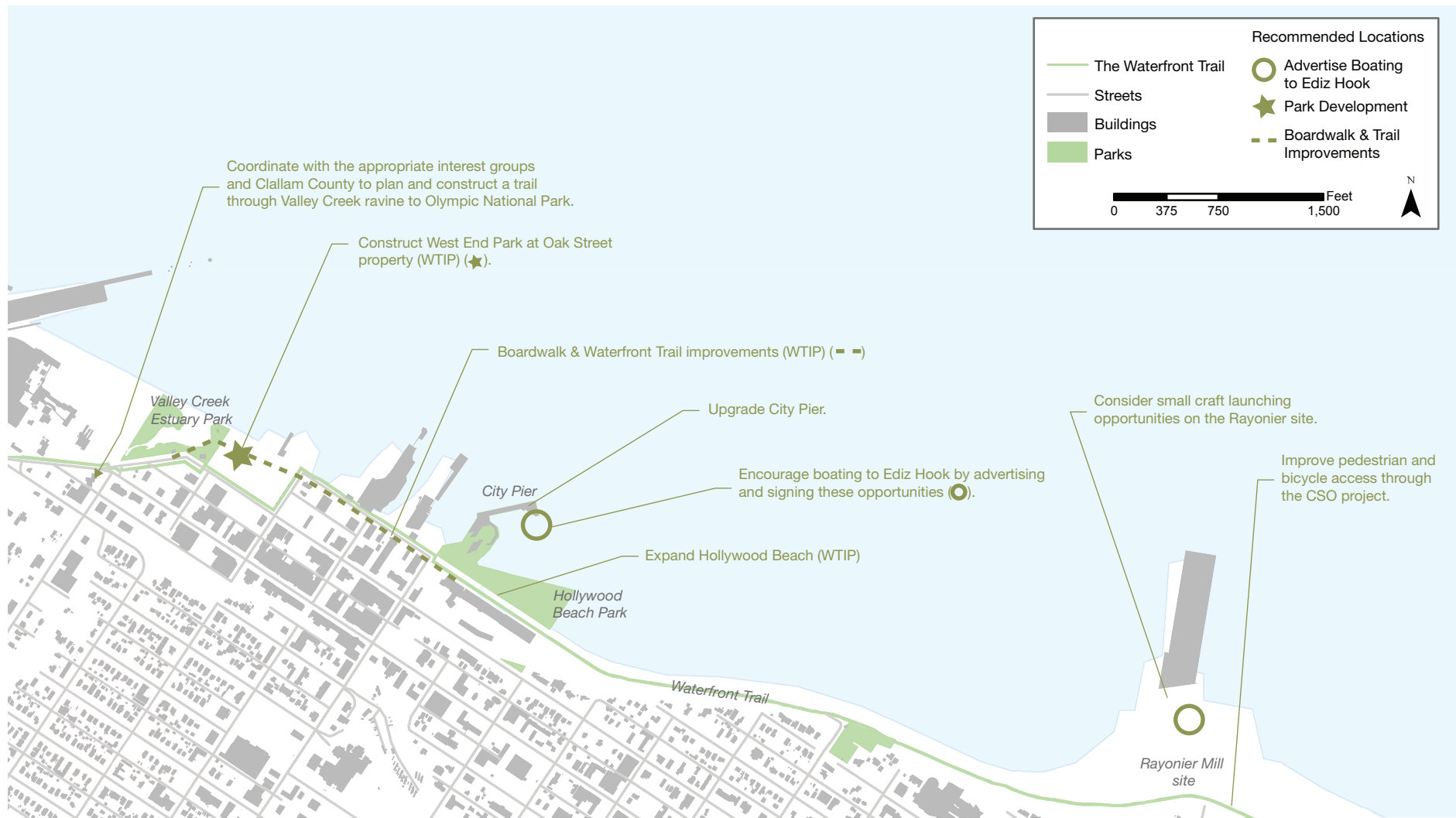


Figure 42. Public access improvements from the Valley Creek Estuary Park to the Rayonier site.

# Economic Development



Figure 43. The Port's Terminal 1, originally built for forest products export, now primarily supports large vessel topside repair and cruise ship stop-overs.



Figure 44. Nippon mill sits at the base of Ediz Hook.

## History and Opportunities

For most of the twentieth century, Port Angeles' forest products, shipping, shipbuilding, and fishing dominated the Harbor. In the late 1800s and early 1900s, a number of mills were constructed (see map on page 21 for locations), including the Puget Sound Mill and Timber Company Mill (also known as Earle's Mill/the Big Mill), Crown Zellerbach, Crescent Boxboard, and the Puget Sound Cooperative Colony Mill (which later became the US Spruce Corporation Mill in 1918). The Port's Terminal 1 was built in 1926 and the shoreline was modified with fill to support operations. Later mills were typically constructed over the original sites, re-using materials and building new structures on existing pads and pilings. These pre-WWII reconstructions included the Nelson Mill on Earle's Mill site, Fibreboard at Crescent Boxboard, and Olympic Forest Products at Ennis Creek.

Post-WWII mills and facilities followed similar patterns of re-use but included larger constructs, such as the Olympic Shipbuilders facility (1942-1943), which installed massive wharfs and four dry dock shipways (Kaehler and Trudeau 2007: 2-29) at the Earle's Mill/Tse-whit-zen site. This area, after WWII, also saw a series of several smaller mill failures until Merrill and Ring reverted the property to the Port in the late 1980s. PenPly, on the Fibreboard and Crescent Boxboard property, survived in the postwar period and has continued as a mill in some capacity since then. At Ediz Hook, Crown Zellerbach continued into the 1980s and changed hands recently to James River, Daishowa, and finally Nippon Paper Industries USA. Olympic Forest Products became the Rayonier Pulp and Paper Company in 1937 and continued into the 1990s before closing on the east side of Port Angeles. Rising freight costs, dwindling large timber resources, and stricter environmental regulations contributed to succession of mill closings over the last 40 years.

## Support a cutting-edge, diverse working waterfront, prioritizing water-dependent industries.

In general, the historic pattern of industrial use continues today. Activity along the waterfront centers on the continued use of Nippon Paper Industries USA paper mill, a variety of log storage yards managed by the Port between Ediz Hook and Tumwater Creek, shipbuilding and maintenance along with the newly re-opened PenPly mill, and the continuing remediation and cleanup at the former Rayonier Mill at Ennis Creek. Of note, the Port owns much of the waterfront land between downtown and Ediz Hook, including the Boat Haven marina, the PenPly mill, Marine Trades, and the aforementioned log storage yards.

In addition to forest products and commercial fishing/processing, today's waterfront has diversified to include expanded marine trades, recreational boating, tourism (including ferry service to Victoria, B.C.), power generation, and a number of other users.

There may be opportunities to consolidate existing industrial users coordinated with recapitalization of existing physical plants. According to their Central Waterfront Master Plan, the Port of Port Angeles has long term plans to reorganize the Boat Haven. These efforts would expand existing businesses, accommodate new companies, and/or broaden water-dependant services.

To supplement existing industrial uses, two redevelopment opportunity sites have been identified: Oak Street (private property portion) and the Rayonier site. Depending on the reuse scenario, development of these properties has the potential to generate significant economic benefits for the community.



Figure 45. Port Angeles Boat Haven



Figure 46. Marine Trades area

## Industry can be interesting!

A successful waterfront includes a mix of commercial, industrial and recreational uses that attract different types of activity and people throughout the year. A dynamic place provides opportunities for the public to comfortably and safely view the working waterfront while operations continue uninterrupted. For example, displays like the one below could be improved to highlight the history and current operations of the plywood mill adjacent to the Valley Creek estuary. This could entice walkers to continue strolling west from downtown and explore the industrial and recreational gems that Port Angeles' waterfront has to offer.



Downtown infill development that draws new residents and office tenants will also benefit the economy. These residents and daily users will support commercial growth and generally increase the vibrancy, safety, and appeal of downtown and neighboring areas.

Port Angeles is a key pass-through location for major tourist draws, including the Olympic National Park, Olympic Peninsula coastline, Victoria, B.C., and recently, the City of Forks (the setting for the *Twilight* saga). In addition, upwards of 2,000 boaters per year stop in Port Angeles and many recreational fishers launch from the Boat Haven. Enticing these tourists to spend more time and money in Port Angeles is an economic development goal.

Finally, investing in amenities, making connections to waterfront destinations, and improving comfort and aesthetics throughout the Harbor area will generate economic benefits. These investments will encourage more local and visitor users of the downtown, Harbor area businesses, and Waterfront Trail, and increase the appeal of this area as a destination.

## Recommendations

Recommendations to protect existing industries, generate additional employment, and increase local and visitor spending in the Harbor area are included below.

- 1) Establish a Waterfront Industrial and Commercial District that celebrates historic and current water-related business in Port Angeles. Highlight Port Angeles' distinctive industries, culture, and history through a coordinated signage program. Coordinate with local businesses to provide tours or viewing areas of the working waterfront. Ensure the preservation of adequate and safe circulation for industrial operations. This should be coordinated with the signage discussed as Public Access Recommendation 1 and Cultural Resources Recommendation 3.

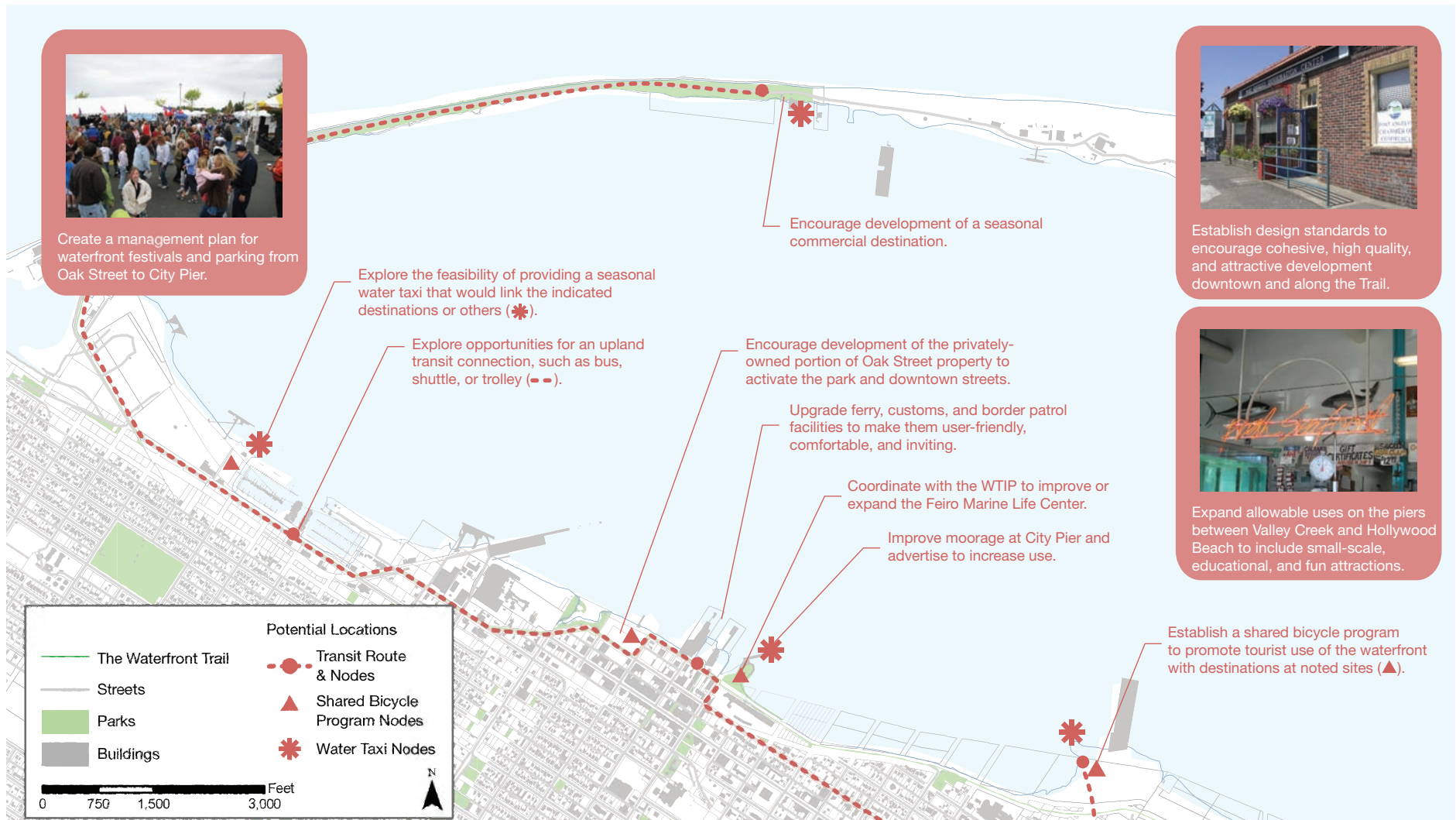


Figure 47. Harbor-wide economic development recommendations

- 2) Coordinate with County economic development organizations and local chambers of commerce to develop a targeted marketing campaign advertising Port Angeles as a tourist destination. Consider emphasizing opportunities for biking, boating, running, SCUBA diving, and other active pursuits. Continue to promote Port Angeles as a stop-over destination for cruise ships and seaplanes.
- 3) Develop a variety of multi-modal transportation options to connect waterfront amenities. Note that Rayonier site recommendations are pending future use:
  - a. Establish a shared bicycle program to promote tourist use of the waterfront with destinations at Ediz Hook, the Boat Haven, new West End Park, Hollywood Beach, and Rayonier site.
  - b. Explore opportunities for an upland transit connection between Rayonier, Downtown, the Boat Haven, and Ediz Hook, such as a bus, shuttle, or trolley system.
  - c. Explore the feasibility of providing a seasonal water taxi through a private operator or public-private partnership linking Ediz Hook, the Boat Haven, City Pier, and Rayonier.

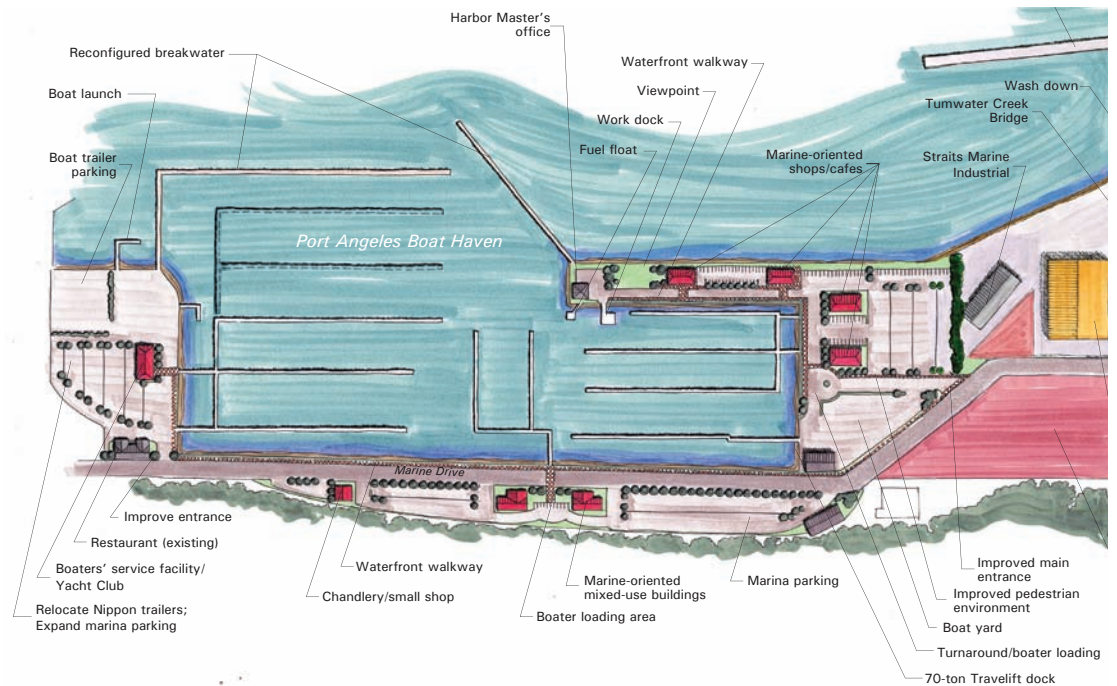


Figure 48. The Port's long range vision at the Port Angeles Boat Haven, from their 2010 Central Waterfront Master Plan.

- 4) Establish design standards to encourage cohesive, high quality, and attractive development in the Harbor area, particularly where it fronts the Waterfront Trail and downtown parks. These standards will improve the overall appeal of the waterfront may encourage local use of area, and increase the length of tourist visits and revenue. Apply the standards to new construction, significant renovations, and signage. Strive for clear and simple guidelines that encourage development.

- 5) Encourage development of a seasonal commercial use that will provide a destination at the end of the Waterfront Trail on Ediz Hook. This could occur on the Lower Elwha Klallam Tribe property or at the public boat launch. Encourage an appropriately-sized use to help activate the park and draw visitors. Design parking and access to minimally interfere with the USCG and existing users.
- 6) Where possible within operational considerations, plant trees and other vegetation east of Nippon, the Port's Terminal 7 log yard, and PenPly, to capture dust, enhance ecological functions, and improve aesthetics along the commercial and industrial waterfront. These landscaped areas will help prevent dust generated by logging and paper mill operations from settling on boats at the Boat Haven. If appropriate, coordinate with Public Access Recommendation 1.
- 7) Support the Port's plans to improve and reorganize the Port Angeles Boat Haven over time as demand warrants. Improvements, described in detail in the Port's 2010 Central Waterfront Master Plan, include:
  - a. Creating a distinct entry (see Public Access Recommendation 9),
  - b. Expanding and defining circulation and parking
  - c. Accommodating expanded marine-oriented commercial development
  - d. Improving pedestrian connections throughout and developing an expanded open space on the Boat Haven spit
  - e. Improving connections between parking and marina docks for ease and safety of supply transfer
  - f. Reorganize south marina boater loading and allow for redevelopment
  - g. Developing a boaters' service facility in the west marina
  - h. Ultimately expanding the marina's moorage capacity and improving the weather protection when the existing breakwater needs to be replaced



*Figure 49. Port Angeles' marine trades industry provides family-wage jobs and generates significant economic benefits.*

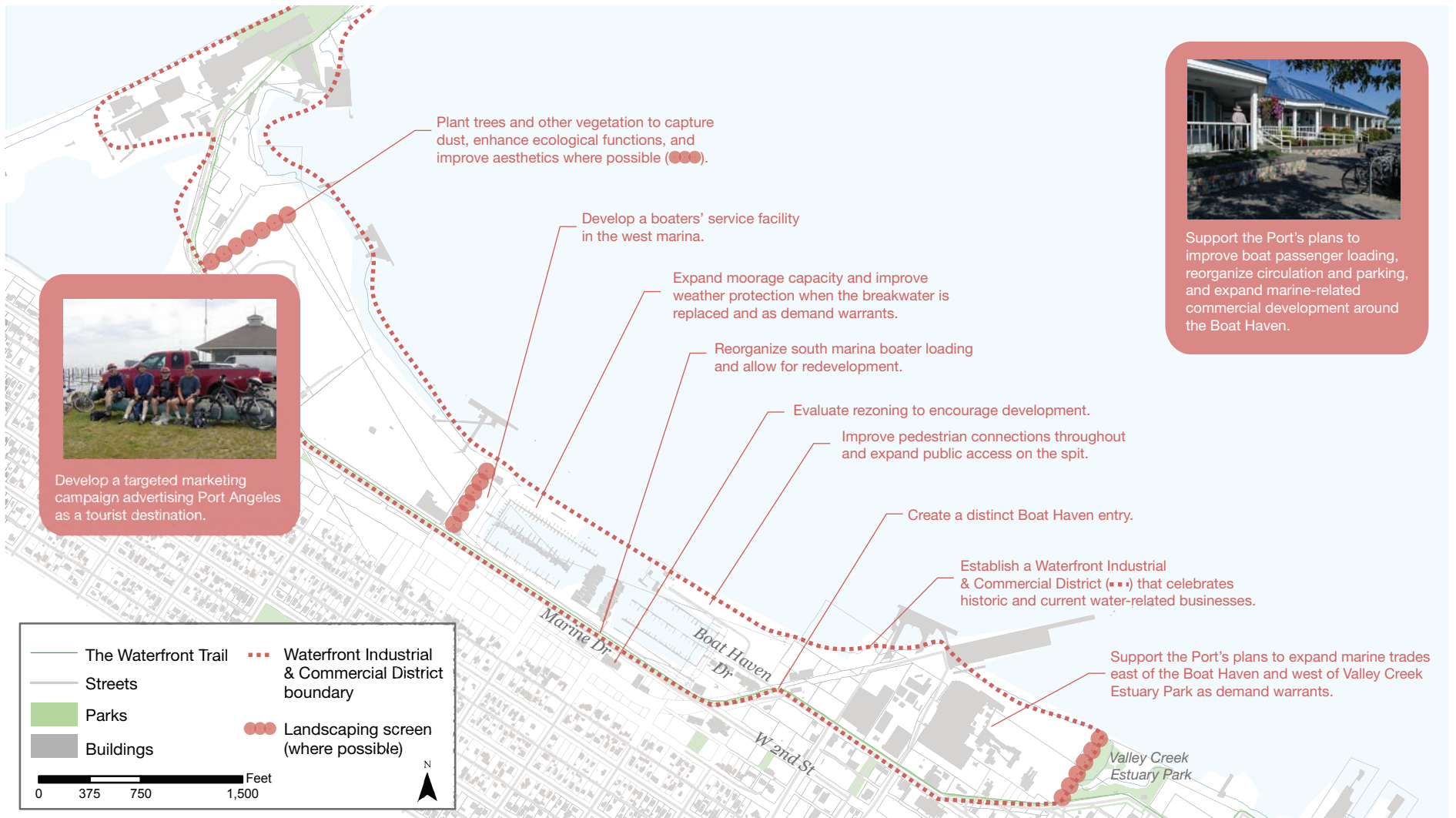


Figure 50. Economic development recommendations along the industrial waterfront

- 8) Coordinated with the Port's plans to improve south marina access, evaluate rezoning the area overlooking the Boat Haven across Marine Drive to encourage development of mixed commercial and residential uses. This underutilized area is zoned Industrial Light and Public Buildings and Parks. Additional development would provide a consumer base for downtown retail and contribute to a livelier area. However, the potential effect of locating residential development near the industrial activities should be considered.
- 9) Support the Port's plans to expand Marine Trades uses east of the Boat Haven and west of Valley Creek Estuary as demand warrants. Improvements are described in detail in the Port's 2010 Central Waterfront Master Plan and primarily focus on consolidating existing Marine Trades facilities, accommodating expansion needs, and attracting new businesses over time. The Plan also envisions relocating employee parking across Marine Drive, expanding Terminal 3 to accommodate topside repair and vessel berthing, and potentially acquiring additional properties to support operations. These businesses provide family wage jobs with significant local and regional spin-off.



Figure 51. Rezoning the area south of the Boat Haven should be evaluated.

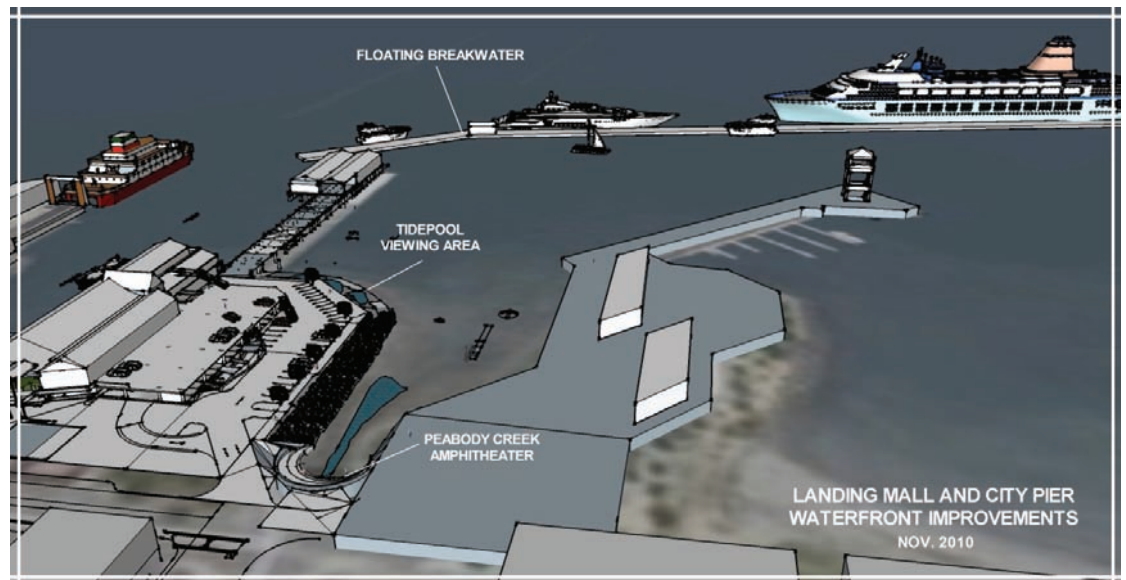


Figure 52. Vision for The Landing Mall (provided by Paul Cronauer, owner)



*Figure 53. The seasonal moorage connected to City Pier could be more effectively utilized.*

- 10) Encourage development of the privately-owned portion of the Oak Street property in a way that activates the proposed West End Park, Oak Street, and West Front Street with ground-floor commercial uses, provides passive park surveillance, and supports downtown. Appropriate uses include but are not limited to restaurant, retail, entertainment, hotel, museum, etc.
- 11) Expand allowable uses on the piers east of Valley Creek Estuary and west of City Pier to include small-scale, educational, and enjoyable attractions such as small boat repair operations or fresh fish market stalls. These uses should be compatible with downtown commercial, nearby residential, and tourism-oriented uses. Market these attractions accordingly.
- 12) Create a management plan for waterfront festivals and parking in the area from Oak Street to City Pier. Focus efforts around the festival area designated at Hollywood Beach and City Pier by the WTIP and the future Oak Street park.
- 13) As demand warrants, encourage upgrades to the ferry, customs, and border patrol facilities to make them user-friendly, comfortable, and inviting. Support applicable WTIP strategies.
- 14) Coordinating with the WTIP, improve, renovate, expand uses of, or relocate Feiro Marine Life Center.
- 15) Improve moorage at the City Pier and advertise to increase use.



# Implementation Strategy

The HRMP outlines over 100 recommendations that support the community’s vision. While realizing that vision will take time, an incremental approach to unlock the Harbor’s potential as a vibrant, successful waterfront is outlined in the table beginning on page 60. To make an immediate impact, this chapter also identifies “Quick Wins”. These projects are relatively inexpensive, provide noticeable improvements, and lay the groundwork for future endeavors.

The implementation strategy divides actions into short-, medium-, and long-term phases. Short-term actions establish the necessary framework for longer-term projects, and are to be done within 1-3 years after plan adoption. Medium-term recommendations build on early actions, position stakeholders for larger-scale undertakings, and are to be completed within years 4-10. Long-term actions should be completed within 10-20 years, once the appropriate infrastructure and funding are in place. Note that tasks are organized by time frame within each category, not by order of priority.

Throughout the planning process, the community demonstrated the most support for projects related to ecological enhancement and improved public access between the downtown and waterfront. These projects, where feasible, are prioritized for early implementation. Additional projects with strong public support are identified in the Notes column.

An early planning-level cost estimate is provided for reference, divided into three tiers as illustrated below. Some projects are separated into smaller tasks that can be achieved for a fraction of the cost.

\$	\$0-50,000
\$\$	\$51,000-100,000
\$\$\$	\$101,000+

Potential funding sources are outlined in the chart. These sources are culled from planning documents that address Harbor management and development (see page 2), and based on information provided by the Harbor Planning Committee.

A mix of public, nonprofit, and private funding will be needed to effectively finance the recommendations listed here.

## Chart Abbreviations & Acronyms

BIG	Boating Infrastructure Grant Program	JSK	Jamestown S’klallam Tribe
BFP	Boating Facilities Program	LEKT	Lower Elwha Klallam Tribe
CDC	Center for Disease Control (Healthy Communities Program)	MP	Master Plan
Chambers	Port Angeles & Clallam County Chambers of Commerce	MRC	Marine Resources Committee
City	City of Port Angeles	NPS	National Park Service
Corps	US Army Corps of Engineers	Port	Port of Port Angeles
CSO	City’s Combined Sewer Overflow project	PSAR	Puget Sound Aquisition Restoration
DCED	Department of Community & Economic Development	PSNERP	Puget Sound Nearshore Ecosystem Restoration Project
DHS	Department of Homeland Security	PSP	Puget Sound Partnership
DoE	Department of Ecology	PTC	Peninsula Trails Coalition
DOT	US/WA Departments of Transportation Livability grants (e.g., Bicycle and Pedestrian Program, Transportation Enhancement Activities, Safe Routes to School)	Rayonier	Previous Harborworks & ongoing Rayonier planning efforts
DNR	Department of Natural Resources	Rayonier Inc.	Rayonier as a property owner
ESRP	Estuary & Salmon Restoration Program	RCO	WA Recreation & Conservation Office
		RTP	Recreational Trails Program
		SMP	Shoreline Master Program
		SRFB	Salmon Recovery Funding Board
		Trails MP	Trails Master Plan
		USCG	US Coast Guard
		WDAHP	WA Department of Archaeology & Historic Preservation
		WDFW	WA Department of Fish & Wildlife
		WTIP	Waterfront Transportation & Improvement Plan

## Quick Wins

These relatively inexpensive projects are designed to jump start implementation of the HRMP. They should be targeted for completion within 1–3 years of plan adoption. Please find more information about these tasks in the chart that begins on page 60.

	<i>Recommendation</i>
Cultural Resources	CR3 Install artwork that celebrates Port Angeles' history, culture and current waterfront uses.
	CR6 Expand the Civic Historic District or create a new district to include downtown and waterfront areas or facilities of historic interest.
	CR8b Artistically highlight restoration efforts at Valley Creek Estuary.
	CR8c Artistically highlight restoration efforts at the former A-frame site on Ediz Hook.
Environmental Protection and Restoration	EPR2 Naturalize the shoreline with native vegetation where appropriate.
Public Access	PA1 Develop a signage and pathway improvement strategy that strengthens the continuity, safety, identity, and appearance of the Trail from Valley Creek Estuary Park to the USCG Air Station.
	PA4a Install highly visible markings and identity signage along Ediz Hook Trail.
	PA5a Coordinate with Nippon to improve access to Ediz Hook.
	PA17 Advertise and sign opportunities for recreational boating between mainland launch sites and Ediz Hook.
Economic Development	ED1 Establish and promote a Waterfront Industrial and Commercial District that celebrates water-dependant businesses.
	ED4 Establish design standards to encourage cohesive, high quality, and attractive development.
	ED5 Encourage development of a commercial development on Ediz Hook.
	ED9 Support the Port's plans to expand Marine Trades uses between the Boat Haven and Valley Creek Estuary.
	ED11 Expand allowable uses on the piers between Valley Creek Estuary and City Pier to include small-scale, educational, and fun attractions.



Figure 54. Per Recommendation PA1, strengthen the continuity of the trail to the USCG Air Station.

Item	Strategy	Key Stakeholders	Est. Cost	Quick Wins	Potential Funding Sources	Time Frame	Related Plans	Notes
Cultural Resources								
CR 1 Archaeological Model & Plan	Continue development of the Archaeological Predictive Model and Management Plan.	City, LEKT, JKT, Port, DNR	\$\$		WDAHP, LEKT	Near	Archaeological Predictive Model	
CR 2 Tribal Displays & Features	Support development of Tribal interpretive displays, museums, and curation facilities at the Tse-whit-zen, Rayonier, or other appropriate sites.	LEKT, JKT, Port, City, Rayonier Inc	\$\$-\$\$\$		LEKT, JKT	Near	Rayonier	Strong public support.
CR 3 Interpretive Artwork	Install artwork that celebrates Port Angeles' history, culture, and current waterfront uses.	City, Port, LEKT, JKT	\$\$-\$\$	●	LEKT, JKT, WDAHP	Ongoing	WTIP	Coordinate with CR 8a and Trail improvements.
CR 4 Ediz Hook Entryway	Establish an entryway feature on the tip of Ediz Hook.	City, USCG	\$		WDAHP	Long	WTIP	
CR 5 Railroad Display	Interpret the history and legacy of the railroad.	City	\$\$-\$\$		WDAHP	Medium	WTIP	Contingent of strong supporters.
CR 6 Civic Historic District Expansion	Expand the Civic Historic District or create a new district to include downtown and waterfront areas or facilities of historic interest.	City, Downtown Association	\$	●	WDAHP	Near	Civic Historic District	
CR 7 Design Guidelines	Support City efforts to develop facade and signage design guidelines that draw inspiration from historic architecture and events.	City, Downtown Association	\$			Near	Downtown Association's guidelines, City's façade and signage guidelines	Also addresses ED 4.
CR 8 Restoration and Stewardship Acknowledgement								
CR 8a	Artistically highlight restoration efforts at Valley Creek Estuary.	City, DNR	\$\$-\$\$	●	RCO	Near	SMP, WTIP	Coordinate with CR 3, restoration activities, and Trail improvements.
CR 8b	Artistically highlight restoration efforts at Ennis Creek watershed.	City, DNR, LEKT	\$\$-\$\$		RCO	Medium - Long	SMP, WTIP	Requires action on Ennis Creek restoration (EPR 18). Coordinate with CR 3, restoration activities, and Trail improvements.

Item	Strategy	Key Stakeholders	Est. Cost	Quick Wins	Potential Funding Sources	Time Frame	Related Plans	Notes
CR 8c	Artistically highlight restoration efforts at the former A-frame site on Ediz Hook.	City, DNR, LEKT	\$	●	RCO	Near	SMP, WTIP	Coordinate with CR 3, restoration activities, and Trail improvements.
CR 8d	Artistically highlight restoration efforts at West End Park shoreline (Oak Street Property)	City, DNR	\$		RCO	Medium - Long	SMP, WTIP	Pending implementation of West End Park. Coordinate with CR 3, restoration activities, and Trail improvements.
<b>Environmental Protection &amp; Restoration</b>								
EPR 1 Armoring Alternatives	Explore alternatives to existing shoreline armoring.	City, Corps, DNR, USCG, Port, PSP	\$\$		RCO SRFB	Near	SMP	
EPR 2 Shoreline Naturalization	Naturalize the shoreline with native vegetation where appropriate.	City, Corps, DNR, WDFW, USCG, Port, PSP	\$-\$\$\$	●	RCO SRFB, DNR urban forestry	Near	SMP	Strong public support.
EPR 3 Derelict Structure Removal								
EPR 3a	Support removal of unused over-water structures on the Port's property.	City, Port, DNR, PSP	\$\$\$		SRFB/PSAR, ESRP, PSNERP	Medium	SMP	
EPR 3b	Create a mitigation bank to encourage removal of structures prior to development.	City, Port, DNR, PSP	\$\$\$			Medium	SMP	
EPR 4 Shoreline Structure Modifications	Modify existing shoreline structures to minimize impact.	City, Port, DNR, PSP	\$\$\$		SRFB/PSAR, ESRP, PSNERP	Ongoing	SMP	
EPR 5 Derelict Gear Removal	Remove derelict fishing gear.	DNR, City, Port, PSP, MRC	\$\$\$		NWSC	Near	SMP	
EPR 6 CSO Event Elimination	Eliminate CSO events.	DNR, City, Port, PSP	\$\$\$		DoE	Ongoing	CSO, City Stormwater Plan, SMP	Strong public support.
EPR 7 Environmental Clean Up	Clean up contaminated sediment and wood waste.	DNR, City, Port, Nippon, PenPly, PSP, Rayonier Inc	\$\$\$		SRFB/PSAR, ESRP, PSNERP	Near	SMP	Strong public support.
EPR 8 Log Management	Improve log management practices to reduce environmental impacts.	DNR, City, Port, Nippon, PenPly, PSP	\$			Near	SMP	

Item	Strategy	Key Stakeholders	Est. Cost	Quick Wins	Potential Funding Sources	Time Frame	Related Plans	Notes
EPR 9 Eel Grass Management	Establish or reestablish eel grass beds.	DNR, City, PSP	\$\$-\$\$\$\$		SRFB/PSAR, ESRP, PSNERP	Medium	SMP	Follows cleanup of Harbor. Strong public support.
EPR 10 Creek Restoration	Protect, restore, and daylight creeks that feed the Harbor.	City, DNR, WDFW, PSP	\$\$\$		SRFB/PSAR, ESRP, PSNERP	Ongoing	SMP	Prioritize Tumwater and Peabody Creeks. Coordinate with Valley Creek trail (PA 14). Strong public support.
EPR 11 Surface Water Reduction	Reduce unfiltered surface water runoff into the Harbor.	City, business owners, PSP	\$-\$\$\$			Ongoing	SMP	Can be accomplished incrementally. Coordinate with PA 8 and 12. Strong public support.
EPR 12 Outer Ediz Hook Restoration								
EPR 12a	Continue working with the Corps to nourish Ediz Hook.	Corps, City, USCG, WDFW, PSP	\$\$-\$\$\$\$		SRFB/PSAR, ESRP, PSNERP	Ongoing	SMP	Strong public support.
EPR 12b	Support efforts to remove the Elwha Dam and prepare to maximize sediment retention.	Corps, City, DNR, WDFW, USCG, PSP, NPS	\$\$		SRFB/PSAR, ESRP, PSNERP, NPS	Near	Elwha Dam, SMP	Requires immediate action to capture the one-time benefit of the Elwha Dam removal. Strong public support.
EPR 12c	Locate a pocket beach adjacent to the lagoon.	Corps, City, DNR, WDFW, Nippon, PSP	\$\$		SRFB/PSAR, ESRP, PSNERP	Medium	SMP	Nippon may not support.
EPR 13 Inner Ediz Hook Restoration								
EPR 13a	Support restoration of the inner Ediz Hook.	City, WDFW, Corps, DNR, LEKT, USCG, PSP	\$\$-\$\$\$\$		SRFB/PSAR, ESRP, PSNERP	Medium	SMP	Strong public support.
EPR 13b	Protect and enhance the unarmored shoreline south of the lagoon outlet channel.	City, WDFW, Corps, DNR, PSP, Nippon	\$\$-\$\$\$\$		SRFB/PSAR, ESRP, PSNERP	Medium	SMP	
EPR 13c	Ensure transportation plans for Ediz Hook establish dedicated parking and vehicle usage areas.	City, WDFW, Corps, DNR, LEKT, USCG, PSP	\$			Near	SMP	Coordinate with Trail improvements.
EPR 13d	Remove concrete on point west of Boat Launch.	City, WDFW, Corps, DNR, PSP	\$-\$\$		SRFB/PSAR, ESRP, PSNERP	Medium	SMP	

Item	Strategy	Key Stakeholders	Est. Cost	Quick Wins	Potential Funding Sources	Time Frame	Related Plans	Notes
EPR 14 Lagoon Enhancement								
EPR 14a	Improve the outlet channel to allow fish passage at all tides.	City, Nippon, WDFW, DNR, PSP	\$\$-\$\$\$\$		SRFB/PSAR, ESRP, PSNERP	Medium	SMP	Strong public support.
EPR 14b	Remove wood debris from deeper areas.	City, Nippon, WDFW, DNR, PSP	\$\$\$		SRFB/PSAR, ESRP, PSNERP	Medium	SMP	Strong public support.
EPR 14c	Plant saltwater marsh and native riparian vegetation and remove exotic vegetation in and around the lagoon.	City, Nippon, WDFW, DNR, PSP	\$\$-\$\$\$		SRFB/PSAR, ESRP, PSNERP	Medium	SMP	Strong public support.
EPR 14d	Remove concrete on point west of Boat Launch.	City, WDFW, Corps, DNR, PSP	\$\$-\$\$			Medium	SMP	Strong public support.
EPR 15 Hollywood Beach Improvements	Improve the water quality, enhance the ecological functions, and expand Hollywood Beach.	City, DNR, PSP	\$\$-\$\$\$\$		SRFB/PSAR, ESRP, PSNERP	Near	WTIP, CSO	Very strong public support.
EPR 16 Pond Improvements	Partner with landowners to improve the ecological functions of the pond east of the Red Lion Hotel.	City, property owners, PSP	\$\$		SRFB/PSAR, ESRP, PSNERP	Long	SMP	Not supported by property owners at this time.
EPR 17 Rayonier Mill Site Restoration	Clean up and restore the Rayonier Mill site.	Rayonier Inc, LEKT, JKT, City, DNR, PSP	\$\$\$		DoE, SRFB/PSAR, ESRP, PSNERP			Very strong public support.
EPR 18 Ennis Creek Restoration	Restore Ennis Creek, estuary, riparian corridor, and shoreline.	Rayonier Inc, LEKT, JKT, City, DNR, PSP	\$\$\$		SRFB/PSAR, ESRP, PSNERP, DoE			Very strong public support.
<b>Public Access</b>								
PA 1 Signage & Pathway Improvements	Develop a signage and pathway improvement strategy that strengthens the continuity, safety, identity, and appearance of the Trail from Valley Creek Estuary Park to the USCG Air Station.	City, Port, Nippon	\$\$-\$\$	●		Near	WTIP	Can be accomplished incrementally. For example, Phase 1: Paint Trail surface; Phase 2: Install paving patterns. Trail improvements, especially on Ediz Hook, are high community priorities.
PA 2 Weather Protection Installation	Encourage year-round use of public spaces by providing adequate weather protection at strategically sited facilities.	City, Downtown Business Association, Chamber, business owners	\$			Medium		

Item	Strategy	Key Stakeholders	Est. Cost	Quick Wins	Potential Funding Sources	Time Frame	Related Plans	Notes
PA 3 SCUBA Amenity Improvements	Improve SCUBA diver access at appropriate Ediz Hook sites.	City, DNR, SCUBA interest groups, LEKT, USCG	\$	●	RCO	Near		Coordinate with restoration activities.
PA 4 Ediz Hook Trail Improvements								
PA 4a	Install highly visible markings and identity signage.	City, LEKT, PTC	\$\$-\$\$\$	●	RCO RTP	Near	WTIP	Can be accomplished incrementally. Very strong public support.
PA 4b	Provide bicycle racks at Sail and Paddle Park, the former A-frame site, Harborview Park, and the public Ediz Hook Boat Launch.	City, LEKT	\$		RCO RTP	Medium		Coordinate with overall Trail identity.
PA 4c	Maintain the restrooms at Harborview Park and the Boat Launch.	City, LEKT	\$			Ongoing		
PA 4d	Organize and focus automobile parking at Sail and Paddle Park, the former A-frame site, Harborview Park, and the Boat Launch.	City, LEKT	\$\$-\$\$\$					Coordinate with restoration efforts (particularly at the A-frame site) and Trail improvements to avoid conflicts. Strong public support.
PA 4e	Replace existing lighting for the road with pedestrian scaled lighting.	City	\$\$-\$\$\$				WTIP	Coordinate with overall Trail identity.
PA 4f	Encourage development of the Lower Elwha Klallam Tribe's property to enhance the Trail.	LEKT	\$		RCO RTP, LEKT			
PA 5 Industrial Area Trail Improvements								
PA 5a	Coordinate with Nippon to improve access to Ediz Hook.	City, Nippon	\$\$-\$\$	●	RCO RTP, DOT, PTC	Near	Trails MP	Very strong public support.
PA 5b	Eliminate Trail crossings over Marine Drive at the base of Ediz Hook.	City, Nippon	\$\$-\$\$		RCO RTP, DOT, PTC	Near	Trails MP	

Item	Strategy	Key Stakeholders	Est. Cost	Quick Wins	Potential Funding Sources	Time Frame	Related Plans	Notes
PA 5c	Improve the Trail with paint, a potential grade change, human-scale lighting, and landscaping.	City, Nippon	\$\$-\$		RCO RTP, DOT, PTC	Near	Trails MP	Can be accomplished incrementally.
PA 6 Beach Access Improvements								
PA 6a	Provide public access on the south side of the lagoon linking Marine Drive to western beaches.	City, Nippon	\$		RCO RTP, mitigation funds	Near	SMP	Requires agreement with Nippon. Coordinate with restoration of the lagoon. Strong public support.
PA 6b	Improve the connection from Crown Park to western beaches.	City, Nippon	\$\$-\$\$\$		RCO RTP, mitigation funds	Near	SMP	Coordinate with PA 6a. Requires agreement with Nippon. Very strong public support.
PA 6c	Mark a Trail offshoot to the beach adjacent to the lagoon outlet channel and provide amenities.	City, Nippon	\$		RCO RTP, mitigation funds	Near	SMP	Coordinate with ED 3 and EPR 14. Requires agreement with Nippon.
PA 7 West Hill Street Bicycle Improvements								
PA 7a	As an interim solution, restripe West Hill Street with a “climbing” bicycle lane on the north side.	City	\$		DOT, CDC	Near	Trails MP	
PA 7b	Clearly mark bicycle routes through the Marine Drive and West Hill Street intersection.	City	\$		DOT, CDC			Coordinate with PA 8d. Strong public support.
PA 8 Marine Drive Improvements (Nippon to Valley Creek)								
PA 8a	Increase the width of the Trail on the north side of the street.	City	\$\$-\$\$\$		DOT, CDC			Strong public support.
PA 8b	Plant a street tree strip and consider incorporating natural drainage.	City, Port	\$\$-\$\$\$		DOT, CDC			Coordinate with EPR 11.
PA 8c	Install a landscaped median/ automobile turning lane. Consider incorporating natural drainage.	City, Port, business owners	\$\$-\$\$\$					Coordinate with EPR 11.

Item	Strategy	Key Stakeholders	Est. Cost	Quick Wins	Potential Funding Sources	Time Frame	Related Plans	Notes
PA 8d	Install a sharrow on the south side of the street.		\$		DOT, CDC			
PA 9 Boat Haven Intersection Improvements	Improve the Marine Drive and Boat Haven Drive intersection for non-motorized transit.	Port, City	\$\$\$		Port	Medium	Marine Facilities MP	High priority among bicyclists.
PA 10 Boat Haven Access & Aesthetic Improvements	Support the Port's plans to improve Boat Haven public access, safety, and aesthetics.	Port	\$\$-\$\$\$\$		Port	Medium	Marine Facilities MP	
PA 11 Marine Drive & W 2 <sup>nd</sup> Street Intersection Improvements								
PA 11a	Vacate the portion of West 2 <sup>nd</sup> Street south of the median.	City, Port	\$\$\$			Long		Sequentially follows PA 8d. High priority among bicyclists.
PA 11b	Widen the portion of Marine Drive east of the median.	City, Port	\$\$\$			Long		Sequentially follows PA 8d. High priority among bicyclists.
PA 11c	Clearly mark sidewalk and Trail through intersection.	City, Port	\$\$\$		Port, DOT, CDC	Long		Sequentially follows PA 8d. High priority among bicyclists.
PA 12 Marine Drive Improvements								
PA 12a	Widen the existing Trail.	City, Port	\$-\$\$\$\$		DOT, CDC	Near		Strong public support.
PA 12b	Plant a street tree buffer.	City, Port	\$-\$\$\$\$		DOT, CDC	Near		Coordinate with EPR 11.
PA 12c	Install a landscaped median/automobile turning lane.	City, Port, business owners	\$\$-\$\$\$\$			Near		Coordinate with EPR 11.
PA 12d	Install a generous bike lane on the south side of Marine Drive.	City	\$-\$\$\$\$		DOT	Near		Strong support from bicyclists.
PA 13 WTIP Improvements								
PA 13a	Construct downtown West End Park on the Oak Street site.	City, DNR, DoE	\$\$\$			Near	WTIP, SMP	Very strong public support for addressing the Oak Street property.
PA 13b	Improve boardwalk and Trail along Railroad Avenue.	City, Downtown Association, business owners	\$\$-\$\$\$\$		DOT, CDC	Near	WTIP	Very strong public support.

Item	Strategy	Key Stakeholders	Est. Cost	Quick Wins	Potential Funding Sources	Time Frame	Related Plans	Notes
PA 13c	Upgrade City Pier.	City, DNR	\$\$\$			Medium	WTIP, SMP	Coordinate with ED 14 and 15.
PA 13d	Expand Hollywood Beach.	City, DNR	\$\$\$			Near	WTIP, SMP	
PA 13e	Encourage development near West End Park to activate public spaces and protect view corridors.	City, Downtown Association	\$			Near	WTIP	
PA 14 Valley Creek Ravine Trail Development	Plan, acquire property for, and construct a Valley Creek ravine trail.	City, Clallam County, NPS, Valley Creek trail interest group, DNR, NPS, PTC	\$\$-\$\$\$\$		RCO RTP	Medium	Valley Creek trail planning	Coordinate with ecological, cultural, and educational goals. Strong public support.
PA 15 City Pier Small Craft Launch	Construct a small craft launch on the City Pier.	City, DNR	\$\$		RCO BFP	Near	WTIP, SMP	Coordinate with ED 15.
PA 16 Rayonier Site Small Craft Launch	Construct a small craft launch on the former Rayonier site.	City, Rayonier Inc, DNR	\$\$		RCO BFP	Medium	Rayonier, SMP	Follows Rayonier planning and coordination with restoration. Explore other sites to complete this network if Rayonier is not available.
PA 17 Recreational Boating Marketing	Advertise and sign opportunities for recreational boating between mainland launch sites and Ediz Hook.	City	\$	●		Ongoing	WTIP	
PA 18 Rayonier Site Access Improvements	Improve pedestrian and bicycle access through the Rayonier site.	City, DNR	\$\$-\$\$\$\$			Near	CSO project, Rayonier, Ennis Creek, SMP	Strong public support.
<b>Economic Development</b>								
ED 1 Industrial & Commercial District Establishment	Establish and promote a Waterfront Industrial and Commercial District that celebrates historic and existing water-related business.	City, Port, business owners, Downtown Association	\$	●		Near		Coordinate with PA 1 and CR 3.
ED 2 Tourism Marketing	Develop a targeted marketing campaign advertising Port Angeles as a tourist destination.	City DCED, Clallam EDC, Agencies, Chamber, Downtown Association, business owners	\$		City lodging tax revenue, Economic Development funds	Near		

Item	Strategy	Key Stakeholders	Est. Cost	Quick Wins	Potential Funding Sources	Time Frame	Related Plans	Notes
ED 3 Multi-Modal Transportation Options								
ED 3a	Establish a shared bicycle program.	City, Downtown Association	\$\$		CDC	Medium		
ED 3b	Explore opportunities for upland transit connections between destinations.	City, Clallam Transit	\$-\$\$\$		DOT	Long		
ED 3c	Explore the feasibility of providing a seasonal water taxi.	City, Downtown Association	\$			Medium		
ED 4 Design Standards	Establish design standards to encourage cohesive, high quality, and attractive development.	City, Downtown Association, business owners	\$	●		Near		
ED 5 Ediz Hook Restoration	Encourage development of a commercial destination on Ediz Hook.	LEKT, City	\$	●	CDBG	Near	Past efforts	
ED 6 Tree Planting	Plant trees in key places to capture dust, enhance ecological functions, and improve aesthetics.	City, Port, business owners	\$\$			Medium		
ED 7 Boat Haven Improvements								
ED 7a	Create a distinct entry.	Port	\$\$\$		Port	Medium	Marine Facilities MP	Coordinate with PA 9.
ED 7b	Expand and define circulation and parking.	Port	\$\$-\$\$\$		Port	Ongoing	Marine Facilities MP	
ED 7c	Accommodate expanded marine-oriented commercial development.	Port, City	\$		Port	Ongoing	Marine Facilities MP	
ED 7d	Improve pedestrian connections and expand open space on the Boat Haven spit.	Port	\$\$-\$\$\$		Port	Ongoing	Marine Facilities MP	
ED 7e	Improve connections between parking and marina docks.	Port	\$\$		Port	Ongoing	Marine Facilities MP	
ED 7f	Reorganize south marina boater loading and allow for redevelopment.	Port	\$\$		Port, RCO BFP	Ongoing	Marine Facilities MP	
ED 7g	Develop a boaters' service facility in the west marina.	Port	\$\$\$		Port, RCO BFP	Ongoing	Marine Facilities MP	

Item	Strategy	Key Stakeholders	Est. Cost	Quick Wins	Potential Funding Sources	Time Frame	Related Plans	Notes
ED 7h	Expand the marina's moorage capacity and improve weather protection.	Port	\$\$\$		Port, RCO BFP, RCO BIG	Ongoing	Marine Facilities MP	Follows breakwater replacement.
ED 8 Rezone to Support Alternative Uses	Evaluate rezoning the area overlooking the Boat Haven across Marine Drive to encourage development of mixed commercial and residential uses.	City	\$			Medium	Marine Facilities MP	
ED 9 Marine Trade Expansion	Support the Port's plans to expand Marine Trades uses between the Boat Haven and Valley Creek Estuary.	Port	\$\$-\$\$\$	●	Port	Medium	Marine Facilities MP	
ED 10 Oak Street Revitalization	Encourage development of the privately-owned portion of the Oak Street property in a way that activates neighboring spaces.	City, Oak St property owners	\$			Near		See PA 13e.
ED 11 Downtown Attraction Development	Expand allowable uses on the piers between Valley Creek Estuary and City Pier to include small-scale, educational, and fun attractions.	City, business owners	\$	●		Near		
ED 12 Waterfront Parking Plan Development	Create a management plan for waterfront festivals and parking in the area from Oak Street to City Pier.	City, business owners	\$			Long	WTIP	
ED 13 International Transit Improvements	Encourage upgrades to the ferry, customs, and border patrol facilities.	City, business owners	\$\$		BlackBall ferry, DHS	Ongoing	WTIP	
ED 14 Fiero Center Improvements	Improve, renovate, expand uses of, or relocate Feiro Marine Life Center.	City, property owners	\$\$-\$\$\$			Long	WTIP	General support for improvements, but some people are against relocation.
ED 15 City Pier Moorage Improvements	Improve moorage at the City Pier and advertise accordingly.	City	\$\$\$		RCO BFP, RCO BIG	Long		

*“Port Angeles Shoreline: I want to see it, touch it, use it, enjoy it and preserve it.”*

*“PA Harbor is a unique waterfront that has attracted successful settlement for several different cultures in the past and hopefully a new culture for the future.”*

*“The shoreline offers such diversity in the plants and animals, as well as offers a feeling of open space and refreshment from the noise and activity of town.”*

*“Balancing water dependent commercial and industrial uses with key migration (resting areas) habitat along the Port Angeles Harbor waterfront is essential to enhancing one of the best natural, deep water ports on the west coast of the United States.”*

*“Our area is one of the most beautiful spots on earth. The economy will benefit enormously from developing a beautiful, ecologically stewarded, historically sensitive city that fits appropriately into that setting.”*

