

City of Port Townsend

2025 Comprehensive Plan Update

December 2025

City of Port
Townsend



SCJ ALLIANCE

Acknowledgements

The Comprehensive Plan is the result of the efforts of hundreds of Port Townsend residents, businesses, employees, visitors, and property owners, all contributing to the public conversation and influencing this plan's policy initiatives. The City appreciates the community's commitment to this process and to specifically recognize those whose efforts resulted in this plan's formulation and adoption.

Advisory Bodies

- ◆ Arts Commission
- ◆ Climate Action Committee
- ◆ Equity, Access, and Rights Advisory Board
- ◆ Historic Preservation Committee
- ◆ Parks, Recreation, Trees, and Trails Advisory Board
- ◆ Planning Commission

Planning Commissioners

- ◆ Rick Jahnke (Chair)
- ◆ Samantha Bair Jones (Vice-Chair)
- ◆ Andreas Andreadis
- ◆ Robert Doyle
- ◆ Stephen Mader
- ◆ Viki Sonntag
- ◆ Lois Stanford

Council Members

- ◆ David Faber
- ◆ Amy Howard
- ◆ Neil Nelson
- ◆ Ben Thomas
- ◆ Monica MickHager
- ◆ Owen Rowe
- ◆ Libby Urner Wennstrom

Staff

- ◆ City Manager John Mauro
- ◆ Director of Communications and Marketing Shelly Leavens
- ◆ Director of Planning and Community Development Emma Bolin
- ◆ Community Services Director Melody Sky Weaver
- ◆ Director of Public Works Steve King
- ◆ Former Director of Parks and Recreation Strategy Carrie Hite
- ◆ Assistant City Engineer Jeff Kostechka
- ◆ G.I.S. Analyst Winn McEnery
- ◆ Legal Assistant/Deputy Clerk Lonnie Mickle
- ◆ Housing Grants Coordinator Renata Munfrada
- ◆ City Clerk Alyssa Rodrigues
- ◆ Long Range Planner Adrian Smith

Consultants

- ◆ SCJ Alliance
- ◆ Leland Consulting Group

The City also wishes to thank all who worked on the 2016 version of the Comprehensive Plan, upon which much of this plan's direction is based.

Ordinance No. 3361

AN ORDINANCE OF THE CITY OF PORT TOWNSEND, WASHINGTON, RELATING TO COMPREHENSIVE PLANNING; ADOPTING THE 2025 GMA PERIODIC UPDATE TO THE COMPREHENSIVE PLAN; AMENDING THE COMPREHENSIVE PLAN; ADOPTING AN ACTIVE TRANSPORTATION PLAN, AND AMENDING TITLES 2, 12, 17, 18. AND 20 OF THE PORT TOWNSEND MUNICIPAL CODE IN CONNECTION THEREWITH

WHEREAS, The City of Port Townsend ("City") has adopted a Comprehensive Plan as required in Chapter [36.70](#) RCW, with the following adoption history:

1. After extensive public review and a recommendation from the Port Townsend Planning Commission (the "Planning Commission"), the City's current Comprehensive Plan (the "Plan") was adopted by the City Council (the "Council") on July 15, 1996 (Ordinance No. 2539), to comply with the Washington State Growth Management Act (GMA) of 1990 (Chapter [36.70A](#) RCW), and to facilitate the orderly and coordinated growth and development of the City.
2. After public review and a recommendation from the Planning Commission, the City adopted its current Zoning Code (Title 17 PTMC) on April 7, 1997 (Ordinance No. 2571), to comply with the GMA and to implement the Plan.
3. Council adopted the City's current Comprehensive Plan/Development Regulations Amendment Process codified in Chapter 20.04 PTMC on December 16, 1996 (Ordinance No. 2559). Adoption of this chapter implemented the GMA requirement to establish procedures for plan and development regulation amendments (Sections [36.70A.130](#) and [36.70A.470](#) RCW).
4. As permitted and required by the GMA, the City has considered and adopted several amendments to its Comprehensive Plan and development regulations through the annual update and mid-cycle amendments. Periodic Review and mid-cycle amendments have been adopted via Ordinance 2879 in 2005, Ordinance 2967 in 2008, Ordinance 3075 in 2012, and Ordinance 3154 in 2016. The most recent annual amendments were adopted via Ordinances 3321, 3322, and 3323 in 2023; and

WHEREAS, the City has followed the periodic update procedures in Chapter 36.70A RCW and Chapter 20.04 PTMC;

NOW THEREFORE, the City Council of the City of Port Townsend do ordain as follows:

Section 1. Findings. Based on the record forwarded from the Planning Commission and public testimony, the City Council makes the following findings of fact:

1. The City is required to plan under RCW [36.70A.040](#). Section [36.70A.130](#) of the Revised Code of Washington requires that the City take legislative action every ten years to review and, if necessary, revise the Plan and its development regulations to ensure that the Plan and associated development regulations continue to comply with the requirements of GMA. Under the schedule established in RCW [36.70A.130\(5\)\(b\)](#), the deadline for the City to comply with the update required by RCW [36.70A.130\(1\)](#) is December 31, 2025.
2. The City's review and noticing requirements codified in Chapter 20.04 of the Port Townsend Municipal Code (PTMC) comply with the public participation and effective public notice requirements of the RCWs¹; however, in its desire to provide an enhanced outreach and engagement program for the GMA Periodic Update, on April 15, 2024, City

Council approved a Public Participation Plan for the 2025 update as required by RCW [36.70A.130\(2\)\(a\)](#), and has followed the Public Participation Plan in its compliance review and update, providing at public meetings and hearings, the opportunity for public input, review, and comment on draft review products and Planning Commission actions. City staff implemented the program by conducting public outreach through the following meetings, presentations, and events:

- April 19, 2024, Transportation Lab Conference
- April 20, 2024, Connectivity Fair
- May 9, 2024, In-Person Visioning Workshop
- May 17-31, 2024, Virtual Visioning Workshop
- June 13, 2024, Planning Commission meeting on Community Direction Statement and Land Use Map
- June 27, 2024, Planning Commission meeting on Land Use goals and policies
- July 7, 2024, First Sunday in the Golf Park
- July 10, 2024, Planning Commission meeting
- July 20, August 17, September 21, 2024, Farmers Markets
- July 22-24, 2024, Planning Studios
- July 29, 2024, Youth and Young Adults Planning Studio
- August 12, 2024, Planning Commission Workshop with City Council
- August 27, 2024, Climate Action Committee meeting on Port Townsend and Jefferson County's Climate Resilience Elements
- August 28, 2024, Planning Commission meeting
- September 12, 2024, Planning Commission meeting
- September 18, 2024, People, Planet, and Prosperity Tour
- October 1-2, December 3-4, 2024, and January 28, 2025, class visits at Port Townsend High School
- October 10, 2024, Planning Commission Meeting
- October 15, 2024, Port Townsend Rotary
- October 23, 2024, Port Townsend Comprehensive Plan Scenarios Virtual Workshop
- October 24 – November 15, 2024, Port Townsend Comprehensive Plan Scenarios Asynchronous Workshop Participation

- November 8, 2024, and February 7, 2025, class visits at Salish Coast Elementary 4th Grade
- November 14, 2024, Planning Commission meeting
- December 3, 2024, EDC Team Jefferson Fall Mixer
- December 9, 2024, City Council and Planning Commission Joint Workshop
- December 19, 2024, Brewocracy Now
- January 9, 2025, Planning Commission Meeting on the Periodic Review Docket
- January 13, 2025, Climate Action Committee Workgroup meeting
- January 15, 2025, Open House for Walking, Biking, and Connected Communities
- January 23, 2025, Planning Commission Hearing on the Periodic Review Docket
- February 3, 2025, City Council Meeting on the Periodic Review Docket
- February 5, 2025, Climate Action Committee Workgroup meeting
- February 13, 2025, Planning Commission meeting including hearing on the Critical Areas Ordinance and discussion of Comprehensive Plan Goals and Policies
- February 18, 2025, City Council Decision on the Periodic Review Docket
- February 27, 2025, Planning Commission meeting on Comprehensive Plan Goals and Policies
- March 7-8, 2025, Connectivity Summit
- March 13, 2025, Planning Commission meeting on goals and policies in the Comprehensive Plan and the Community Direction Statement
- March 25, 2025, CAC Workgroup meeting
- March 26, 2025, Comprehensive Plan Open House
- March 27, 2025, Planning Commission Meeting reviewing the open house and discussing Comprehensive Plan goals and policies
- April 10, 2025, Planning Commission meeting on Level of Service and Comprehensive Plan goals and policies
- April 18, 2025, Parks, Recreation, and Open Space Plan Survey
- April 22, 2025, CAC Workgroup meeting
- April 24, Planning Commission meeting on existing and draft goals in the Comprehensive Plan
- May 8, 2025, Planning Commission meeting on adopted goals related to climate resilience

- May 12, 2025, CAC Workgroup meeting
- May 13, 2025, Parks Recreation Trees and Trails Advisory Board Special Meeting on existing goals and policies
- May 14-15, 21, 2025, Middle Housing Focus Groups
- May 22, 2025, Planning Commission Joint Meeting with City Council on draft Goals, Policies, Implementation, and Climate Elements
- June 9, 2025, City Council Joint Meeting with Planning Commission on draft Land Use, Housing, Goals, Policies, and Implementation Elements
- June 26, 2025, Planning Commission meeting on draft Land Use and Housing Elements
- July 7, 2025, City Council meeting on middle housing and draft Land Use and Housing Elements
- July 9, 2025, Planning Commission meeting on draft Introduction, Community Direction Statement, Transportation, Utilities, and Capital Facilities
- July 23, 2025, Planning Commission meeting on draft Transportation, Utilities, Capital Facilities, and Middle Housing
- July 24, 2025, CAC Workgroup meeting
- August 11, 2025, City Council Workshop with Planning Commission on draft PT Sustainable Streets, Active Transportation, Transportation, Utilities, and Capital Facilities
- August 13, 2025, Planning Commission meeting on draft Economic Development, Parks, Recreation, and Open Space, and Climate Resilience Elements
- August 26, 2025, Climate Action Committee Meeting on draft Port Townsend Climate Resilience Element
- August 27, 2025, Planning Commission Meeting on draft Economic Development, Parks, Recreation, and Open Space, and Climate Resilience Elements
- September 8, 2025, City Council Joint Meeting with Planning Commission on draft Economic Development, Parks, Recreation, and Open Space, and Climate Resilience Elements
- September 11, 2025, Planning Commission meeting on draft Housing Element and middle housing development regulations
- September 22, 2025, Open House on Streets, Walking, Biking, Parks, and Open Space
- September 25, 2025, Planning Commission meeting on draft Introduction and Implementation Elements

- October 2, 2025, Planning Commission Special Meeting on draft Goals, Policies, and Implementation Element
 - October 9, 2025, Planning Commission meeting on draft Goals, Policies, and Implementation and Housing Elements
 - October 23, 2025, Planning Commission open public hearing on the Periodic Review's Comprehensive Plan, Development Regulations, and Active Transportation Plan
 - November 17, 2025, City Council's open public hearing on the Periodic Review's Comprehensive Plan, Development Regulations, and Active Transportation Plan
 - November 24, 2025, City Council's continued open public hearing on the Periodic Review's Comprehensive Plan, Development Regulations, and Active Transportation Plan, adopting the first reading of the Periodic Review
 - December 8, 2025, City Council meeting on the Periodic Review's Comprehensive Plan, Development Regulations, and Active Transportation Plan
3. On June 14, 2024, the City's consultant, SCJ Alliance, prepared an analysis of the comprehensive plan and development regulations currently in effect in the City of Port Townsend for consistency with the requirements of Chapter [36.70A](#) RCW and identified revisions necessary to comply with Chapter [36.70A](#) RCW. Among other sections, this analysis reviewed amendments to the development regulations adopted in 2023 to comply with RCW 36.7A.600(1), locally known as "tactical infill." As directed by RCW 36.70A.600, Port Townsend allowed both two ADUs per parcel and the conversion of detached single family houses into fourplexes. The combination of a converted single family home into fourplex and two ADUs allowed in the R-I and R-II zones, as adopted prior to the April 1, 2023, deadline under RCW 36.70a.600, combine to functionally allow sixplexes in these low and medium density zones in the City's existing development regulations. Staff forwarded this analysis to Planning Commission for their consideration during the preliminary docketing discussion, held during an open public meeting on January 9, 2025. This checklist analysis was later revised on June 13, 2025. City staff forwarded the revised analysis for Planning Commission's consideration during an Open Public Hearing on October 23, 2025.
 4. In accordance with the criteria for assessment set forth in Section 20.04.050 PTMC, the Planning Commission considered types of proposed amendments to the Comprehensive Plan and Development regulations during a regular meeting on January 9, 2025, and an open public hearing on January 23, 2025.
 5. During Planning Commission's January 23, 2025, open public hearing, Planning Commission considered a preliminary 2025 Periodic Update Docket and recommended scope and schedule for the update, compiled by the Director.
 6. Following the January, 23, 2025, hearing, Planning Commission voted to recommend adoption of the proposed Docket to the Council.

7. The Council considered the proposed Docket at a regular meeting on February 3, 2025, and adopted it following an open public hearing on February 18, 2025, under Resolution 25-005.
8. Consistent with Section 20.04.060(B), optional joint workshops between the Planning Commission and City Council were held on December 9, 2024, May 22, June 9, August 11, and September 8, 2025, to inform the joint bodies of public input received to date and iterative edits to the draft Comprehensive Plan, Development Regulations, and Active Transportation Plan.
9. In accordance with the adopted Preliminary Docket's 2024-2025 proposed case files number 2, the Critical Areas Ordinance Update made revisions responsive to mandated and suggested amendments based on Department of Commerce Critical Areas Ordinance Checklist. The Critical Areas Ordinance Update was adopted under Ordinance 3348 on March 17, 2025.
10. In accordance with the adopted docket, staff prepared draft revisions to the Comprehensive Plan and development regulations and drafted an Active Transportation Plan. Staff forwarded these drafts and analysis to the Planning Commission, as well as the Climate Action Committee, Arts Commission, and Historic Preservation Committee for their expertise. Consistent with the requirements of both RCW [43.21C](#) and PTMC Section 20.04.070, State Environmental Policy Act (SEPA) environmental review is required for the docketed amendments. On October 15, 2025, the SEPA Responsible Official issued a Determination of Non-Significance (DNS) for the 2025 Periodic Update. No appeals to the Determination were received during the comment/appeal period.
11. The Planning Commission considered public comment and proposed revisions implementing the adopted Docket at its meetings on February 13, February 27, March 13, March 27, April 10, April 24, May 8, May 22, June 9, June 26, July 9, July 23, August 11, August 13, August 27, September 8, September 11, September 25, October 2, and October 9, 2025.
12. The Planning Commission held a public hearing on October 23, 2025, to receive public testimony on the proposed revisions to the Comprehensive Plan, Active Transportation Plan, and development regulations. Based on its review of the requirements of Chapter [36.70A](#) RCW and [20.04](#) PTMC, the Planning Commission forwarded recommended findings, conclusions, and amendments to the Comprehensive Plan, Active Transportation Plan, and development regulations on October 23, 2025 (Exhibit B).
13. The Council held a public hearing on November 17, 2025, to receive public testimony on the recommended proposed revisions.
14. The Council continued the public hearing on November 24, 2025, to receive further written comments and deliberate on the recommended proposed revisions. Council closed the hearing on November 24, 2025, and approved the first reading of the proposed revisions to the Comprehensive Plan, Active Transportation Plan, and development regulations.
15. Pursuant to the Growth Management Act [36.70A.035](#)(2) RCW and PTMC 20.04.080B(4), the public was given opportunity to review and comment on Council's proposed changes to the amendments. On December 1, 2025, a press release was sent to local news outlets and posted on the City's website informing the public of the opportunity to

provide comments on the proposed changes. The proposed revisions were published on the project website on December 3, 2025. On December 5, 2025, the proposed changes were published as part of the Council's Agenda for the December 8, 2025, Council Meeting, posted at City Hall and on the City's webpage.

16. Upon concluding the public hearing on 3361, Council reviewed the record, and deliberated upon the testimony and upon the Planning Commission's recommendation on the final docket, all in a manner consistent with the requirements of Chapter 20.04 PTMC. Deliberation was held during meetings on December 8 and 15, 2025.
17. Consistent with the requirements of the GMA, Planning Department staff forwarded the proposed amendments to the Comprehensive Plan, Development Regulations, and Active Transportation Plan to the State of Washington Department of Commerce (DOC) for review and comment on October 2, 2025, more than sixty (60) days prior to the adoption of this ordinance (Section [36.70A.106](#) RCW). No substantive comments were received from DOC prior to the 60-day deadline on December 1, 2025. Staff addressed Commerce's later comments during a presentation to Council on December 8, 2025.
18. On November 25, 2025, the Peninsula Regional Transportation Planning Organization (PRTPO) informed the City that PRTPO will take adopted, not late-stage draft, plans to the Board for consistency approval. Following the adoption of this Ordinance, the City will inform PRTPO that the Comprehensive Plan can go to the Board for consistency approval to certify that that the City's proposed comprehensive plan is consistent with the Regional Transportation Plan.
19. With the adoption of this ordinance, Port Townsend's 2025 Periodic Review required by RCW 36.70A.130(b) is complete and closed.

Section 2. Conclusions. Based on the record forwarded from the Planning Commission, the public testimony, and the findings contained in Section 1 of this Ordinance, the Council makes the following conclusions.

1. Based on the Findings in Section 1 above, the process codified in Chapter 20.04 PTMC and stated in the Public Participation Plan provides for extensive public involvement in identifying suggested Plan and development regulation amendments, and provides ample opportunities for meaningful public comment on the proposed amendments. Early, continuous, and meaningful public participation was achieved through broad dissemination of proposals and alternatives, opportunity for written comments, public meetings after effective notice, provisions for open discussion, information services, and consideration and response to public comments, consistent with the requirements of the GMA (Sections [36.70A.035](#), [36.70A.130](#), and [36.70A.140](#) RCW).
2. Based on the Findings in Section 1 above, the opportunities provided for meaningful citizen participation employed in this review and amendment process are wholly consistent with the requirements of the GMA (Sections [36.70A.035](#), [36.70A.130](#), and [36.70A.140](#) RCW) and the procedures set forth in Chapter 20.04 PTMC and the Public Participation Plan.
3. Based on the Findings in Section 1 above, its review of the requirements Chapter [36.70A](#) RCW, the analysis and proposed revisions prepared by SCJ Alliance and city staff, the recommended findings on review and proposed revisions forwarded by the Planning Commission, and the public comments received, the Council concludes that the review and needed revisions have

been prepared in conformance with applicable law, including Chapter [36.70A](#) RCW, Chapter [43.21C](#) RCW, Chapter 20.04 PTMC, and Resolution 25-005.

4. Based on its review of the requirements of Chapter [36.70A](#) RCW, the analysis and proposed revisions prepared by SCJ Alliance and city staff, the recommended findings on review and proposed revisions forwarded by the Planning Commission, and the public comments received, the Council concludes that the Comprehensive Plan and development regulations as revised by this Ordinance comply with the requirements of Chapter [36.70A](#) RCW.
5. Pursuant to PTMC Section 20.04.020, the amendments have been considered concurrently, and the Council has considered the cumulative effect of all items.
6. This ordinance has been prepared in conformance with the goals and requirements of the GMA (Chapter [36.70A](#) RCW), and the Council concludes that it is externally consistent and compatible with the 14 state-wide planning goals contained within the GMA (Section [36.70A.020](#) RCW).
7. This ordinance has also been reviewed against the requirements of the County-Wide Planning Policy for Jefferson County (CWPP), and the Council concludes that it is in conformance with that Policy.
8. Having adopted findings and conclusions as provided for in Chapter [36.70A](#) RCW and Chapter 20.04 PTMC, the Council adopts the following amendments:

Section 3. Comprehensive Plan Update.

1. The City Council adopts the Findings, Conclusions, and Recommendations of the Port Townsend Planning Commission dated October 23, 2025 (Exhibit B)
2. The 1996 Comprehensive Plan is amended to read as set forth in Exhibits D-M and U, XX along with the changes noted in the Errata Sheet at Exhibit X.

Section 4. Development Regulations Update.

1. Chapter 2.73 of the Port Townsend Municipal Code is amended to read as set forth in Exhibit O.
2. Chapter 12 of the Port Townsend Municipal Code is amended to read as set forth in Exhibit P.
3. Chapter 17 of the Port Townsend Municipal Code is amended to read as set forth in Exhibit Q.
4. Chapter 18 of the Port Townsend Municipal Code is amended to read as set forth in Exhibit R.
5. Chapter 20 of the Port Townsend Municipal Code is amended to read as set forth in Exhibit S.
6. The Amendments to the Development Regulations listed in this Section are further amended by the changes noted in the Errata Sheet at Exhibit X.

Section 5. Active Transportation Plan Adoption.

The Active Transportation Plan is adopted to read as set forth in Exhibit N along with the changes noted in the Errata Sheet at Exhibit X.

Section 6. Severability. If any sentence, clause or phrase of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase or work of this ordinance.

Section 7. Transmittal to Department of Commerce. The City Clerk shall transmit a copy of this Ordinance to the State Department of Commerce (DOC) within ten (10) days of adoption of this ordinance.

Section 8. Corrections. Notwithstanding any provisions to the contrary in Chapter 1.01.015 of the Port Townsend Municipal Code, staff and the Code Reviser are authorized to update and incorporate changes adopted in this Ordinance into the Port Townsend Comprehensive Plan and the Port Townsend Municipal Code including but not limited to changes to the Land Use Map and Zoning Map. Staff and the Code Reviser are further authorized to make non-substantive edits related to numbering, grammar, spelling, and formatting consistent with this Ordinance.

Section 9. Implementation. The City Manager or designee is authorized to implement such administrative measures as may be necessary to carry out the directions of this Ordinance.

Section 10. Effective Date. This ordinance shall take effect and be in force 5 days following its publication in the manner provided by law. The amendments to the Comprehensive Plan and Development Regulations, and the adoption of the Active Transportation Plan, shall take effect as provided for in RCW [36.70A.106](#).

ADOPTED by the City Council of the City of Port Townsend, Washington, at a regular meeting thereof, held this 15th day of December, 2025.



David Faber

Mayor

Amy Howard
Deputy Mayor

Attest:



Alyssa Rodrigues

City Clerk

Table of Contents

Introduction.....	1
The Planning Process.....	1
Why Plan?	1
What is the Comprehensive Plan?	2
Creating the Plan.....	3
Implementing the Plan.....	5
Goals, Policies, and Actions	6
Profile of Port Townsend	7
Port Townsend Past	7
Port Townsend Present	8
Port Townsend Future	10
To Achieve this Vision, Port Townsend Will:.....	10
Land Use.....	13
Introduction	13
Connecting to Port Townsend 2045.....	14
Planning Context.....	14
Land Use and Zoning	18
Residential	20
Mixed-Use and Neighborhood Centers.....	20
Commercial	21
Downtown and Uptown – Historic Commercial	21
Marine Land Uses	22
Manufacturing and Industrial	22
Public Lands	23
Recreation and Open Space	23
Natural Areas and Critical Areas.....	25
Agriculture	26
Challenges & Opportunities.....	26
Challenges	27

Opportunities for Action	29
Policy Initiatives	31
Land Use Map Designations	31
Urban Growth Area (UGA).....	32
Policy Structure	34
Climate Resilience.....	34
Land Efficiency	34
Parks, Recreation, and Open Space Policy.....	34
Equity Commitment	34
Active Transportation	35
Plan Implementation	35
Housing	37
Introduction	37
Connecting to Port Townsend 2045.....	40
Context	40
Housing Needs Analysis	43
Housing Affordability	44
Housing Needs by Income	45
Extremely Low-Income Households	47
Low-Income Households.....	47
Middle-Income Households	47
Upper-Income Households.....	48
Housing Units by Type.....	48
Housing Stock Condition.....	49
Special Housing Needs.....	50
Second Homes and Vacation Properties	54
Housing Vacancy	55
Housing Capacity.....	57
Housing Types by Units per Block	57
Challenges and Barriers	62
Housing Production Barriers	63
Other Housing Challenges.....	66

Opportunities for Action	82
Ongoing Resources and Partnerships	83
Local and State Regulatory Tools	97
Housing Development and Preservation	99
Preservation of Affordable Housing	103
Policy Initiatives	105
1. Apply Incentives to Support Housing Construction	105
2. Support Incremental Development	105
3. Expand Permitted Density Ranges	106
4. Establish Minimum Residential Densities	107
5. Encourage Mixed-Use Development	107
6. Permit Residential Uses in Commercial Districts	108
7. Allow Low-intensity Commercial Uses	108
8. Allow Ground Floor Residential	109
9. Create Livable Streetscapes	109
10. Prioritize Extending Capital Facilities	110
11. Expand Partnerships	110
12. Encourage Efficient and Sustainable Development	111
13. Advance Equity in Housing	111
14. Evaluate City-owned Property	112
15. Preserve Available Subsidized Housing	112
16. Pursue Funding to Support Housing Production	113
17. Expand Multi-Family Tax Exemption (MFTE) Program	113
Element Implementation	114
Transportation	116
Introduction	116
Connecting to Port Townsend 2045	117
Context	117
Growth Management Act Requirements	118
County-Wide Planning Policies (CWPPs)	119
Local Planning	120
System Inventory	120

Streets and Highways	121
Freight Corridors	122
Active Transportation Facilities (Non-Motorized)	122
Transit	122
Marine	122
Aviation	122
Levels of Service	123
Future Level of Service	126
Challenges & Opportunities	129
Challenges	129
Opportunities	131
Policy Initiatives	134
Land Use & Transportation.....	134
Arterial, Collector, and Local Street System Network	135
Active Transportation	138
Level of Service	141
Right-of-Way Management.....	142
Interjurisdictional Coordination.....	143
Implementation	145
Utilities.....	146
Introduction	146
Connecting to Port Townsend 2045.....	146
Planning Context.....	147
Existing Utilities.....	148
Water.....	148
Wastewater.....	148
Stormwater	150
Electricity	151
Solid Waste.....	151
Telecommunications	152
Challenges and Opportunities.....	153
Challenges	153

Opportunities	154
Policy Initiatives	155
Implementation	157
Capital Facilities	159
Introduction	159
Connecting to Port Townsend 2045.....	160
Context	160
Growth Management Act Requirements	161
County-Wide Planning Policy (CWPP)	161
Capital Improvements Plan	162
Documents Incorporated by Reference.....	162
Inventory	162
Domestic Water.....	163
Sanitary Sewer.....	163
Stormwater and Surface Water.....	163
Transportation.....	163
Fire and Emergency Medical Response	163
Police	164
General Government	164
Parks and Recreation.....	164
Public Education	165
Essential Public Facilities.....	165
Challenges and Opportunities.....	166
Challenges	166
Opportunities	167
Policy Initiatives	169
Integrated Planning and Growth Management.....	169
Efficient Use of Resources	169
Service Equity and Access	169
Financial Feasibility and Accountability	170
Intergovernmental Coordination.....	170
Meeting Level of Service Standards	170

Investment Priority	172
Financing Plan	172
Implementation	172
Economic Development	173
Introduction	173
Connecting to Port Townsend 2045.....	174
Context	174
Growth Management Act (GMA) Requirements	175
County-Wide Planning Policies for Jefferson County (CWPP)	175
Challenges & Opportunities.....	176
Challenges	176
Opportunities.....	184
Community	184
Sustainable Infrastructure Investments	185
Housing the Workforce.....	185
Global Connectedness.....	185
Policy Initiatives	186
Training/Education	187
Marine Trades	188
Diversified Manufacturing & Small Business	188
The Creative Economy	189
Community Retail	190
Tourism.....	191
Commercial Historic District	192
Telecommunications	192
Implementation	193
Climate	195
Introduction	195
Connecting to Port Townsend 2045.....	196
Context	197
Requirements	197
Timeline	198

Reference Material	200
Data Used	201
Community Assets in Port Townsend	202
Challenges and Opportunities	204
Challenges	204
Opportunities	211
Policy Initiatives	212
Impact Reduction	213
Hazard Awareness	213
Resource Conservation.....	213
Resilience to Change	213
Implementation	213
Parks, Recreation, & Open Space	215
Introduction	215
Connecting to Port Townsend 2045.....	216
Challenges & Opportunities.....	216
Challenges	216
Opportunities:	217
Policy Initiatives	217
Open Space and Trail Network Development	217
Equitable and Inclusive Access.....	221
Partnerships and Regional Coordination.....	221
Maintenance, Funding, and Planning.....	221
Protection of Natural Resources.....	221
Element Implementation	222
Adopt the 2025 PROS Plan.....	222
Coordinate with City Departments.....	222
Position for and Seek Grant Funding.....	222
Inventory City-Owned Property for Parks Purposes	222
Update the PROS Plan as Appropriate	224
Explore a Recreation Program	224
Nurture a Volunteer and Stewardship Program.....	224

Implementation	225
Regulatory Context	226
Growth Management Act	226
Regional Plans.....	226
Implementation Tools.....	227
Ongoing Planning Efforts	228
Plan Amendments.....	228
Capital Funding Sources.....	229
Policy Framework.....	229
Policy Framework Map.....	230
Goals by Planning Element, Cross-Referenced with Policies	236
Policies by Planning Element, Cross-Referenced with Goals	254
Implementing Programs.....	357
Implementation Programs and Actions by Planning Element, with Policy Index.....	358

Table of Figures

Figure 1-1: Development and Implementation of a Comprehensive Plan	6
Figure 2-1: Land Use Map.....	17
Figure 2-2: Percentage of Total Land Area in Acres*	18
Figure 2-4: Table of Total Open Space	24
Figure 2-5: Port Townsend Vision Map	33
Figure 3-1: Cost-Burdened Households by Tenure in Port Townsend, 2020.....	45
Figure 3-2: Existing and Needed Housing Supply by Income Level	46
Figure 3-3: Housing Unit Types in Port Townsend, 2022.....	48
Figure 3-4: Port Townsend Units by Bedroom Count with Regional Comparison, 2022	49
Figure 3-7: Residential Occupancy Rates in Port Townsend with Regional Comparison.....	56
Figure 3-8: Vacant Unit Types* in Port Townsend with Regional Comparison	56
Figure 3-9: Housing Types by Units per Block in Port Townsend	59
Figure 3-10: Illustration of Housing Types in Port Townsend	62
Figure 3-11: Port Townsend Home Value Index, 2010-2022	68
Figure 3-12: Employer-Household Dynamics in Port Townsend	69
Figure 3-13: Housing Units Permitted in Port Townsend, 1996-2023.....	71
Figure 3-14: Comparison of Housing Units and Household Incomes in Port Townsend (2022)	82
Figure 4-1: Table of City Streets.....	121
Figure 4-2: Table Comparing Actual Traffic Counts, 2009 Functional Plan Predicted Traffic Counts, and 2045 Traffic Growth Projection Models.....	125
Figure 4-3: 2045 Roadway Volumes vs. Capacities (SR20 Inside City Limits).....	126
Figure 4-4: Peak Hour Intersection Operating Conditions - US 20 at Mill Road	127
Figure 4-5: Sample Mill Road Roundabout.....	128
Figure 4-6: Sustainable Streets Plan Illustrating Arterial and Local Street Location	136
Figure 4-7: Emergency Access Routes.....	137
Figure 4-8: Active Transportation Routes Illustrating Connected Routes	139
Figure 4-9: Active Transportation Routes Illustrating ADA Routes	140
Figure 5-1: Utility Providers	147
Figure 6-1: Table of Water and Wastewater Level of Service Standards.....	170
Figure 6-2: Table of Transportation Level of Service Standards	171

Figure 6-3: Table of Public Facility Level of Service Standards.....	171
Figure 7-1: Percentage of Population Aged 16 and Older in the Port Townsend and Washington State Workforces (2006-2023)	177
Figure 7-2: Port Townsend Total Population and in the Workforce (2015-2023)	178
Figure 7-3: Port Townsend and WA State Average Population Age (2010-2023).....	178
Figure 7-4: Number of Residents Aged 65 and Older Compared with Number of Residents in the Workforce in Port Townsend (2015-2023)	179
Figure 7-5: Number of Workers Commuting into Port Townsend, Working and Living in Port Townsend, and Coming out of Port Townsend	180
Figure 7-6: Median Household Income in Port Townsend with Regional Comparison (2013 & 2022).....	181
Figure 8-1: Climate Resiliency Timeline	199
Figure 8-2: Summary of Port Townsend Assets by Sector, with Examples.....	203
Figure 9-1: Open Space Map	218
Figure 9-2: Table of Publicly Accessible Open Space Acreage	219
Figure 9-4: City-Owned Parks	223
Figure 9-5: Cappy's Trails – Future Park	224
Figure 10-1: Policy Framework Map	230
Figure 10-2: Goals by Planning Element.....	236
Figure 10-3: Policies by Planning Element	254
Figure 10-4: Programs and Actions by Planning Element	358



Introduction

Welcome to the City of Port Townsend's Comprehensive Plan.

The Comprehensive Plan is the long-range policy document guiding the city's growth and development. This 20-year Plan articulates the community's vision for our city and reflects community values. The goals and policies included in this Plan provide a basis for the City's land use regulations and are intended to guide related future decision-making. In effect, the addresses how we want the City to advance into the future.

The Planning Process

Why Plan?

All of us make plans that reflect our personal goals and ambitions. Cities plan for the same reasons as individuals - plans help us to organize our time and energy, to work toward our goals in ways that save time, money, and effort and to be effective in meeting our objectives. Planning simply makes good sense. City planning involves more factors than personal planning, as well as a lot more money, and is intended to serve the best interests of the entire community.

In response to the requirements of Washington's Growth Management Act (GMA), the City adopted a GMA-compliant Comprehensive Plan in 1996. The GMA requires cities and counties to thoroughly review their plans every 10 years. The periodic review is an opportunity for us to collectively look at the big picture, share ideas, seek common goals, and review outcomes from past plans. It is when we actively compare our current plans and policies with new legislation, ensuring our community is up to date, and when the City works closely with the community to ensure we all have a voice in planning the future of Port Townsend.

Since 1996, numerous refinements were made in subsequent annual updates to the Comprehensive Plan and during the 2008 and 2016 periodic reviews. This 2025 revision responds to the GMA requirement for periodic review and new legal requirements for housing, transportation and climate change. It also conforms to county-wide planning policies adopted in May 2024.



The Comprehensive Plan seeks to clearly state the community's goals and policies. Prior generations set the basic growth patterns and handed down to us a city rich in history, architecture, and natural beauty. This Comprehensive Plan Periodic Review allows a new generation to define its contribution to Port Townsend. It provides the foundation for addressing the difficult questions that must be answered as our community prepares for the future. Examples include:

- ◆ What areas are best for development, and what areas should be preserved in their natural state?
- ◆ Where should we locate new housing, industry, commerce, and public facilities?
- ◆ How can we encourage infill development in neighborhoods and mixed use commercial and residential development in certain key locations?
- ◆ How should we design and layout new streets and promote public transit?
- ◆ What strategies should we use to increase the walkability of our town?
- ◆ How can we most effectively work to develop an interconnected system of parks, open spaces, and trails?
- ◆ How can we best prepare and adapt to a host of future conditions including the impacts of climate change such as sea level rise and seasonal changes in surface water availability?
- ◆ What can we do to ensure a strong local economy?
- ◆ How can we help to make housing more affordable to Port Townsend residents and minimize displacement?
- ◆ How do we care and provide for people of all ages and diversity of lived experiences to live here?
- ◆ How do we build a strong future while learning from past mistakes?
- ◆ How will we pay for all this?

In sum, how can we manage growth to maintain and achieve the kind of community we want? The Comprehensive Plan guides how these questions are answered.

What is the Comprehensive Plan?

Required by the Washington State Growth Management Act (GMA) of 1990, the Comprehensive Plan consists of a Land Use Map designating the desired use of lands for various activities, and goals and policies to guide government and private decision-makers in determining how Port Townsend will grow, look, and operate in the future. The Plan reflects the results of citizen involvement, technical analysis, and the judgment of the Port Townsend City Council.

The Plan anticipates change and provides specific guidance for growth and development in the City over the next 20 years by defining:

- ◆ How much population and job growth is anticipated and where it should be located;
- ◆ What type of transportation improvements, utilities, and public facilities must be provided to serve our future population and employment;
- ◆ Where people will live and what type of housing they will need;
- ◆ How to pay for the utilities and public facilities needed for the community's vision; and
- ◆ How to prepare for climate change impacts such as sea level rise and reduced summertime river flows.

Creating the Plan

Creating the Comprehensive Plan relies on the Growth Management Act regulations, goals, and requirements, community input, County-Wide Planning Policies, and Regional Plans (see *Figure 1-1, Page 6*).

Public participation is vital to the success of Port Townsend's Comprehensive Planning process. The current update effort reached out to the public in numerous ways as outlined in the Public Participation Plan approved by the City Council (15 April 2024). The City's website, public postings, community events, public meetings, and workshops were used to reach out to interested parties and get them involved in the process.

Community events included:

- ◆ City Council, Planning Commissioners, and City Staff participated in the **T-Lab Moving** in the Right Direction Conference, on April 19, 2024.
- ◆ City Staff tabled the **Jefferson County Connectivity Fair** in Chimacum, WA on April 20, 2024.
- ◆ A **Vision Workshop and Kick-off Event** was held at the American Legion and Cotton Building, May 6, 2024.
- ◆ July 20, August 17, and September 21, 2024, City Council, Planning Commissioners, and City Staff tabled **farmer's market Saturdays** to gather community input from market shoppers.
- ◆ **Pop-up engagement events** have been held at Mountain View Commons Food Bank, The Nest (a youth-centered coffee shop), Camas Prairie Golf Park, and the Port of Port Townsend's Boat Haven for marine trades conversations.
- ◆ Three days of **Planning Studios** were held July 22 - 24, 2024, at the Cotton Building on long-term goals of Port Townsend and how we want to reach the future.
- ◆ On September 18, 2024, **A People, Planet, and Prosperity Tour** was held along the streetscape of three housing developments in Port Townsend with a quorum of Council and Planning Commission present.
- ◆ An interactive **Scenarios Workshop** was held virtually with the community on October 23, 2024, resulting in key input on housing density alternatives for zoning nodes across the city.
- ◆ City Staff have been facilitating a series of **discussions on planning with 4th grade classes at Salish Coast Elementary** and **Port Townsend High School English students**.

- ◆ The **Active Transportation Plan Open House for Walking, Biking, and Connected Communities** was held on January 15, 2025, at the Port Townsend Community Center.
- ◆ On February 20 and March 12, 2025, Staff and consultants hosted two **Shoreline Master Program Open Houses** in a Future of Our Shorelines series. The first was an overview of the Shoreline Master Program Update and the second was a focused workshop on Sea Level Rise and the Proposed Port and City Waterwalk.
- ◆ On March 7, 8, and 9, 2025, City Staff hosted a table inviting youth and other community members to engage in topics around the Comprehensive Plan at the **2025 Connectivity Summit** at Chimacum High School.
- ◆ On March 26, 2025, an **Open House and Workshop** for the Comprehensive Plan was hosted by Planning Commission, City Council, staff and consultants at Salish Coast Elementary School. The workshop included Active Transportation engagement, policy options for housing and arts, Parks Recreation and Open Space (PROS) Plan engagement, and an opportunity for the public to weigh in on priorities for implementation.
- ◆ A series of **joint Planning Commission and City Council Workshops** gave both bodies time to meet about the Comprehensive Plan docket and discuss priorities for policy drafting and implementation goals. These are ongoing through the process and the public is welcome to attend, listen, and provide public comments.

In addition to the Planning Commission, a number of key stakeholder groups and advisory boards, such as the Climate Action Committee, Historic Preservation Committee, Parks Recreation, Trees and Trails Advisory Board, and Arts Commission have provided input and participated in the review of policies in the Plan.

In parallel with public input, the Growth Management Steering Committee met to establish basic population projections and other requirements for complying with County-Wide Planning Policies (CPP). Topics addressed by this committee include urban growth areas, county and statewide significant capital and transportation facilities, affordable housing and protection of tribal cultural resources and tribal coordination. In addition, several technical reports were developed that address new GMA requirements for the housing, transportation and climate elements of the Plan. The reports provide needed background information, context, and analyses to assist in drafting the evaluating policies. They include:

- ◆ The **Housing Needs Analysis** identifies the number and types of housing units needed to manage projected growth in the community and provides an analysis of housing needs by income level.
- ◆ The **Land Capacity Analysis** provides an estimate of the city's capacity to accommodate the projected population and employment growth.
- ◆ The **Racially Disparate Impacts Analysis** addresses policies, programs and zoning that may have a racially disparate or exclusionary impact and to identify policies to prevent displacement or reduce the hardships caused by displacement.
- ◆ These **GMA-required reports** are included as appendices to the 2025 Comprehensive Plan.
- ◆ The City Council, Planning Commission and city staff have endeavored to organize inputs from all of the above into a Comprehensive Plan that is simplified and easily readable to improve public accessibility and ease of implementation.

Implementing the Plan

The Comprehensive Plan contains mandatory and optional components, called elements. The elements address specific planning and growth-related issues within our City. These elements are internally consistent and together provide a unified vision for future development, ensuring that growth is managed in a coordinated and sustainable way. The developed, goals, policies, and actions in the Comprehensive Plan are aligned with one or more planning elements for implementation.

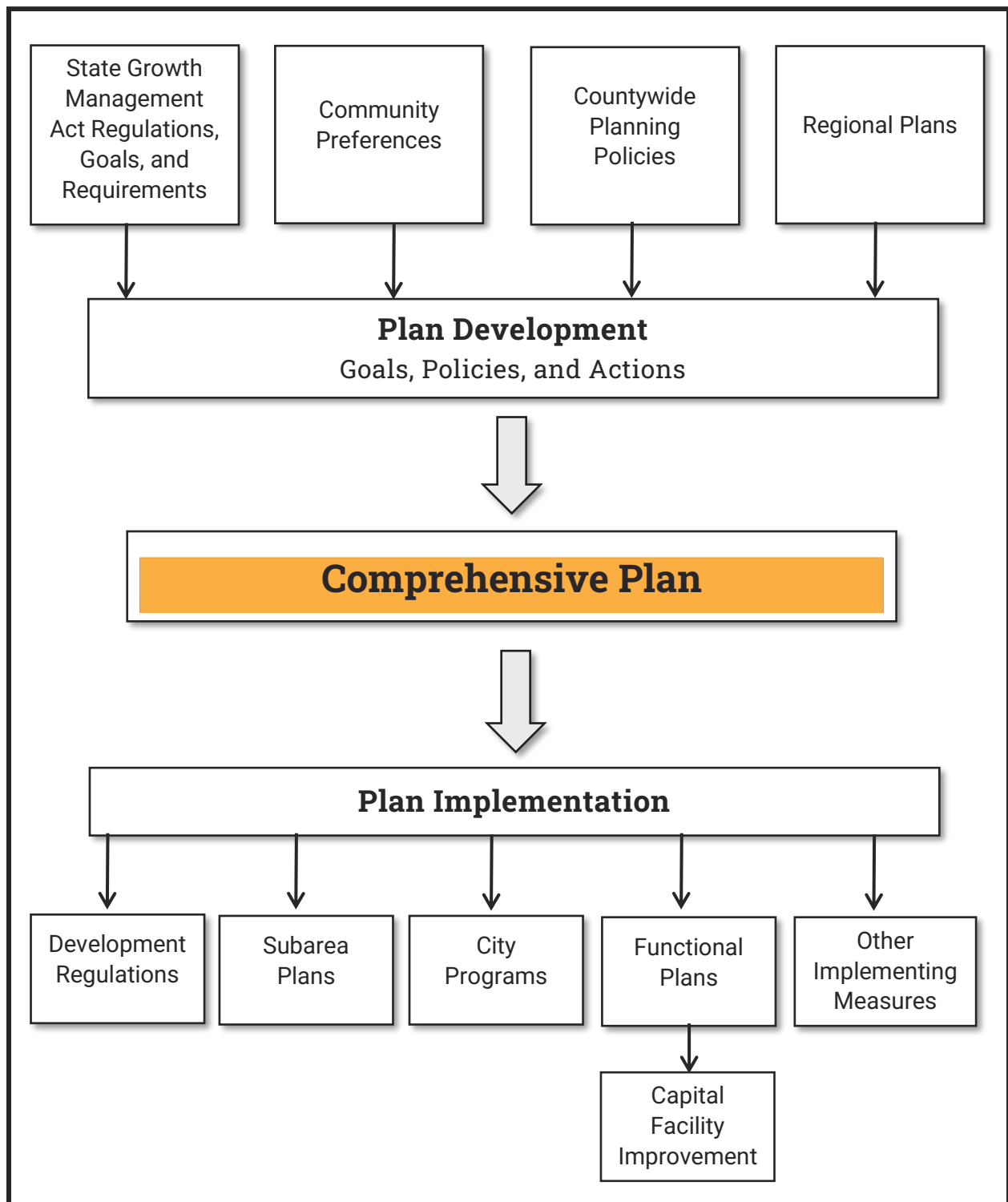
Adopting the Comprehensive Plan is the City's first important step towards realizing the community's vision. The overall vision will only be achieved as the Plan is implemented over time.

A number of tools are used to implement the Comprehensive Plan. The Zoning Code contains a set of regulations to direct land use and design as new development, or redevelopment occurs. Growth is also directed in compliance with the City's land use and community character goals through careful planning for the location and sizing of capital facilities. Policies related to the arts, recreation, or human services support programs related to cultural, recreational, or social needs. Programs such as "safe routes to school" and neighborhood enhancement grants help implement policies on neighborhood characteristics or safety.



Photo credits: SCJ Alliance.

Figure 1-1: Development and Implementation of a Comprehensive Plan



The Plan Implementation efforts in Figure 01.01 can be understood as a mix of short-, medium-, and long-term actions. Some of the short-term actions include reviewing the City's Municipal Code (e.g., zoning and subdivision ordinances) and development regulations to ensure implementation of the vision, goals, and policies of the Plan. Long-term actions include preparation of functional plans (e.g., Stormwater Management Plan, Transportation Functional Plan, etc.) and neighborhood or subarea plans (e.g., Rainier Street Subarea Plan). Functional and subarea plans do not require amendment of the Comprehensive Plan, provided that they implement and are consistent with the goals and policies of the Comprehensive Plan.

The Comprehensive Plan is a living document. While it is designed to provide a vision for the development of our City, it must also be responsive to changes due to growth, unanticipated challenges and the community's desires. The City will monitor, evaluate, and amend the Plan as conditions change and develop a capital investment program that allocates resources to projects that will spur development in the direction envisioned in the Plan.

Functional and Subarea Plans

- ◆ Active Transportation Plan
- ◆ Annual Strategic Plan
- ◆ [Capital Facilities Plan](#)
- ◆ [Climate Action Plan](#)
- ◆ [Gateway Development Plan](#)
- ◆ [General Sewer Plan](#)
- ◆ [2024 General Sewer Plan Appendices Volume 1](#)
- ◆ [2024 General Sewer Plan Appendices Volume 2](#)
- ◆ Parks, Recreation, and Open Space (PROS) Plan
- ◆ [Port Townsend Creative District Arts and Culture Plan](#)
- ◆ P.T. Sustainable Streets Plan (Circulation Plan)
- ◆ [Quimper Wildlife Corridor Management Plan](#)
- ◆ [Rainier Street and Upper Sims Way Subarea Plan](#)
- ◆ [Shoreline Master Program](#)
- ◆ [Stormwater Management Plan](#)
- ◆ [Transportation Functional Plan](#)
- ◆ [Wastewater System Plan](#)
- ◆ [Water System Plan](#)

Profile of Port Townsend

Port Townsend Past

Port Townsend lies on the northern reach of the Quimper Peninsula where the Strait of Juan de Fuca provides the entrance to Puget Sound. Bounded by coastal waters on three sides, the location affords panoramic views of water, neighboring islands, and snow-capped mountains including the North Cascade and Olympic Mountains as well as the Mount Rainier and Mount Baker volcanoes.

This spectacular and strategically important setting attracted human occupation thousands of years ago. We acknowledge that Port Townsend now occupies the traditional home lands of the Coastal Salish peoples, particularly the S'Klallam and Chimacum peoples, who have stewarded the lands and waters around Port Townsend for millennia.

Early European settlers also recognized the strategic benefits of this location as it provided a protected harbor for oceanic sailing ships and, if connected via railroads, would provide an offloading location without the difficult and costly task of sailing through the relatively narrow passages of Puget Sound to the cities growing further south. A grand vision for the city developed, railroad construction began and a city capable of housing 30,000 residents was platted. A nation-wide recession halted the railroad construction and before the financial situation improved, powered steamers made their appearance, directly accessing the cities of Tacoma and Seattle and permanently eliminating the commercial benefits of connecting Port Townsend to the rest of the railroad network. With the railroad not coming, Port Townsend was left with a much smaller population than originally anticipated but with some spectacularly designed buildings intended to serve the anticipated larger population. Examples include the current county courthouse, post office and many Victorian houses.

The military also recognized the strategic importance of protecting the entrance to Puget Sound and added Forts Worden (within city limits), Townsend, Casey (on Whidbey Island), and Flagler (on Marrowstone Island). The appearance of the paper mill (Zellerbach, now the Port Townsend Paper Corporation) just outside of city limits in the late 1920s brought water to the city and jobs to the region. It also provided the impetus for the construction of our local hospital. Manning the forts through the two world wars provided periodic influxes of residents. Nevertheless, after World War II, Port Townsend grew slowly. Certain industries such as marine trades and ship building flourished, the intimate setting attracted artists and musicians and the combination of its natural beauty, historic architecture and festivals attracted tourists.

Port Townsend Present

Port Townsend is a small city of 10,649 residents as of July 1, 2024, growing at a rate of approximately 1% per year. Its residents are relatively well educated with 97.9% of residents aged 25 or greater obtaining high school diplomas while 52% have a college degree.

Foundational employment sectors include healthcare, marine trades and boat building, management, office and administrative positions, and teaching. Arts and entertainment, sales and service sector positions augment the local employment opportunities. Median household income was \$60,015 in 2023, less than the \$71,143 estimated for Jefferson County and significantly less than the state average of \$94,952. Roughly 14.2% of residents live on incomes below the federal poverty level, 38% higher than the state average of 10.3%.

This community has also proven attractive to retirees, impacting our demographics. Currently 41% of Port Townsend's residents are 65 or older, significantly greater than the state average of 17.1%. The abundance of seniors is also reflected in the average household size which is only 1.83 persons per household.

Residents relocating to Port Townsend are generally leaving areas with higher salaries and, if retired, are often not in need of higher paying jobs. This has increased housing costs faster than local wages and making affordable housing available for local workers is a major goal of the city and housing-focused non-profits.

The City is known for its enthusiastic support of festivals. The Wooden Boat Festival attracts attendees nationally and internationally while festivals such as the Rhododendron Festival, Uptown Street Fair, and Kinetic Sculpture Race attract a more regionally-focused crowd. For over 50 years, Centrum, a nationally-recognized non-profit for promoting the arts, has called Port Townsend home. From its central location in Fort Worden State Park, Centrum hosts workshops, concerts, programs and conferences throughout the year. Week-long workshops with public performances include favorites such as Fiddle Tunes and Jazz, mingle with various writers' workshops and numerous youth programs. The recently established Port Townsend Creative District provides a direct linkage between activities at the Fort and the galleries and other venues in the historic downtown area.

Jefferson Healthcare is the largest employer in the city and has received numerous awards for patient services. Having undergone two major renovations in the last 10 years to add capacity, this hospital provides access to many modern procedures locally, greatly facilitating quality healthcare options for residents.

Although there is a significant senior population, families are a priority. Enrollment in the K - 12 Port Townsend School District has remained near 1200 students for the last decade and numerous private and alternative schools are also available. In 2016, more than 73% of school district voters approved a bond measure to build a new 68,000 square foot elementary school (Salish Coast Elementary), directly demonstrating the importance placed on families here. Port Townsend today is a spirited, dynamic, multi-generational community.



Photo credits: SCJ Alliance.

Port Townsend Future

The vision, goals and policies presented in this Plan represent the values and aspirations that will guide the decisions that must be made to address future growth and challenges.

Our vision is that Port Townsend in 2045 is a healthy, affordable and caring community valued for:

- ◆ the natural beauty of its surrounding seas, forests and mountains;
- ◆ the integrity of its ecological functions and its stewardship of the environment;
- ◆ its cultural resources, artistic and craft traditions, and its historic architecture and its pace and scale of life in a small city;
- ◆ the marine trades, locally-rooted businesses and a resilient economy;
- ◆ meaningful work, family wage jobs, and affordable housing choices;
- ◆ multi-generational neighborhoods of differing income levels and life experiences;
- ◆ and its creativity, cooperation, resourcefulness and strong community spirit.

To Achieve this Vision, Port Townsend Will:

Land Use

Align growth with goals for protecting long-term environmental health and community well-being through sustainable development policies.

Environment

Balance protecting and sustaining land, water, air and biodiversity resources with providing city services.

Housing

Meet the community's needs for affordable and available housing of various types, citywide and across all income levels.

Neighborhoods and Mixed-Use Centers

Support the development of moderate-density neighborhoods and mixed-use centers that are safe, attractive and rich in character and where opportunities for socializing, recreation, quiet, and solitude are all close at hand.

Transportation

Develop a safe, accessible, and integrated multi-modal transportation system prioritizing active transportation and public transit.

Economic Development

Create economic sustainability and economic vitality by advancing family wage jobs and opportunities for crafts and place-based industries to flourish.

Governance and Public Engagement

Provide open, accessible, transparent, and accountable leadership and respond to the community's needs quickly, creatively, and effectively by engaging a diverse cross-section of voices in meaningful opportunities to co-create solutions.

Community

Provide care for each other, the natural world, and the history and heritage of this place by supporting services for all, delivered with equity and justice, that allow working families to thrive, young adults to engage and set roots, and elderly people to age in place with dignity and connection.

Parks, Trails and Open Space

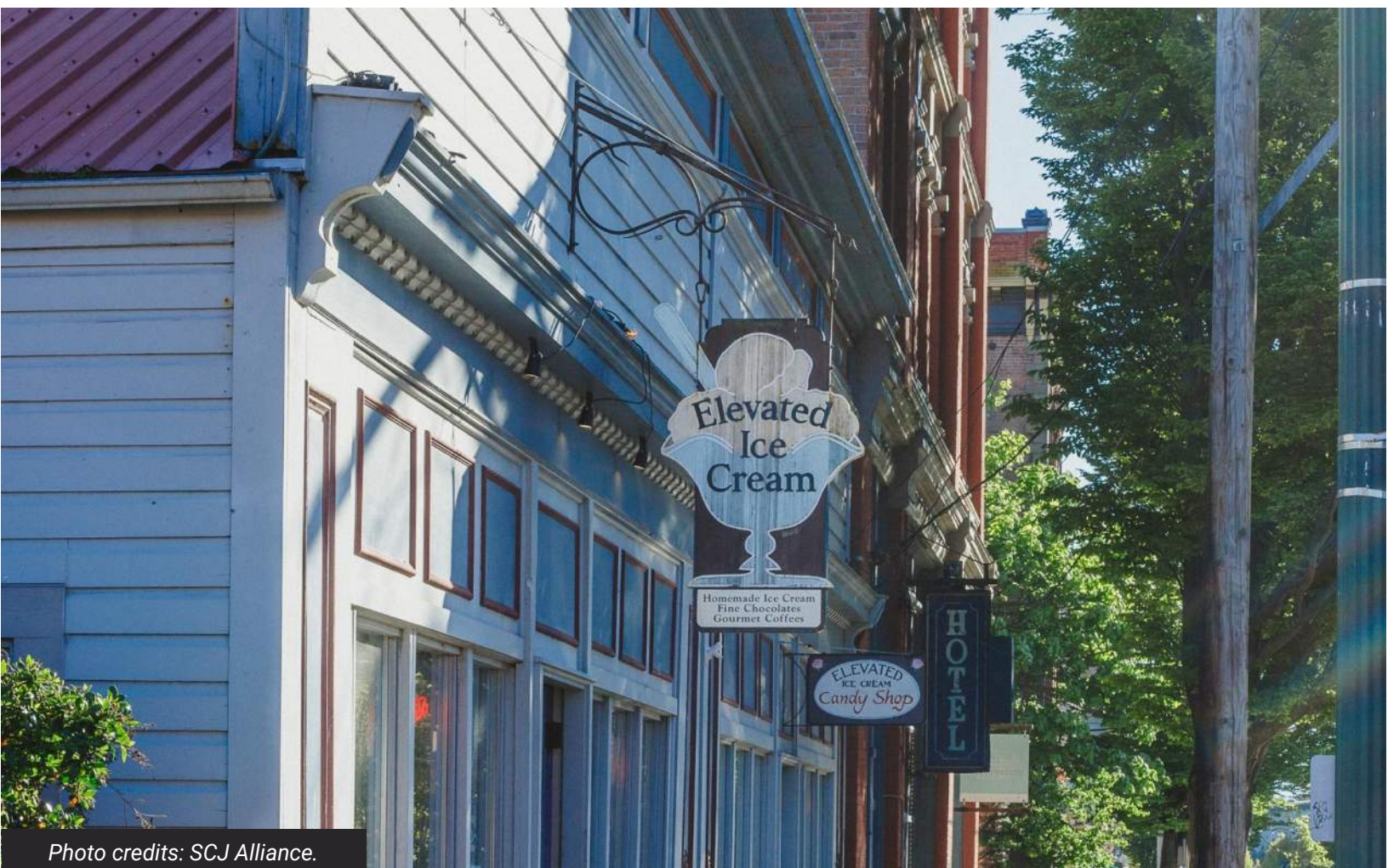
Foster a healthy lifestyle by providing plentiful parks and open space linked by trails that permit interactions with nature and urban wildlife and provide facilities and spaces to support the arts and culture.

Infrastructure:

Provide city infrastructure sufficient to meet residents' needs, minimize costs and support residential infill, street development and housing diversity.

Greenhouse Gas Reduction and Climate Impact Mitigation:

Reduce greenhouse gas emissions and develop adaptive strategies, including increased food security, to ensure the community is prepared for such impacts as sea level rise and reduced summertime river flows.





Land Use

Introduction

Land use planning is more than zoning maps and regulations; it's about shaping the future of our community in a way that honors our past, meets present needs, and anticipates the challenges and opportunities ahead. In Port Townsend, land use decisions influence the structure of our neighborhoods, the vitality of our downtown, the preservation of our cultural, historic, and natural resources, and the overall quality of life for our residents.

This Land Use Element serves as a guide for managing growth and to align with our community's vision. The element outlines policies and strategies to maintain and enhance Port Townsend's unique identity, support a resilient local economy, provide diverse housing options, and protect the environmental and cultural assets that define our City.

In accordance with the Washington State Growth Management Act (GMA), this element includes a Land Use Map that designates the intended intensity and density of development across different areas of the City. Intensity refers to allowed uses, with uses that create more noise, traffic, or other impacts being more intense. For example, an industrial use is more intense than a commercial use. Density refers to how many units are in an area. Port Townsend's densities are based on 40,000 square feet, the size of a standard city block, consistent with the founding plats of the City created in the late 1800s. Land with a higher density, like R-IV, will allow more units of housing on a block than land with a lower density, like R-I. Land is zoned for density and intensity based on the City's fiscal, environmental, and social sustainability, and the level of service the City can afford to provide.

The GMA emphasizes urban growth should occur within designated Urban Growth Areas (UGAs), and Port Townsend is committed to focusing development within its existing boundaries. Periodic assessments of land availability and economic development opportunity will ensure that the City can meet future needs, carefully considering any potential expansion.

As Port Townsend and the eastern Quimper Peninsula anticipate population growth, this Comprehensive Plan provides a framework to guide land use decisions that balance housing, employment, recreation, and conservation. By integrating community input and aligning with state and regional policies, the Land Use Element aims to foster a sustainable, inclusive, and vibrant future for all who call Port Townsend home.

Connecting to Port Townsend 2045

The Land Use Element sets out a plan for stewarding land in Port Townsend. It supports the Introduction's vision of Port Townsend as a community valued for:

- ◆ the natural beauty of its surrounding seas, forests and mountains – carefully planning for walkable development reduces pressure to sprawl into undeveloped and natural areas.;
- ◆ the integrity of its ecological functions and its stewardship of the environment – this element partners with and supports plans that protect local ecology;
- ◆ its cultural resources, artistic and craft traditions, and historic architecture and pace and scale of life in a small city – sets plans for ways to use, reuse, and preserve land that holds and hosts these cultural resources;
- ◆ the marine trades, locally-rooted businesses and a resilient economy – housing the local workforce is essential to economic resilience
- ◆ meaningful work, family wage jobs, and affordable housing choices – allow commercial and manufacturing uses that employ Port Townsend residents;
- ◆ multi-generational neighborhoods of differing income levels and life experiences – design the areas and resources to support these neighborhoods;
- ◆ and its creativity, cooperation, resourcefulness and strong community spirit – set a direction for Port Townsend where people can work together.

Planning Context

Located on the northeastern tip of the Olympic Peninsula, Port Townsend is surrounded by marine waters on three sides and bordered by forested and rural lands to the west. This natural setting, combined with historic urban form, offers both opportunities and challenges for the future of the City.

The City's built environment reflects its 19th century origins as a strategic maritime hub. The legacy of this period remains visible in the Victorian architecture of Uptown and Downtown, the walkable street grid, working waterfront, and the layout of neighborhoods that developed before the automobile era. Over time, Port Townsend has evolved into a center for arts, heritage tourism, maritime trades, and environmental stewardship.

Port Townsend's development patterns have been shaped by its rich history, from its early days as a hunting and gathering place in the Qatáy, to a bustling seaport, to its current status as a vibrant community known for its Victorian architecture and scenic beauty.

Recognizing this heritage, the Land Use Element seeks to preserve the City's "special places" historic structures, natural features, and cherished neighborhoods, while accommodating thoughtful, organic growth.

Port Townsend is a fully incorporated city and part of Jefferson County. The City functions as the county seat and the primary urban center on the Quimper Peninsula. As such, it plays a key role in providing housing, employment, and services for the region. Land use planning in Port Townsend must therefore consider both citywide priorities and the broader regional context, including coordination with Jefferson County and nearby unincorporated communities.

Port Townsend was pre-platted for an expected population of over 25,000 residents. As of 2024, Port Townsend has a population of approximately 10,689 residents. Based on regional growth forecasts and local planning assumptions, the City's population is projected to reach 12,512 by 2045, which represents a 17.1% increase. According to the 2020 U.S. Census, the City's population density was 1,464 people per square mile. By 2024, that figure had increased to approximately 1,540 people per square mile, reflecting a modest but steady trend of infill and incremental growth. The lower than planned growth presents opportunities for infill development and denser areas. This anticipated growth and increasing density underscore the need for thoughtful land use strategies that accommodate new residents while maintaining the community's built environment, social ties, infrastructure capacity, and environmental quality (See detailed population and demographic information in Appendix B: Community Profile).

Housing affordability is a central challenge shaping land use decisions in Port Townsend. The City has a higher-than-average proportion of older residents and more households with a lower median income compared to the broader Puget Sound region. As of 2024, the median household income in Port Townsend is approximately \$60,000, while median home prices exceed \$500,000, placing homeownership out of reach for many local workers, young families, and retirees on fixed incomes. Rising rents and limited housing supply have further strained affordability, particularly for low- and moderate-income households. Addressing this imbalance will require land use strategies that support a wider range of housing types, including but not limited to duplexes, cottages, multifamily, accessory dwelling units, and other housing types. It will also require incentives for affordable and workforce housing integrated throughout Port Townsend, with a focus near services, jobs, and transit. (See detailed information on income bands presented in the housing chapter).

The Washington State Growth Management Act (GMA, RCW 36.70A) establishes the legal foundation for this Comprehensive Plan. The GMA requires cities to plan for growth within designated Urban Growth Areas (UGAs) and to ensure that land use patterns are compatible with transportation, infrastructure, housing, and environmental goals.

Port Townsend's UGA is generally constrained by geography and existing development patterns, requiring a focus on infill of the largely low density development pattern, redevelopment of areas that offer the ability to add housing units, and careful land stewardship within City boundaries.

In 2024, Port Townsend City Council supported Jefferson County expanding the Port Townsend Urban Growth Area through the County's annual comprehensive plan amendment process. City of Port Townsend and Jefferson County mutually agreed to expand the Port Townsend Urban Growth Area outside of Port Townsend City Limits. This expansion is limited to a 32.72 square acre area immediately outside City Limits. City Council supported the expansion via a Letter of Support, approved on November 18, 2024. The expansion allows infrastructure connections for an essential emergency shelter and transitional housing facility, supporting joint City and County goals for housing and shelter. In accordance with the County's staff report on the UGA expansion, the "unincorporated portion of the Port Townsend UGA is subject to the Jefferson County Comprehensive Plan and implementing regulations. Joint planning between the County and City is encouraged, particularly for those areas that may be annexed into the City of Port Townsend at some point in the future." For clarity, the Land Use Map depicts these unincorporated parcels within the UGA. On the Land Use Map, these properties do not show zoning because they are subject to Jefferson County's zoning. Should annexation occur, City zoning would be designated consistent with Countywide Planning Policies.

State and regional planning efforts also intersect with local priorities. The Peninsula Regional Transportation Planning Organization, or PRTPO, plays a role in coordinating transportation and growth planning for jurisdictions on the Peninsula. Jefferson County's Comprehensive Plan also influences how growth is allocated and managed across the region. Within this context, Port Townsend must continue to balance its growth responsibilities with the desire to preserve the community's unique sense of place.

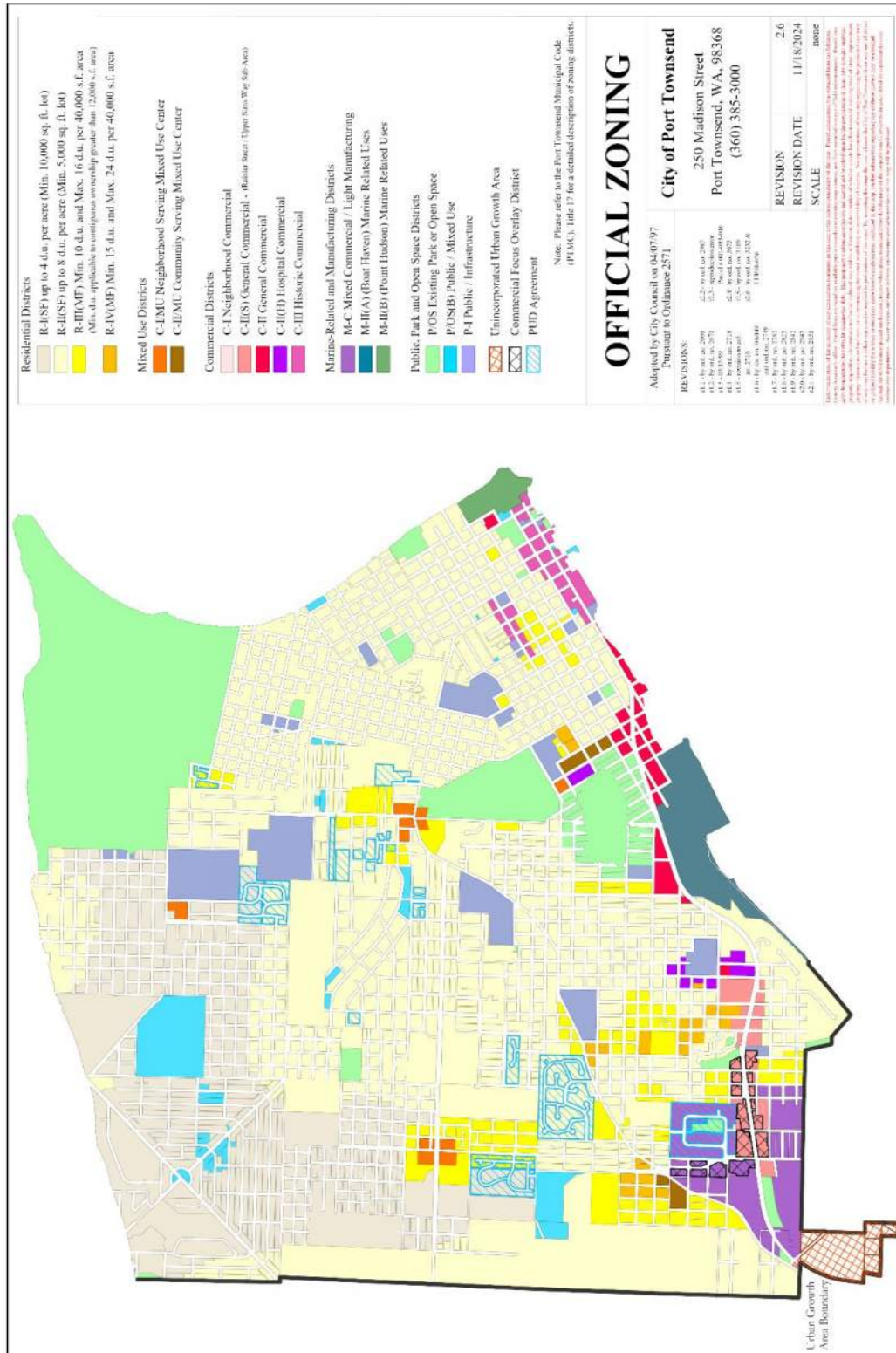
Recent community engagement and data analysis indicate several emerging trends that shape the City's planning context: a growing need for diverse and affordable housing options; demographic imbalance as younger residents move away and an increasing portion of the population is aging; the importance of climate resilience in land use decisions; and ongoing interest in preserving public access to natural areas, and shorelines. These factors underscore the importance of a land use strategy that is adaptable, inclusive, and forward thinking.

In recent years, the City of Port Townsend has taken meaningful steps to address the growing gap in housing affordability. The City has adopted policy and code changes aimed at increasing the housing supply, encouraging a broader mix of housing types, and supporting infill development in appropriate areas. Initiatives have included updates to zoning regulations to allow for two accessory dwelling units (ADUs) per lot, exploring ways to expedite the permitting processes for infill projects, and exploring strategies to promote middle housing options such as triplexes and cottage housing.

The steady growth in Port Townsend's population has placed increasing pressure on the local housing market, contributing to a widening gap in housing affordability (See housing and affordability information in Appendix D: Housing Needs Analysis).

As Port Townsend looks to the future, this Land Use Element provides a critical foundation for making land use decisions that reflect community values, align with state mandates, and guide development for generations to come.

Figure 2-1: Land Use Map



Source: City of Port Townsend's GIS.

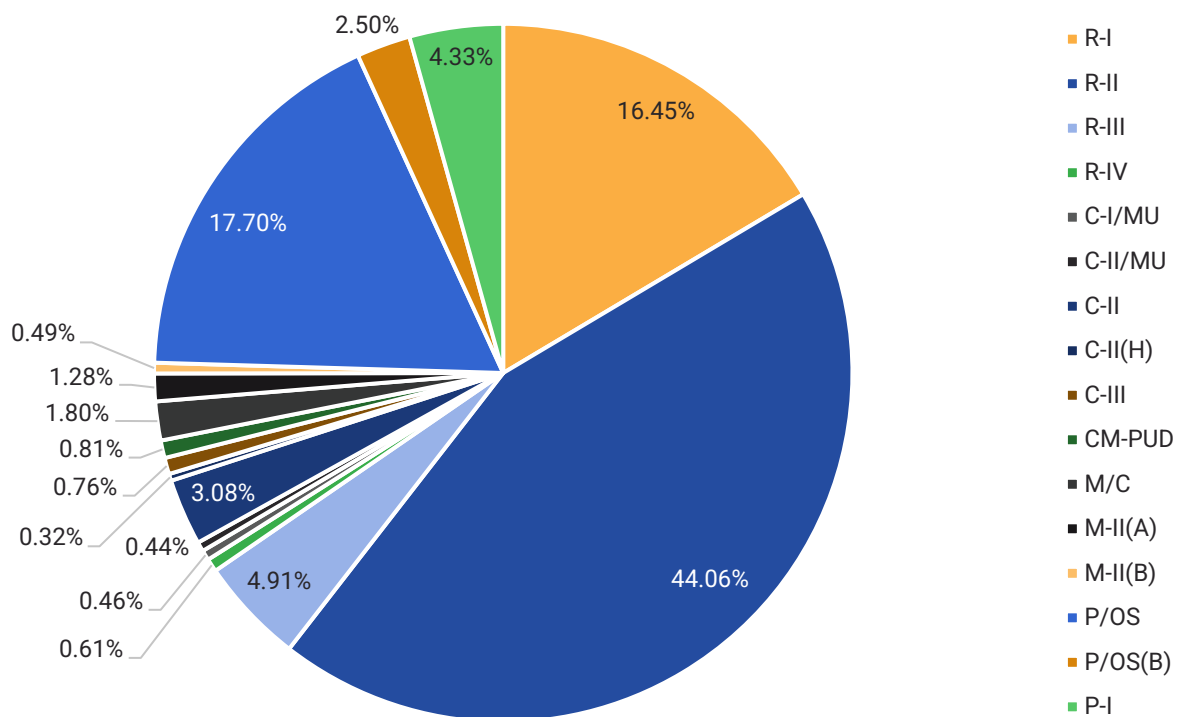
Land Use and Zoning

This section identifies and describes the various types of land uses shaping the physical and functional character of Port Townsend.

The zoning map on the previous page (Figure 2-1) is a good representation of the community's current land uses. For the most part, the community's land uses conform to the zoning applied to the property. While there are some non-conforming uses in the City, some are non-conforming because the developed intensity differs from today's zoning requirements.

Like many communities, the mix of land uses consists of residential, mixed-use, commercial, historic commercial, marine, manufacturing and industrial, public, and recreation and open space. Figure 2-2, below, depicts these zones as percentages of the total number of acres of land in Port Townsend. An important note is that this diagram and chart do not include rights of way. There are approximately 1,085 acres of public right of way in Port Townsend, many of which are undeveloped.

Figure 2-2: Percentage of Total Land Area in Acres*



* not including platted rights of ways and marinas.
Source: City of Port Townsend's GIS.

Figure 2-3: Number of Acres per Zoning District

Zoning	Acres
R-II	315.60
P/OS	122.55
R-I	115.19
R-III	34.32
P-I	31.21
M-C	19.38
P/OS (B)	17.90
M-II(A)	14.72
C-II	13.02
R-IV	5.20
C-III	5.00
M-II(B)	3.89
C-I/MU	3.43
C-II(H)	2.25
C-II/MU	1.95

Source: City of Port Townsend's GIS

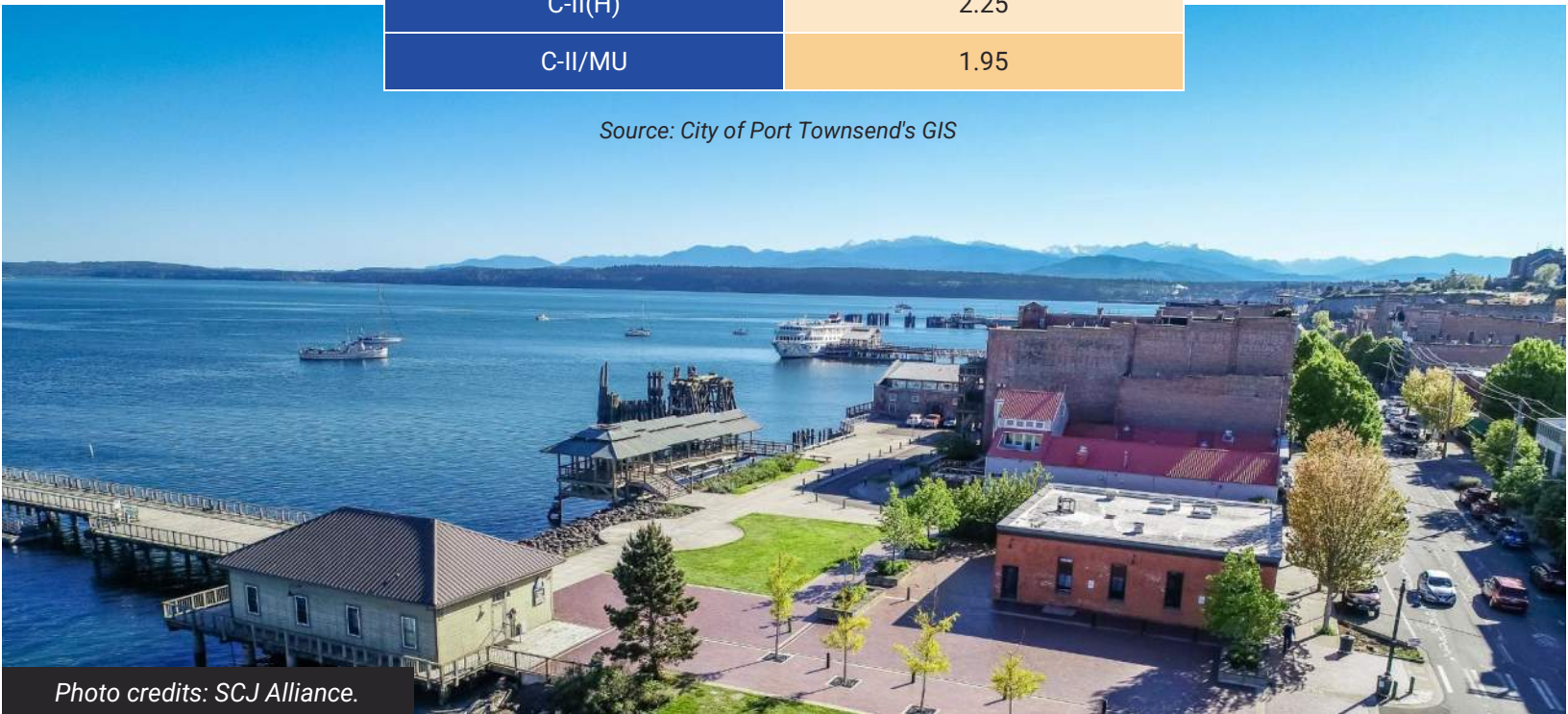


Photo credits: SCJ Alliance.



Photo credits: SCJ Alliance.

Residential

Residential areas form the foundation of Port Townsend's built environment and community life. The City's neighborhoods are diverse in age, scale, and character. As the City plans for future growth, housing affordability, diversity, and sustainability are key priorities. Land use strategies support a range of housing types to meet the needs of residents at all life stages and income levels, while encouraging thoughtful development in Port Townsend's distinct, dynamic, and evolving neighborhood landscapes. The majority of the City's land is zoned for residential use, generally consistent with the Comprehensive Plan's land use designations. (See chart and table below.)

The "R" Residential zones designate areas intended primarily for housing, with varying densities and housing types allowed across different subzones. These zones help guide where future residential growth should occur and ensure compatibility with surrounding land uses. The Land Use Map can use these designations to support housing diversity, promote walkability, and align infrastructure planning with residential development patterns.

To learn about the types of allowed residential uses in these zones, refer to the Housing Element.

Mixed-Use and Neighborhood Centers

Mixed-use areas and neighborhood centers serve as vibrant anchors within the City, places where housing, commerce, services, and public life come together. These areas reflect a land use pattern which is intended to serve pedestrians and cyclists, reduce car dependence, and support a more vibrant City form. In Port Townsend's plans over the past 30 years, mixed-use development is part of shaping growth to strengthen neighborhood identity and reduce pressure to expand urban development into the open space and resource lands outside the City's urban growth boundary.

Port Townsend's mixed-use centers vary in scale and context, from the historic walkable fabric of downtown to neighborhood scale centers supporting daily needs. These areas are intended to accommodate a mix of housing types, such as apartments, townhomes, or upper story residential, alongside commercial uses like cafes, retail, offices, and community services. Well-designed mixed-use areas also serve as gathering spaces, helping to foster social connection and civic life. These areas can absorb a meaningful share of future housing and jobs while enhancing quality of life, reducing greenhouse gas emissions, and creating more complete neighborhoods.

Since their creation, however, the mixed-use areas have seen little development consistent with the vision. This is most likely due to small property holdings, and the economic challenge of developing mixed-use projects. Residential and commercial developments have different funding sources, so mixed-use developments rely on multiple financing plans. The long-term viability of mixed-use developments also rely on the surrounding area. The commercial part of a mixed-use development needs customers, so mixed-use developments need to have many residential units nearby. Adjacent higher density would support the development of these mixed-uses areas.

Commercial

Commercial areas in Port Townsend provide essential goods, services, and economic opportunities for residents, businesses, and visitors alike. These areas range from the vibrant historic downtown and uptown to more auto-oriented corridors and neighborhood serving retail spaces. The vitality of commercial districts is deeply connected to the City's economic resilience, tourism economy, and overall quality of life.

Existing policy favors commercial development which reinvests in existing commercial corridors, builds within mixed-use areas, and prioritizes pedestrian-oriented design. The City encourages a range of commercial activity, including retail, hospitality, artisan shops, professional services, and food establishments, in locations that are well served by infrastructure and transportation options. Commercial areas are to be designed to enhance the public realm and support local entrepreneurship. The City also recognizes the importance of preserving the unique architecture of its historic commercial core while enabling thoughtful modernization and adaptive reuse.

Downtown and Uptown – Historic Commercial

Downtown and Uptown Port Townsend are the historic heart of the community, a nationally recognized historic district, a cultural destination, and a place where people live, work, gather, and celebrate. Its compact, walkable streetscape and architectural heritage create a strong sense of place central to the City's identity. The Central Business District (CBD) as identified in the 1968 Plan is more than just a commercial hub; it is a mixed-use neighborhood where economic activity, civic and cultural life, and historic preservation intersect. Uptown is a living, diverse, neighborhood-scale commercial district intertwined with the residential areas surrounding it.

The City's land use strategy for downtown and uptown has sought to preserve its historic setting while encouraging continued vitality through compatible infill, adaptive reuse, and active ground floor uses. Upper story residential uses are supported to bring more housing options into the core, enhance safety, and support local businesses.

Public realm improvements, such as pedestrian amenities, accessible streetscapes, and gathering spaces, are essential to making these commercial districts inviting for everyone. Under current zoning, downtown and uptown will remain focal points for investment, community events, and civic pride.

Marine Land Uses

Port Townsend's identity is inseparable from its maritime setting. The City's shoreline, along Port Townsend Bay and Admiralty Inlet, is a defining feature that supports marine industries, public access, recreation, and environmental stewardship. From its historic boatyards and ferry terminal to its public piers and marinas, marine areas are essential to the City's economy, culture, and sense of place. The waterfront also provides habitat for marine species, scenic beauty, and a dynamic edge where land and water meet, requiring thoughtful, balanced land use policy.

Marine land uses in Port Townsend encompass working waterfronts, public shoreline access, ferry and port operations, water-dependent industries, and environmentally sensitive areas such as tidal wetlands and bluffs. These areas must accommodate a range of interests, from sustaining maritime trades and tourism, to preserving ecological function and adapting to sea-level rise. The City's shoreline management efforts are closely coordinated with the Washington State Shoreline Management Act, ensuring that development along the waterfront is consistent with state mandates, public interest, and long term resilience goals.

Manufacturing and Industrial

Manufacturing and industrial land uses play a crucial role in Port Townsend's economy, providing jobs, supporting local businesses, and sustaining a base of goods-producing activity that contributes to regional economic health. These areas, anchored by uses such as maritime industries, fabrication, artisan crafts, and light manufacturing, are essential for economic diversity and resilience. In a city known for its creative and independent spirit, industrial lands also support innovation, trades, and entrepreneurship across sectors.

Port Townsend's industrial land supply is limited, making it vital to protect existing areas from incompatible development and ensure they are well served by infrastructure. Many of these uses are located near the waterfront, where access to marine transportation and services is critical. There are also industrial uses located outside the City limits in the Tri-area and Glen Cove. Today's zoning is intended to support the continued viability of manufacturing and industrial areas while promoting environmental responsibility, climate adaptation, and design compatibility with surrounding uses. Manufacturing and industrial land use and economic development policy also supports job training, equitable economic opportunity, and the creative reuse of industrial spaces to meet evolving community needs.

Public Lands

Public lands are essential to the health, function, and identity of Port Townsend. They provide space for civic institutions, schools, utilities, transportation facilities, parks, and natural resource conservation. These lands serve the community in visible and invisible ways, supporting everything from emergency response and education to recreation, environmental protection, and cultural life. Stewardship of public lands ensures equitable access to vital services, protects ecological systems, and reinforces Port Townsend's values of sustainability and community well-being.

As the City grows, careful planning for public land use will be critical to meeting future demand for schools, fire stations, government facilities, and public open space. Coordination with Jefferson County, state agencies, and local institutions will help ensure that public facilities are located and designed to serve existing and future populations efficiently. Land use policies prioritize the long term public benefit of these spaces, protect publicly owned natural areas from encroachment, and ensure that public investments align with broader goals of equity, climate resilience, and livability. Public lands will continue to anchor neighborhoods, support quality of life, and reflect the shared priorities of Port Townsend residents.

Recreation and Open Space

Port Townsend's open spaces and recreational lands are central to its identity, quality of life, and ecological health. From the expansive shoreline and forested trails of Fort Worden to neighborhood parks, community gardens, and scenic vistas, these spaces support physical activity and mental well-being, provide habitat for native species, and create opportunities for connection, with nature, neighbors, and local history. Open space in Port Townsend is not just land left undeveloped, it is an active and intentional part of the City's fabric. The amount of open space is unusual compared to other cities, most of which have far less open space.



Photo credits: SCJ Alliance.

Figure 2-4: Table of Total Open Space

Right of Way		Sub Area (Ac	Total Area (Acres)
		-	1085
Excluded Area	Acres	Total Area (Acres)	
<i>Parks</i>	-	572	
Larry Scott Trail (Not included in LCA)	7.1		
Kah Tai (water boundary)	46.88		
City property (not zoned as parks)	17.89		
City Parks	117.82	-	
County Parks	6.65	-	
State Parks	376.8	-	
Fed Light House	4.79	-	
Jeff Co Transportation	1.48	-	
<i>Public Facilities</i>	-	322	
Other Public Facilities	38.78	-	
Public School	63.62	-	
Swan Schol	1.01	-	
County Fairgrounds	3.72	-	
Cemeteries	22.92	-	
City Owned	119.34	-	
Port of Port Townsend	72.35	-	
<i>Federal</i>	-	1.1	
Lighthouse	0.03	-	
Federal Building	1.11	-	
<i>State</i>	-	0.5	
WDOT	0.01	-	
WDNR	0.47	-	
Private Public Space	-	77	
Misc	-	5.8	
Misc	4.24	-	
Coastal	1.51	-	
Other Public Facilities	-	76.3	
Jefferson Land Trust	63	-	
Conversation Easement	13.29	-	
Total Excluded	-	1008.0	
Wetland (without Excluded Parcels)		Sub Area (Ac	Total Area (Acres)
		-	244.2
Total Open Space		2337.3	
Total Area of the City		4467.0	
Percentage of Open Space		52%	

Source: City of Port Townsend GIS Analysis.



Photo credits: City of Port Townsend.

As Port Townsend continues to grow, protecting and enhancing its open space network is essential. The City's land use strategy supports the preservation of environmentally sensitive areas, the expansion of recreational access, and the equitable distribution of parks and green spaces across all neighborhoods. Future planning will focus on connectivity, linking open spaces through greenways, trails, and bike infrastructure to promote access without relying on cars. In coordination with Jefferson County and other partners, Port Townsend will continue to invest in a parks and open space system that reflects community priorities, supports climate resilience, and ensures that residents of all ages and abilities can experience the outdoors close to home. The City's Parks, Recreation, and Open Space Plan will implement this vision and set specific policies for equitable distribution of parks and green space throughout the City.

Natural Areas and Critical Areas

Port Townsend's natural environment is one of its most defining assets, shaped by forested bluffs, wetlands, shorelines, and marine waters that support biodiversity, protect water quality, and shape people's relationship to the land and water. The City's natural areas and designated critical areas are vital to ecosystem function, climate resilience, and public safety. These lands include wetlands, geologically hazardous areas, frequently flooded zones, and critical wildlife habitats, all of which require thoughtful stewardship in the face of development pressure and environmental change. The City has approximately 544.5 (this was calculated by summarizing where wetlands and bluffs overlapped the parcel data and does not include area in the ROW or areas outside of the parcels) acres of critical areas that are largely undevelopable such as wetlands or the steep slopes of the bluffs.

The Growth Management Act requires that cities identify and protect critical areas, and Port Townsend has embraced this responsibility as part of its broader commitment to sustainability. Land use policy in these areas prioritizes conservation over development and integrates best available science to guide decision-making. Where development is permitted near sensitive areas, it must be carefully designed to minimize impacts, avoid hazard risk, and support ecological restoration. Public access to natural areas is encouraged where appropriate, fostering a community ethic of environmental appreciation and care. As climate change brings new challenges, such as sea level rise, wildfire risk, and habitat shifts, Port Townsend's approach to natural and critical areas must remain adaptive, science based and grounded in long term public interest.

Agriculture

While much of Port Townsend is urban in character, agriculture remains an important part of the broader landscape and community identity, particularly in the surrounding areas of Jefferson County. Local farms contribute to the region's economy, heritage, and food security, and they are supported by strong community interest in sustainability, farmers markets, and access to locally grown food. Preserving agricultural land and supporting local food systems are essential components of a resilient and equitable future.

Within the City limits, land suitable for active agriculture is limited, but the community recognizes urban agriculture, including community gardens, edible landscaping, and small-scale farming, is increasingly valuable. These uses contribute to neighborhood vibrancy, educational opportunities, climate and community resilience, and access to fresh, healthy food. Land use policies encourage the integration of agriculture into the urban fabric, protect adjacent rural lands from sprawl, and support regional efforts to conserve farmland. By recognizing the role of agriculture in both urban and rural contexts, Port Townsend can help maintain a strong connection between people, land, and the food upon which they depend.

Challenges & Opportunities

Port Townsend faces a unique set of land use challenges in its comprehensive planning, primarily driven by the need to balance growth with its distinct character and environmental sensitivities. A significant hurdle is affordable housing, which demands increased housing options while confronting limited available land and a strong desire to preserve the City's historic form and natural beauty. This often leads to difficult discussions around density and infill development, as expanding housing supply can clash with community concerns about neighborhood scale, preserving open space, and infrastructure capacity.

A land capacity analysis (LCA) inventoried and classified the various existing land uses, subdivision patterns, environmental constraints, market factors, and other conditions to better understand what land is available for development over the next 20 years. The LCA found there is adequate land within the urban growth area (UGA) to accommodate urban growth, but that certain conditions – like the availability of urban infrastructure and access – may impose temporary geographical restrictions on where new housing or employment can be placed over the course of the next 20 years.

The City must also navigate the complexities of critical areas, including shorelines, wetlands, and other environmentally sensitive zones, which restrict development and necessitate careful planning to protect ecological integrity. Aligning land use decisions with broader goals such as affordability, transportation access, and economic vitality adds another layer of complexity, requiring thoughtful integration of policies across various sectors to ensure a cohesive and resilient future for Port Townsend. However, these challenges also present compelling opportunities.

Port Townsend's engaged community and shared appreciation for its unique people and spaces can lead to innovative and locally tailored land use solutions. There's an opportunity to leverage the existing founding plats to develop a Sustainable Streets plan. This work supports related opportunities, such as focusing growth in designated urban areas, reducing sprawl, and promoting walkable, mixed-use neighborhoods. The demand for diverse housing types, including accessory dwelling units (ADUs), middle housing, and smaller scale multi-family options, provides a chance to creatively adapt existing lots and buildings, contributing to affordability while maintaining neighborhood cohesiveness.

The City's commitment to historic preservation and environmental stewardship can guide the implementation of development practices, such as green building incentives and low impact development techniques, protecting natural resources and enhancing quality of life. By proactively addressing climate change impacts, particularly sea level rise, Port Townsend can become a model for coastal resilience. Ultimately, this chapter offers a chance to unify these efforts, fostering intentional and inclusive growth that enhances Port Townsend's unique identity for generations to come.

Challenges

This planning process has drawn focus on several land use issues, ranging from overall affordability to the ways in which the community can best adapt to a changing climate.

- ◆ **Demographic Challenges:** Port Townsend's population is disproportionately older than the state average. It is understandable that many older adults and retirees choose to move to Port Townsend. However, as more financially established adults purchase or rent housing, it increases competition for the comparatively small number of housing units. This makes it difficult for younger adults, young families, and working adults to afford housing. As housing costs displace younger workers from the City, it becomes harder for employers to staff their businesses. This impairs the level of service that can be offered to older residents, which is particularly hazardous for the local hospital and other healthcare providers.
- ◆ **Economic Inequality:** The range between the highest and lowest household incomes is growing. Similar to the increasingly unbalanced age range in the City, it is often easier for high-income new residents to find and keep housing than new or established lower-income residents. Local survey data shows that businesses struggle to attract and keep their workers due to housing costs. The displacement of lower-income residents, particularly in the workforce, contributes to City-wide instability.
- ◆ **Housing Affordability, Availability, and Displacement:** Housing remains one of the most pressing land use challenges in Port Townsend. Limited land supply, rising construction costs, and a high demand for housing have created barriers for many residents, particularly young people, essential workers, and lower income households. The City must consider how its land use policies can support its housing policies to address problems such as displacement, gentrification, precarity, economic inequality, and sprawl outside of the City. Displacement is of particular concern because it creates social fragmentation, public health issues, and individual and cultural precarity.

- ◆ **Historic Platting and Unimproved Subdivisions:** Much of Port Townsend was platted more than a century ago, with lots and rights of way established only on paper. This results in conditions where legal lots exist in areas with no improved access and no established utility services. Owners of these lots enjoy the right to construct homes, but the conditions under which they can build are challenging. They must extend public and private utilities and demonstrate legal, adequate access. This has often led to long, private water and sewer laterals and long, private driveways which may or may not conform to right-of-way alignments and do not serve infill density. In addition, the platted rights-of-way frequently do not match the landscape's topography, making it either very expensive or impossible to construct the roads as they are platted. Since infrastructure was not installed with the historic platting of the City, small and yet costly infrastructure extensions have the large impact on the complexity of development even for a single existing lot. This situation is atypical for more recently developed cities where utility and streets are installed at the time the lots are created in accordance with state subdivision laws. Prospective home builders are often surprised by infrastructure extension costs, which can make their projects financially infeasible.
- ◆ **Aging Infrastructure Investment Requirements:** Most existing infrastructure has capacity to accommodate growth in the 20-year planning period as described in the functional plans. However, much of Port Townsend's existing infrastructure was built decades and needs repair and replacement. Port Townsend needs significant infrastructure investment with or without population growth. Part of that cost is currently paid by existing higher than average utility rates, which increase the total cost of housing. A major part of this issue is Port Townsend's low density. While the City was platted for urban density, its historic rural growth pattern has resulted in significantly more infrastructure per household than most cities. For example, a sustainable city of 10,000 people would only have approximately 30 miles of street. Port Townsend has over 80 miles of streets to maintain. That is more than double cost burden to the public. The low-density development pattern is not only fiscally unsustainable, but is also environmentally and socially unsustainable. Infill and density are needed to address housing and infrastructure costs. Due to the current cost burden, the City lacks the resources necessary to make strategic investments in infrastructure to support growth in a form consistent with the community's desires.
- ◆ **Historic Preservation in a Growing Community:** The City's historic core and cultural landmarks are integral to its identity, drawing visitors and contributing to a strong sense of place. However, balancing the need for preservation with opportunities for adaptive reuse, infill, and modernization presents ongoing challenges.
- ◆ **Equity:** Port Townsend recognizes that land use policies have historically excluded and disadvantaged black, indigenous, and people of color (BIPOC), immigrant, disabled, and low-income communities. Going forward, land use decisions must be informed by equity-centered frameworks that utilize disaggregated data, incorporate lived experiences, and foster inclusive engagement.

- ◆ **Climate Change and Environmental Resilience:** Sea level rise, wildfire risk, and potential changes in seasonal surface water availability increasingly affect local planning decisions. Protecting sensitive natural areas, building climate resilient infrastructure, and encouraging sustainable land use practices are key concerns as the City plans for long term resilience. The County's Wildfire Prevention Plan's analysis shows Port Townsend at risk for fire impact, particularly in those areas near the Quimper Wildlife Corridor in the community's northwest.
- ◆ **Limited Land Supply:** As a geographically constrained City with defined Urban Growth Area boundaries, Port Townsend has a finite amount of developable land. Strategic infill, redevelopment, and efficient land use are essential to accommodate growth without expanding into surrounding rural or resource lands.
- ◆ **Environmental Justice:** Recent changes to the GMA require communities to consider environmental justice in their Comprehensive Plans. Port Townsend is beginning to incorporate this lens into its land use decisions by identifying and addressing disparities in access to clean air and water, housing, transportation, and green space. This includes ensuring that historically underserved or vulnerable populations are not disproportionately impacted by development, pollution, or climate related risks.
- ◆ **Stormwater Management:** Port Townsend's surface waters generally drain into Puget Sound. The City is a "peninsula on a peninsula," with the Puget sound to its north, east, and south. While soils here are compatible with on-site stormwater management approaches, increasing development in the UGA and increasing infill intensity will require innovative stormwater management approaches to ensure groundwater and surface water quality is maintained.

Opportunities for Action

This update introduces new planning requirements based on updates to the Growth Management Act, and it invited broad community conversations to identify how Port Townsend can best respond to those new requirements and identify opportunities to attain its long-term vision.

- ◆ **Smart Growth and Infill Development:** There is strong potential to guide future development into walkable, mixed-use areas that complement Port Townsend's existing urban fabric. Targeted infill in key areas, such as near downtown, neighborhood centers, or along transit corridors, can support housing choice, economic activity, equity, inclusion, and more sustainable patterns of growth.
- ◆ **Historic Platting and Fractured Ownership:** Port Townsend's history of organic rural growth is both a challenge and opportunity. Unlike cities with large open tracts of land, large multifamily housing developments are not probable in Port Townsend given fractured ownership of the historic plats. Instead, increasing the density allowances in combination with maintaining the historic plat integrity of small lots can result in dispersed small multifamily housing projects that contribute to existing neighborhoods. Encouraging middle housing and other infill opportunities can create diversified and dispersed housing throughout the City.

- ◆ **Density and Infrastructure :** Given the rural nature of the City and the historic platting of urban lots, the City is well poised to support infill and density with its existing infrastructure. Based on the challenges described above, infill and density are essential for community sustainability. Increased density will reduce the public's cost burden to rehabilitate existing aging infrastructure. Adding units without extending utilities or streets contributes to community sustainability.
- ◆ **Community-Led Planning:** Port Townsend benefits from an active and engaged community. The planning process offers an opportunity to build on this civic strength, ensuring that land use decisions reflect diverse voices and shared values. Community driven approaches can support creative zoning solutions, partnerships, and design that enhance quality of life.
- ◆ **Adaptive Reuse and Historic Integration:** Many of Port Townsend's historic buildings offer opportunities for adaptive reuse, bringing new life to older structures while preserving their character. Land use policy can support this by streamlining review processes and encouraging context sensitive development.
- ◆ **Expanding Access to Nature and Open Space:** With its abundant natural beauty, Port Townsend has the opportunity to enhance public access to parks, trails, and the shoreline. Thoughtful land use planning can ensure that new development contributes to the City's open space network and that residents of all ages and incomes can enjoy these resources. To support the needs of young families, it is essential to provide active park infrastructure which encourages outdoor play, physical activity, and social interaction. Amenities such as playgrounds, sporting areas, open lawns, and family-friendly programming help foster healthy lifestyles and a strong sense of community.
- ◆ **Local Economic Development:** By aligning land use policy with economic development goals, the City can support entrepreneurship, local businesses, maritime trades, and the arts. Flexible zoning and mixed-use areas can help generate jobs and support a resilient local economy.
- ◆ **Active Transportation:** Port Townsend has a compact, grid type street network and a strong foundation for expanding active transportation options. The City has the opportunity to build on existing trails, sidewalks, and bike routes to create a more connected and accessible network for walking, biking, and rolling. Enhancing active transportation infrastructure can support public health and reduce vehicle dependence.
- ◆ **Relationship to Zoning:** Zoning plays a critical role in shaping how land is used and how the community grows. There is a clear opportunity to modernize zoning regulations to better support community goals related to housing, economic development, and transportation. By encouraging a mix of uses, increasing allowable densities in targeted areas, and promoting simplified approaches in walkable neighborhoods, zoning can help create vibrant, connected places. These updates can help ensure that land use patterns support a more sustainable and equitable future for Port Townsend.
- ◆ **Sustainable Streets:** The City's founding plats created many rights of ways that are currently undeveloped. Staff are drafting the PT Sustainable Streets Plan, a circulation plan to identify which rights of way will likely become roads and which ones can be turned to other public uses. The PT Sustainable Streets Plan can minimize infrastructure costs by encouraging infill density that works within existing typical 5,000 square foot lots.

By acknowledging the challenges ahead and seizing emerging opportunities, Port Townsend can shape a future that remains true to its history while meeting the evolving needs of its residents.

Policy Initiatives

The Land Use Element establishes a vision for how Port Townsend will grow, thoughtfully, equitably, and sustainably. Realizing this vision depends on action. This section outlines the path forward: a coordinated, ongoing process that turns ideas into implementation, and goals into measurable outcomes. It requires partnerships, consistent decision making, strategic investments, and regular community engagement.

A strong policy framework is essential for guiding land use decisions in a way that reflects community values and long term goals. It provides the foundation for consistent, transparent decision making and helps align zoning, infrastructure, and development patterns with the City's vision. The policy framework ensures that future land use is in accordance with the City's vision of how and where it wants to grow. (See the implementation table and the policy framework in the Goals, Policies, and Implementation Element).

Key tools include the City's development regulations, capital improvement planning, public-private partnerships, and alignment with regional and state policies. Over time, updates to the zoning code, design standards, and infrastructure plans will be necessary to ensure they reflect the intent of this Plan. The City will also track progress toward its land use goals through performance measures, land capacity assessments, and periodic Plan updates.

Community members, City staff, elected officials, and local organizations will each play a role, whether through feedback on specific proposals or broader participation in shaping policy. With shared commitment and accountability, Port Townsend can guide growth in a way that protects what residents love most about their City while meeting the challenges of tomorrow. Some of the Plan's Land Use-specific policy initiatives include:

Land Use Map Designations

Land use designations are the building blocks of the Land Use Map and reflect the intended scale and mix of activities for different parts of Port Townsend. Each designation serves a specific role in accommodating growth, supporting community goals, and shaping the built environment. These categories guide future zoning decisions and help ensure that land is used efficiently, equitably, and in alignment with the City's long-term vision. While some areas are intended for housing and neighborhood scale amenities, others focus on jobs, industry, natural resource protection, or waterfront access. Together, these designations help organize the City into a coherent, functional, and resilient pattern of land use.

An important policy initiative in this Plan is increasing the allowed densities and uses in most zones, retaining the land use pattern identified in the current Land Use Map while identifying allowed future uses.

To assist in utilizing the Land Use Map, this Comprehensive Plan also includes a non-regulatory vision map (see *Figure 2-5 on the following page*), identifying approximate locations for public and private investments as well as future planning support to facilitate the land uses identified in the regulatory Land Use Map.

Urban Growth Area (UGA)

Urban Growth Areas (UGAs) are areas designated by Jefferson County, in coordination with the City of Port Townsend, where urban development is encouraged and expected to occur over the long term. The Growth Management Act requires that cities accommodate growth within these boundaries to prevent sprawl, protect rural lands, and make efficient use of infrastructure. Port Townsend's UGA includes both incorporated areas and adjacent lands that may be annexed in the future and should be coordinated with applicable tribes consistent with any memoranda of agreement with Jefferson County provided for in RCW 36.70a.040(8). Planning within the UGA helps ensure that future growth is consistent with the City's values, can be served by urban services, and supports a sustainable, compact development pattern.



Photo credits: SCJ Alliance.

Figure 2-5: Port Townsend Vision Map



Policy Structure

The Plan emphasizes the interrelatedness of each of the required Plan elements, underscoring the reality where a land use goal or policy also may relate to transportation, economic development, or housing. The Plan also emphasizes implementation, restructuring the overall policy presentation to identify specific implementation actions and to relate those actions to specific policy guidance. Chapter 11 presents the consolidated policy framework and implementation strategies, unifying policy direction across all chapters.

Climate Resilience

New GMA provisions require Port Townsend to plan for climate change. It also offers Port Townsend the opportunity to include as policy the results of its recent efforts to assess climate change impacts and align its planning practice to take these changes into account. New land use policies speak to the importance of readying for natural hazards, enhancing the urban forest, and managing growth and development to minimize impacts associated with vehicle miles traveled (VMT) and greenhouse gas emissions (GHG).

Land Efficiency

Port Townsend's land supply is limited by its geography, and the degree to which land within City limits is ready for development is limited by the availability of infrastructure to support it. This Plan argues for managing growth to be as land-efficient as possible and to phase investment in new streets and other infrastructure in a cost-effective manner to maintain fiscal health. Long term planning, such as the PT Sustainable Streets Plan (circulation map) will help prevent haphazard development patterns that put additional burden on future generations.

Parks, Recreation, and Open Space Policy

This Plan separates the parks and recreation discussion into its own chapter, more closely relating the Comprehensive Plan's policy guidance on the topic to the periodically updated parks, recreation, and open space plans the City prepares.

Equity Commitment

Port Townsend is committed to ensuring land use decisions actively dismantle structural inequities and protect communities at risk of displacement and exclusion. We will center the voices of people most impacted by housing insecurity, climate change, and economic marginalization, particularly BIPOC, immigrants, disabled residents, low-income households, and youth, through inclusive engagement, targeted policies, and ongoing accountability.

Active Transportation

Port Townsend's policy recognizes a successful active transportation system relies on a land use and development pattern which supports it. Policy initiatives here advocate for specific types of roadway and site development approaches to encourage use of transit and non-motorized travel modes. Chapter 11's policy framework illustrates this, connecting relevant active transportation policy between the land use, transportation, housing, and capital facilities elements.

Plan Implementation

Turning the Comprehensive Plan into a living, working document requires clear milestones and steady progress. In the near term, this includes updating development regulations to support the allowed density of the zones, prioritizing areas for housing and mixed-use development, and identifying infrastructure upgrades needed to support growth. Over the next several years, additional milestones may include code updates to support middle housing, design standards to reflect community values, and enhanced shoreline protections. Regular monitoring, community reporting, and Plan updates will ensure accountability and responsiveness to changing conditions. These steps provide a clear and achievable path forward, one grounded in Port Townsend's values and shaped by the voices of its residents.

This Land Use Element is more than a vision for how Port Townsend will grow, it is a commitment to shaping a future that reflects the community's shared values: stewardship of the environment, support for a thriving local economy, preservation of historic character, and the creation of livable, inclusive neighborhoods for all. Through thoughtful planning, practical tools, and ongoing collaboration, the City can turn these ideas into tangible outcomes.

To support this work, a set of Action Items is provided in Chapter 11. These items translate the goals and policies of the Land Use Element into specific tasks, programs, and strategies that guide day-to-day decision-making and long-term investments. They serve as a practical checklist for implementing the Plan and should be regularly reviewed, updated, and prioritized by staff, decision-makers, and the community.

Short-Term:

- ◆ Align zoning and development regulations with the Land Use Map, ensuring consistency between policy and on-the-ground development. Targeted zoning code updates will be initiated to support middle housing and accessory dwelling units (ADUs), building on the 2023 actions enacted through Tactical Infill, and expanding housing options within established neighborhoods. Infrastructure improvements will be identified and prioritized to enable infill and mixed-use development in key areas. The City will also set clearer, objective design standards for multifamily, mixed-use, and commercial developments. To maintain the essence of the community, the City will also develop clear design standards for new development in target areas.

Medium-Term:

- ◆ Update the Capital Improvement Plan to reflect land use priorities identified in the Comprehensive Plan. Update regulations to strengthen protections for shorelines and urban forestry, safeguarding the City's natural assets. Also, advance partnerships that support affordable housing, economic development, and environmental restoration. Ongoing monitoring of growth trends and development patterns will ensure alignment with the Plan's long-term goals. Begin developing and working on mixed-use centers subarea planning.

Long-Term:

- ◆ Review and update the Comprehensive Plan at regular intervals in accordance with Growth Management Act (GMA) requirements to ensure it remains current and effective. Progress toward Plan goals will be evaluated and shared with the community through regular reporting. Urban Growth Area boundaries will be reassessed as needed in coordination with Jefferson County to accommodate changing needs. Zoning and policy tools will be adapted to respond to emerging challenges such as climate change, housing affordability, and demographic shifts. Continued community engagement will be essential to keeping the Plan relevant, inclusive, and reflective of Port Townsend's values.

By working together, residents, workers, City staff, volunteers, and elected leaders can help Port Townsend continue to evolve in a way that honors the City's past and its innovation and resilience. This chapter sets the course, but it is the collective energy, creativity, and dedication of the community that will carry the Plan forward. With each step, each project, and each policy decision, Port Townsend moves closer to a future that is vibrant, equitable, and distinctly its own (See Implementation table in the Goals, Policies, and Implementation Element for full list of action items).



Photo credits: SCJ Alliance.



Housing

Introduction

Port Townsend is experiencing an affordable housing crisis driven by high demand from residents, a limited housing supply, and a lack of units for low and middle-income residents. The city's scenic waterfront and historic charm attract retirees, remote workers, and vacationers, which in turn drives up prices and displaces residents who work in the local economy.

Like in other areas of Washington State and the nation, the lack of local affordable housing supply has devastating ripple effects on families, critical services, our education systems, and our local economy. Rapidly rising house prices have driven out individuals and families who have long lived and worked in Port Townsend. A higher percentage of residents here live in poverty than in either Jefferson County or the United States and are significantly burdened by the cost of housing. Diverse, affordable, and stable housing is an underpinning success factor for our collective well-being and quality of life.

What range of impacts to individuals, organizations, and the community are being caused by the current housing crisis? Who should be involved in finding solutions? What steps can the City and others take to reduce the cost of housing and provide more units? What kinds of changes or trade-offs might that mean for the look and feel of our community? These questions have no easy answers and require a sustained focus to make progress and ensure a more diverse, equitable, and healthy community in the long-term.

The housing element is a crucial component of the comprehensive plan because it provides a strategic framework for addressing a community's housing needs for the present and future. It promotes adequate and affordable housing for residents of all income levels by outlining the goals and policies that guide land use, zoning, and investment.

The housing element analyzes the existing and projected housing needs for an entire community, including low-income households, seniors, people with disabilities, and the unhoused. This ensures that future development and preservation efforts consider the needs of diverse populations. Local governments influence housing affordability through land use policies and regulations.

The housing element provides a plan to create more housing and promote a variety of housing types and densities, which can help to stabilize or lower housing costs. It promotes "missing-middle" and infill housing, such as duplexes and townhomes, within existing urban areas, and can include incentives for developers, such as density bonuses, to encourage them to build affordable units.

By promoting diverse housing options, this element helps ensure that people can live close to jobs, groceries, healthcare, and services. It also includes strategies to preserve and revitalize existing neighborhoods, preventing displacement and maintaining the community's sense of place as the area grows.

Where we live affects how we connect with our neighbors, how we get to work or school, and how we enjoy the places we love in Port Townsend. As our city continues to grow and change, so do our housing needs. This chapter sets direction for housing in Port Townsend, helping the City be welcoming and livable for people of all ages, incomes, and experiences.

As many people in Port Townsend struggle to find housing they can afford, rising home prices and a limited supply of rental units have made it harder for people to stay in the community or move to Port Townsend. In response, the City has opportunities to use its land more efficiently, encourage more housing options in walkable neighborhoods and support community-driven development. Coupled with support from non-profits for affordable housing, it is a primary goal of the City and this Comprehensive Plan to focus on affordable housing for all household income levels.

This chapter, along with the policy and implementation initiatives in Chapter 11, comprise Port Townsend's Housing Strategy. The strategy guides how the City will plan for and support a wide range of housing forms, types, and affordability levels to meet the needs of current and future residents. It lays out a vision for how Port Townsend can meet its housing needs by:

- ◆ Supporting development of affordable and available homes to a range of income levels.
- ◆ Encouraging middle housing, such as duplexes, triplexes, quadplexes, courtyard apartments, and cottages, providing more units of different housing forms between single-family homes and large apartment buildings.
- ◆ Encouraging small-scale, incremental, community-driven infill development.
- ◆ Expanding opportunities for multifamily housing, such as apartments and co-living, particularly in walkable, transit-accessible areas. Encouraging apartments provides more housing that is affordable to a wider range of incomes and meets growing housing demand.
- ◆ Promoting mixed-use housing in areas where people can live, work, and shop close by.
- ◆ Targeting infrastructure investment strategically to facilitate housing construction on existing lots and advance development opportunity in mixed-use neighborhood centers.
- ◆ Promote development that prioritizes equity, ensuring that growth benefits all residents and minimizes the risk of displacing people in vulnerable groups.

By creating more affordable and middle housing choices within our current city limits, we can protect the natural areas surrounding us, reduce commute times, promote walking and biking, support local businesses, reduce greenhouse gas emissions, reduce encroachment onto Jefferson County's resource lands, reduce development pressures on land that is currently used for farming and community gardens, enhance climate resiliency, and ensure more people can live near things they value. Port Townsend has a unique opportunity to lead with creativity and resilience. By planning how and where we allow housing, the City can use its assets of historic form and natural spaces to offer flexibility to meet changing housing needs.

Building a housing future reflecting Port Townsend's values of fairness, inclusivity, and a strong sense of place, requires a multi-faceted approach. This includes updating zoning laws to allow for greater flexibility and a variety of housing types, encouraging construction of accessory dwelling units (ADUs) on existing lots, and allowing new development forms that work with the existing design and form of neighborhoods – even as it may introduce new housing types and higher development intensities.

Ensuring housing equity and social inclusion is essential to the long-term vitality of Port Townsend. As the City grows, changes, and diversifies, it is critical that residents of all incomes, races, ages, abilities, and household compositions have equitable access to safe, affordable, and high-quality housing. This includes intentional efforts to reduce displacement risk, expand housing types in all neighborhoods, and ensure public investments support historically underserved communities. Port Townsend thrives because it is made up of a variety of people. Port Townsend needs a wide range of housing options to serve all income levels. This chapter is dedicated to fostering a housing landscape which meets the unique needs of all residents, today and for the next 20 years.



Photo 1: 7th Haven Low-Income Housing project at Hendricks and Seventh Street in Port Townsend.

Connecting to Port Townsend 2045

The Housing Element supports the Introduction's vision of Port Townsend as a community valued for:

- ◆ the natural beauty of its surrounding seas, forests and mountains – planning where to allow housing reduces pressure to build in natural land.
- ◆ the integrity of its ecological functions and its stewardship of the environment –walkable, accessible neighborhoods help people live in Port Townsend without damaging local ecology.
- ◆ its cultural resources, artistic and craft traditions, historic architecture, and its pace and scale of life in a small city – housing the people who maintain cultural resources is vital and possible using the city's historic scale.
- ◆ the marine trades, locally-rooted businesses and a resilient economy – housing the local workforce is essential to economic resilience.
- ◆ meaningful work, family wage jobs, and affordable housing choices –this element sets direction to provide for affordable housing options.
- ◆ multi-generational neighborhoods of differing income levels and life experiences – these neighborhoods be planned and allowed.
- ◆ and its creativity, cooperation, resourcefulness and strong community spirit – this element sets policy to allow creative housing solutions, helping creative, resourceful people remain part of Port Townsend's community.

Context

Historically, most of Port Townsend's neighborhoods were designed for single-family homes. More than 78% of the community's housing units are single-family homes. While these homes are a vital part of the city's form, relying on this model doesn't meet all residents' needs. Community conversations indicate there is support for more types of housing, such as smaller homes, homes which share lots, homes above shops, and homes which support multi-generational or aging-in-place living.

Port Townsend's approach to housing is shaped by both local values and regional realities. As a small city with historic roots and a strong sense of community, Port Townsend faces the challenge of balancing preservation with progress. At the same time, growing housing pressures across the Puget Sound region and nation are impacting Jefferson County and the city in significant ways. By setting a clear planning context for housing, Port Townsend ensures that future growth is intentional, inclusive, and aligned with the community's shared vision.

Port Townsend is experiencing significantly increased housing costs due to a variety of factors. A few key factors, some of which are specific to Port Townsend, include:

- ◆ Port Townsend is a desirable place to retire, as shown by the City's increasing median age. Retirees are more likely than other groups to have equity from previous homes, which can make it harder for other groups to compete with them for the limited number of housing units for sale.
- ◆ Port Townsend's highly desirable environment has created a demand for second homes. Many second homes and ADUs remain vacant for most of the year, reducing much needed housing availability.
- ◆ The cost of building is significantly higher in Port Townsend than other cities in Washington due to a remote island effect on materials and labor and the lack of housing diversity.
- ◆ The cost of infrastructure to support housing is significant given infrastructure was not built concurrently with the historic plats.
- ◆ Many existing residents, particularly seniors, are house rich and income poor. This means residents who own larger units cannot afford to downsize because smaller units are scarce. This has the effect of tying up many 3-bedroom and larger single-family homes with single occupants. As current residents cannot afford to move to smaller units, they may also lack the resources to maintain their current home. That decreases personal and public safety.

These factors will change with economic swings and generational change. However, leaders recognize the time to act is now to ensure that Port Townsend will be able to meet its long-term housing needs.

In response to these pressures, Washington State has updated the Growth Management Act (GMA) to require cities to plan for a greater variety of housing types and housing needs by income levels. This includes requirements under House Bill 1220, directing cities to address existing and projected needs of households by income level, address housing disparities, and reduce the risk of displacement. These changes recognize housing is more than just a local issue. It is a regional and statewide priority demanding coordinated planning and bold action.

Port Townsend is shaping a housing future which reflects community values while aligning with state goals. Port Townsend's Comprehensive Plan serves as a long-range guide to land use, development, infrastructure, and housing. This Housing Element specifically lays out the foundation for how the City will accommodate future growth.

This chapter also builds on past planning efforts, including:

- ◆ The City's past participation in the Jefferson County Affordable Housing and Homeless Housing Task Force and current participation in the Joint City/County Housing Fund Board. The Task Force created the Homeless Crisis Response and Housing 5 Year Plan (2020), which outlines specific strategies to increase housing diversity and affordability. Port Townsend followed its recommendations to support and allow tiny shelter communities.

The City's ongoing regulatory work implements other recommendations from the 5 Year Plan, such as building extremely low- and very low-income rental units and enacting model zoning provisions for shelter and emergency housing. In addition, the City and County passed resolutions in 2020 approving the 1/10th of 1% Sales Tax for Affordable Housing which provides over \$1 million in funds for the construction and operation of emergency and affordable housing.

- ◆ Port Townsend's 2023 updated zoning regulations, especially in mixed-use areas and residential neighborhoods, to allow for more affordable, dense, quality infill development. This work, described as "tactical infill" amendments to the development regulations, sought to implement provisions of HB 1337 to the density permitted by the comprehensive plan.
- ◆ The City has also implemented several incentives to support developing housing that is affordable to households earning less than 80% of Area Median Income (AMI). The Multi-Family Tax Exemption (MFTE) approved in 2018 offers up to 12-year property tax exemptions for qualifying developments offering income-restricted affordable housing in designated areas. Accessory Dwelling Unit (ADU) rules were eased in 2019 removing owner-occupancy requirements and relaxing parking and impervious surface standards. Additional incentives include up to a 20% density bonus for projects offering a mix of housing types and reduced parking requirements.
- ◆ Ongoing public engagement efforts reflect strong community support for housing serving a range of incomes and lifestyles, including working families, seniors, people living on fixed incomes, and historically marginalized populations. Nonprofit partners educate the public about local housing issues, potential solutions, and partnerships.
- ◆ Earlier housing studies and policy recommendations incorporated in the 2016 Comprehensive Plan update, including Jefferson County's homelessness campaigns, underscoring the persistent need in Port Townsend to address housing challenges.

Looking ahead, the city's role is to expand housing access and guide housing development. Policy will focus growth in places with existing services, schools, transportation, and infrastructure. Housing policy must also align with other key goals related to the environment, transportation access, historic preservation, land use, and economic vitality.





Photo 2: Port Townsend's downtown shoreline depicts the historic Admiralty Apartments on the far left.

Housing Needs Analysis

The Housing Needs Analysis (HNA) is a data-driven study that identifies the current and future housing needs of the community by analyzing demographic, economic, and housing market data. It determines housing gaps, forecasts demand, and guides policy by providing information on the types and quantities of housing needed to ensure safe, affordable, and appropriate housing for all residents. This information is used to develop housing plans and policies.

A housing needs analysis is a foundational document that provides the evidence base for the goals, policies, and action outlined in the comprehensive plan's housing element. Under Washington's Growth Management Act (GMA), municipalities like Port Townsend are required to conduct this analysis to ensure our planning efforts are informed by data and are designed to address the full spectrum of housing needs within the community. It is not merely an inventory but a strategic assessment of housing market conditions, population demographics, and future housing demand. The analysis transforms data into a clear and transparent roadmap for action, ensuring that local planning is both equitable and responsive to the community's housing challenges.

The recent HNA prepared as part of this planning process and attached as an appendix to this plan describes the existing housing context. Here are a few key descriptors of current housing in Port Townsend.

Housing Affordability

American Community Survey data indicates that the median value of owner-occupied housing units in Port Townsend is \$502,500. Zillow reports that as of 2025, the average Port Townsend home value is \$639,6735. It is useful to refer to both figures because Zillow's data is more recent, while the ACS reflects longer trends. This represents an over 100% increase in home values since 2010.

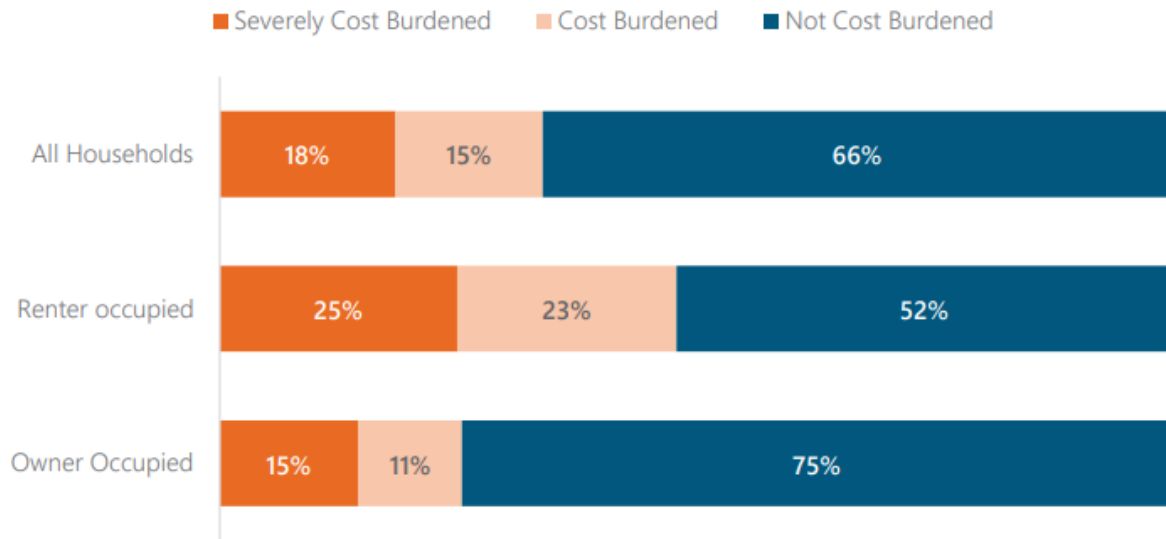
Rent in Port Townsend, according to the latest American Community Survey data, is at an estimated \$1,111 per month, below median rent for the county and state (at \$1,169, and \$1,592, respectively). However, Port Townsend rental listings in October 2024 were significantly more expensive than was reported in the 2022 American Community Survey. Per rental listings, the average rent for a market-rate unit was \$2,049. The difference is likely due to ACS analyzing market-rate and subsidized units instead of separate categories. The average rent for subsidized or income-restricted units was \$687. While the sample of local listings strongly suggests that rent is higher than reported in the American Community Survey, ACS data is still statistically significant and useful in showing that rent costs are increasing.

The “cost burden” metric is commonly used to determine when households are spending too much on housing costs. A household is “cost-burdened” if they are spending more than 30% of their income on housing, including rent or mortgage and utilities. A household is “severely cost-burdened” if they are spending more than 50% of their income on housing. Figure 3-1 on the following page shows Port Townsend's households broken down by cost burden and tenure. Overall, 33% of households are cost-burdened, and 18% are severely cost-burdened. Renters face higher levels of cost burden, with about half of renter households spending more than 30% of their income on housing, compared to approximately a quarter of homeowners. When low- and high-income renter households are split, the cost burden for low-income renters below 100% AMI jumps even higher. This shows a significant need for more affordable rental housing in the City.



Photo credits: SCJ Alliance.

Figure 3-1: Cost-Burdened Households by Tenure in Port Townsend, 2020



Source: 2016-2020 HUD Comprehensive Housing Affordability Strategy (CHAS) .

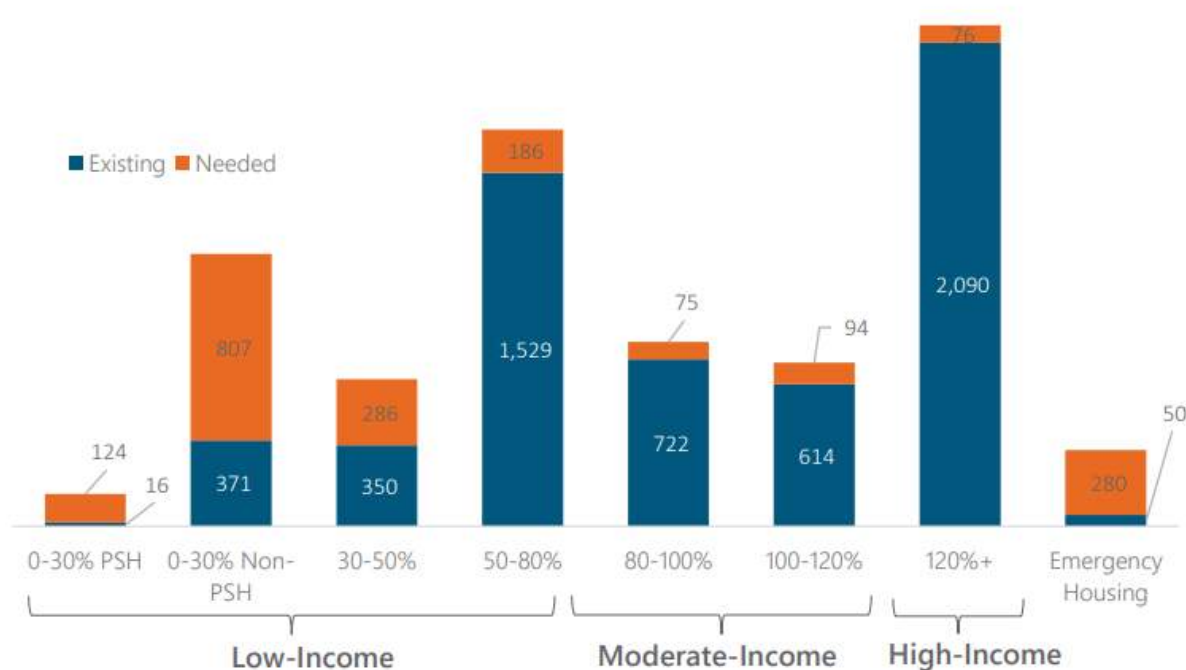
Housing Needs by Income

The 2025 Housing Needs Analysis demonstrated that the City's existing housing is not fully meeting the needs of its residents, particularly low-income households and an increasingly older population with smaller households. There is a demonstrated need for affordable rental units for people experiencing homelessness and households that are insecure due to cost burden. Middle-income units are also vital to many groups, particularly the workforce and households moving out of lower income brackets.

Housing needs by income level vary significantly, with the highest demand for affordable rentals among Extremely Low-Income (ELI) households – at or below 30% AMI – and increasing need for homeownership options for Low to Moderate Income (LMI) families. A significant portion of ELI renter households face worst case housing needs, often paying more than half their income for housing, or living in severely inadequate conditions. Simultaneously, homeownership affordability is a growing challenge for many, even those with average incomes. Increasing inaccessibility of homeownership leads to substantial unmet needs across various economic segments, particularly high-cost areas.

As required by the new GMA provisions for the Housing Element, Port Townsend must plan for housing needs by income level. Specifically, local governments must document programs and actions needed to address barriers to achieving housing availability, such as development regulations and other limitations, including gaps in local funding. In addition, they must identify policies and regulations that result in racially disparate impacts, displacement and exclusion and identify policies and regulations to begin to undo them.

Figure 3-2: Existing and Needed Housing Supply by Income Level



Source: WA Department of Commerce Housing Planning for All Tool (HAPT), Method C Allocation.

Figure 3-2 above shows Commerce's Housing Affordability Planning Tool (HAPT) projections for additional units needed in Port Townsend by income level in 2045. The total number of future units needed is based on the population projection jointly adopted by Jefferson County and Port Townsend, using Commerce's Housing Planning for All Tool (HAPT). The number of existing units is based on CHAS data for 2020 and the income level allocation of units is based on the number of homeless and cost burdened rental households by income level in 2020, as compared to the number of additional units needed to accommodate population growth as a percentage of household population by income level in 2018. The projected need for low-income units comprises 85% of the total projected need of the 1,648 units needed to accommodate population growth, while middle-income units and high-income units comprise ten and five percent, respectively. It is important to recognize that the HAPT projections do not indicate current demand for moderate-income units. Instead, they show future need relative to current supply. Current demand for moderate-income or middle housing units is greater than HAPT projections for future need as the HAPT model for unit allocation by income level assumes that filling cost-burdened households needs in lower income brackets reduces the number of net new units needed in higher income bands over time.

Extremely Low-Income Households

Extremely low-income households have incomes at or below the federal poverty line or 30% of the area's median income. These households face the most severe housing crisis, with the highest shortage of available affordable rentals. On average, fewer than 40 affordable units are available for every 100 ELI renter households. Due to the shortage, ELI renters are disproportionately likely to be severely cost-burdened, spending more than half of their income on rent. This leaves very little money for other necessities like food, healthcare, and transportation. The severe cost burden puts these households at greater risk of eviction and homelessness. While federal programs like Housing Choice Vouchers (Section 8) and Public Housing exist, most eligible households do not receive aid due to a lack of funding. Families with limited finances may end up in poor-quality housing with inadequate maintenance, which can negatively impact physical and mental health.

Low-Income Households

Very low-income households typically have incomes between 30% and 80% of AMI. An increasing number of renters in this income bracket are becoming cost-burdened, especially in competitive housing markets. In some cases, income growth for low-income households has not kept pace with rising rents and housing prices, leading to a higher proportion of income being spent on housing. With many lower-cost units being occupied by ELI households, low- and moderate-income earners are often forced into the more expensive private market, increasing their cost burden. First-time homebuyers in this bracket struggle to save for a down payment and afford high mortgage costs, which keeps them in the rental market and adds pressure to the rental supply.

Middle-Income Households

Middle- or moderate-income households earning 80% to 120% of AMI are increasingly facing affordability issues, particularly related to homeownership. A significant shortage of homes in the middle price range forces families to compete for a limited number of units, driving up prices. Some housing programs are targeted at these households, who earn too much for traditional low-income assistance but are priced out of the housing market. Even for middle-income renters, cost burdens are on the rise, impacting their ability to save for a downpayment or other expenses.

While the future estimate of units needed for moderate income households is only 5 percent of the total HAPT projection (see *Figure 3-2 discussion*), the current demand for missing middle housing among buyers in the 80% to 120% AMI range far exceeds current supply. According to Commerce's 2025 Affordable Housing Progress Update, production of middle housing meets less than one-third of the annual housing need for households earning 80-120% AMI in Washington State. Locally, that percentage is far less.

In the past five years, (2020-2024) only 19 middle housing units (duplexes, triplexes, and fourplexes) have been built in Jefferson County, and some of those have been income restricted to below 80% AMI.

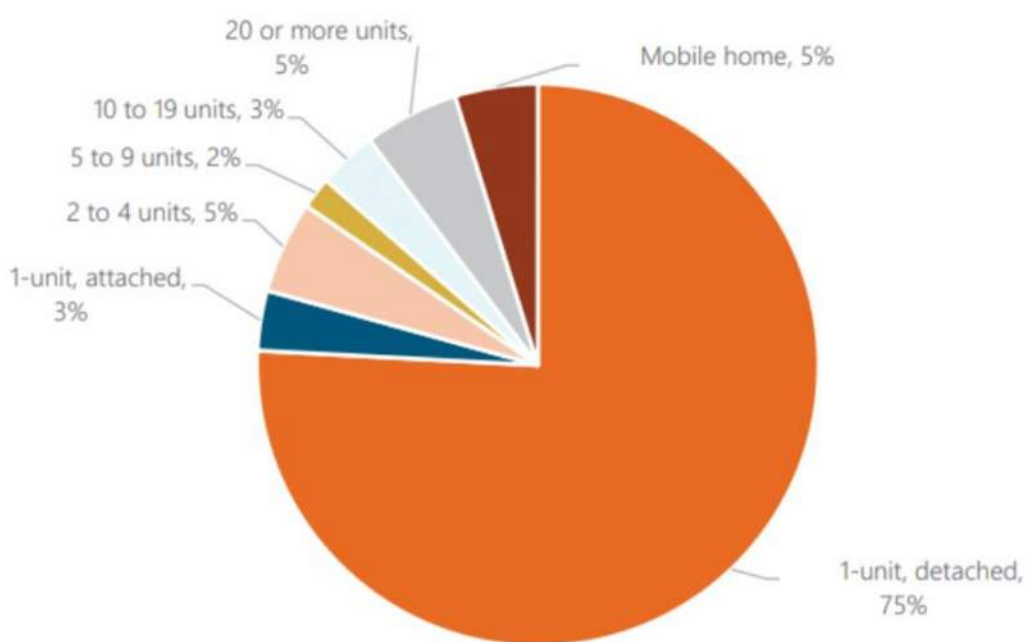
Upper-Income Households

Higher-income households generally have a wide range of housing choices and do not face significant affordability issues based on the standard 30% of income metric. In expensive, high-demand areas, these households compete with one another for the most desirable properties, which helps to drive up prices across all income levels. For upper-income earners, paying more for housing can be a preference-based choice to live in a larger unit or more desirable neighborhood with better amenities and schools. While high earners may pay more in absolute dollars, the percentage of their income dedicated to housing is significantly lower and less likely to cause financial hardship.

Housing Units by Type

Port Townsend had 6,023 housing units in 2022 according to the most recently available American Community Survey (ACS) data. Most of the city's housing units are single-family homes, with detached single-family accounting for 75 percent and attached single-family an additional 3 percent of homes. About 7 percent of units in the city are "Middle Housing" units of between 2 and 9 units, 5 percent are mobile homes, and the remaining 8 percent are in apartment buildings of 10 units or more.

Figure 3-3: Housing Unit Types in Port Townsend, 2022



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

Housing Stock Condition

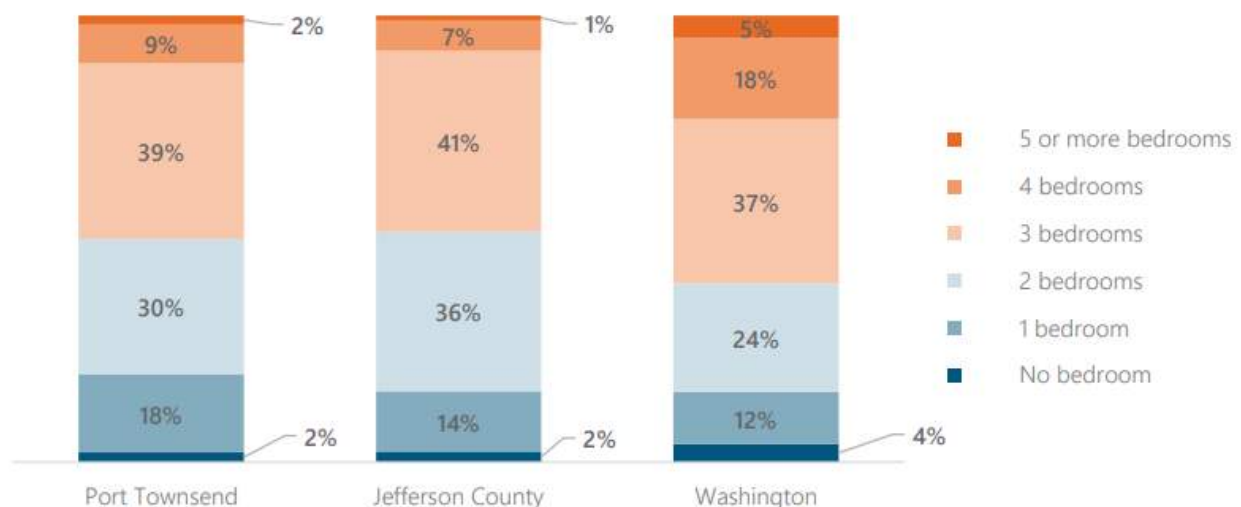
An assessment that includes housing condition data can help identify aging or neglected housing stock before it becomes irreparably deteriorated. This is crucial for communities looking to preserve and revitalize existing neighborhoods rather than just focusing on new construction. By identifying the scale of repairs needed, the City can explore rehabilitation programs, and stronger code enforcement, preventing further decline and protecting residents.

Evaluating housing condition is critical because the quality of housing directly impacts the health, safety, and well-being of residents. Poorly maintained or substandard housing, even if it is Naturally Occurring Affordable Housing (NOAH), can lead to serious health problems, erode a community's social fabric, and require costly public interventions down the line.

Reports indicate that the housing conditions in Port Townsend are becoming a considerable and worsening problem. This is a result of the city's aging housing stock and a severe lack of affordable options, which has created a housing crisis affecting availability, affordability, and the sociocultural makeup of the community. A key factor is the age of the residential buildings, as a sizable portion of the city's housing stock is over 50 years old, requiring continuous maintenance that many low-income residents cannot afford. These maintenance challenges can lead to safety and health issues, and without proper rehabilitation, historic properties risk becoming functionally obsolete.

Port Townsend's housing stock is primarily comprised of 2- to 3- bedroom units. The City has a slightly larger share of studio and 1-bedroom units, at 18%, than the county at 14% and state at 12%, with fewer larger units with 4 or more bedrooms than the state overall (11% versus 23%), as shown below in Figure 3-4.

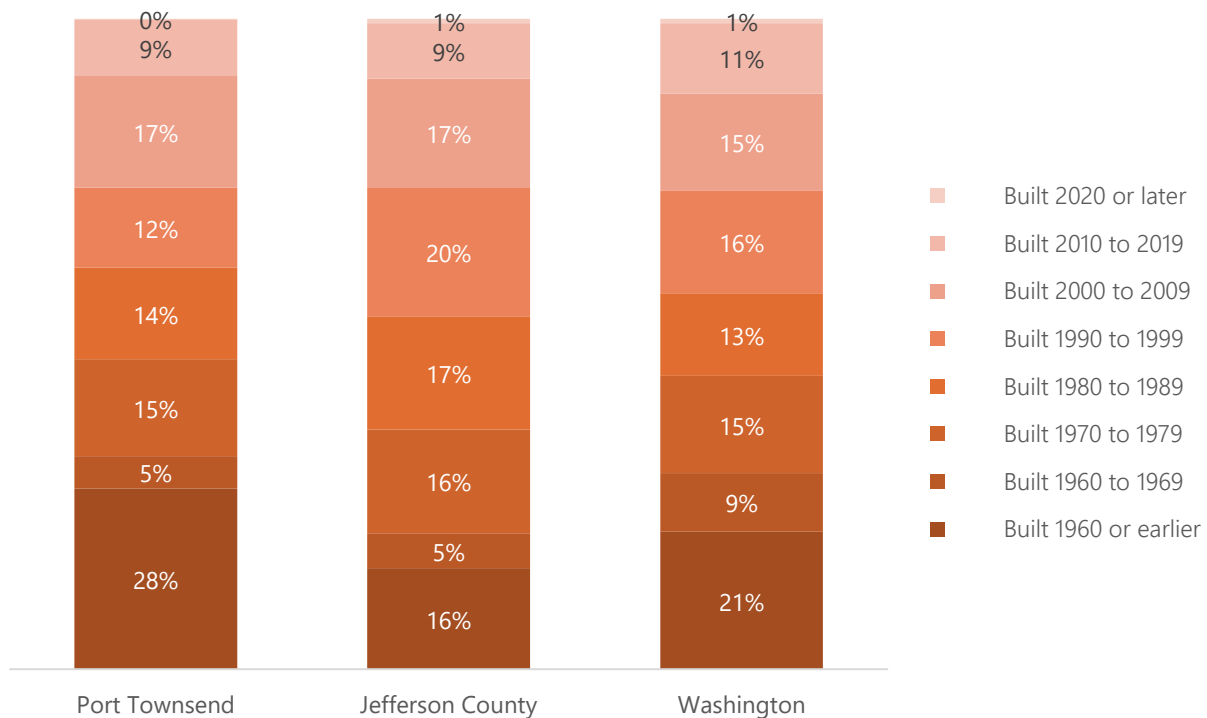
Figure 3-4: Port Townsend Units by Bedroom Count with Regional Comparison, 2022



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

Port Townsend has a larger share of older units than the county and state, with nearly a third of its units built 1950 or before. Nine percent of the city’s units were built since 2010, comparable to the county (10%) and state (12%). In Port Townsend, 89 percent of units are occupied, between the occupancy rates seen in the county and state, as shown in Figure 3-5 below.

Figure 3-5: Port Townsend Age of Existing Housing Units with Regional Comparison, 2022



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

Special Housing Needs

Special needs housing is vital because it addresses the unique challenges faced by vulnerable populations, such as people with physical or developmental disabilities, chronic health conditions, mental illness, or those recovering from homelessness. It goes beyond providing basic dwelling by pairing affordable, permanent housing with a range of flexible and integrated supportive services. This approach fosters stability and independence, improving both the individual’s well-being and the broader community.

By creating safe, accessible, and inclusive environments, special needs housing improves the physical and mental health of residents. The availability of on-site or easily accessible services like counseling, substance abuse treatment, and health care ensures that residents receive consistent and appropriate care.

A stable living situation reduces the stress and anxiety associated with housing insecurity, leading to better mental health outcomes, while a safer environment can prevent accidents and injuries. This reliance on appropriate care, rather than emergency services, also leads to significant cost savings for the community's healthcare and corrections systems.

Supportive housing actively promotes the social inclusion and independence of its residents. Features like wider doorways, accessible kitchens, and adaptive technologies empower individuals to perform daily tasks with ease and dignity, increasing their sense of autonomy. Instead of isolating vulnerable people in institutional settings, supportive housing integrates them into residential neighborhoods, where they can build relationships with a wider social circle, participate in community activities, and feel a sense of belonging. This social contact is crucial for their overall well-being and helps combat feelings of loneliness and isolation.

Special housing inventory includes subsidized housing units serving low-income populations, senior housing and assisted living, and transitional housing for unhoused individuals. A summary of the total units by categories tracked by the City is as follows:

- ◆ **Emergency Housing** = 217 units;
- ◆ **Permanent Supportive Housing** = 84 units;
- ◆ **Senior Housing** = 205 units; and
- ◆ **Other Housing** = 316 units.

Unhoused Population

According to the U.S. Census Bureau, 12.8% of Jefferson County residents were living below the poverty level. Homelessness is driven by a complex set of factors including lack of affordable housing (particularly for households earning less than Area Median Income), poverty, lack of education or training, lack of jobs, behavioral health issues and addiction. Additionally, the lack of housing and the increase in monthly rental fees have left many without a place to call home.

Homelessness affects more than just the individual experiencing it. It destabilizes families and escalates risk to already unstable families. It increases the abuse of substances and makes seeking medical assistance overly complex and difficult to manage, especially for people experiencing mental illnesses. It also greatly impacts the cost of emergency services.

For some individuals, housing must include on-site services, such as permanent supportive housing, senior housing, or transitional housing. Emergency and temporary shelter options are also crucial. It is important to recognize that official counts may underestimate the number of unhoused individuals in rural areas like Jefferson County, as these counts often miss people living in vehicles, “couch-surfing,” or staying in unpermitted locations. Many are forced into these alternative living situations due to the lack of affordable options.

Supportive housing is essential for people with more complex needs. Groups of people who can need these comprehensive services include people who have disabilities, people who have mental health challenges, or people transitioning from the justice system.

Such wraparound services are crucial for achieving long-term stability and addressing the root causes of homelessness.

The unhoused population in Port Townsend and Jefferson County is in need of more affordable and varied housing options due to a growing disparity between local wages and housing costs. This housing crisis is made worse by a lack of available rental units and very low vacancy rates. To address this complex issue, a spectrum of housing solutions is necessary, ranging from emergency shelter to long-term supportive housing and innovative approaches like tiny homes for those unable to afford market-rate traditional rentals.

Making Homelessness a Singular Occurrence

In November 2018, Jefferson County and the City of Port Townsend entered an Interlocal Cooperation Agreement (ILA) to support affordable housing and homeless housing programs. The ILA established a Joint Oversight Board and an Affordable Housing and Homeless Housing Task Force with certain responsibilities which include creating a 5-Year Homeless Housing Plan. The plan establishes goals, actions, and measures to prioritize and guide the allocation of funds derived from recoding fees which are intended to reduce and eliminate homelessness. The plan, known as “Making Homelessness a Singular Occurrence – Homeless Crisis Response and Housing 5-Year Plan for Jefferson County, WA” can serve as guidance and a prioritized roadmap for actions taken by organizations, volunteers, and local governments working to reduce homelessness throughout the county. The goal of this joint strategy is to reduce and ultimately end homelessness through coordinated action, policy alignment, and targeted use of state-authorized recording fee revenues.

The plan outlines the local housing crisis, noting that Jefferson County suffers from a severe shortage of affordable units, aging housing stock, high rents, and infrastructure limitations that have prevented dense development. It emphasizes that homelessness in the area is driven by poverty, lack of affordable rentals, aging populations on fixed incomes, and limited behavioral health resources. The plan highlights a growing number of unsheltered residents, including youth and seniors, and describes the social and economic costs of inaction.

The plan identifies six core objects: quickly identifying and engaging people experiencing homelessness; prioritizing housing for those with the highest needs; operating an efficient crisis response system; projecting the outcomes of a fully implemented plan; addressing racial, ethnic, and gender disparities; and supporting long-term community efforts to end homelessness.

It proposes actions such as expanding the Coordinated Entry System, increasing case management and data tracking, developing 300 additional affordable or transitional housing units, creating youth host homes, exploring tiny home and co-housing options, and integrating behavioral health support.

Ultimately, the plan is a roadmap for aligning resources, measuring outcomes, and ensuring accountability in addressing homelessness, while also serving as the basis for future funding, advocacy, and legislative recommendations to improve housing access and equity across Jefferson County.

Senior Population

Port Townsend faces a growing and urgent need for affordable senior housing, driven by demographic, economic, and structural factors. The community's population is older than the state average, with many residents living on fixed incomes, such as Social Security, that fall far short of local housing costs. As housing prices and rents continue to rise, older adults – especially those earning less than 30% AMI – are increasingly at risk of displacement or homelessness. The city's historic housing stock, while charming, is often expensive to maintain, energy inefficient, and inaccessible for people with mobility challenges, leaving few options for aging-in-place.

Many existing homes in Port Townsend were built long before accessibility standards were common. Narrow doorways, steep stairs, and outdated utilities make these homes unsuitable for people with limited mobility or health limitations. Retrofitting them is often prohibitively expensive for seniors living on fixed incomes, and there is a shortage of smaller, single-level units designed for long-term accessibility. The mismatch between the housing stock and the physical needs of aging residents creates a cycle in which seniors either remain in unsafe conditions or are forced to leave the community altogether.

Many older residents prefer to remain in their homes and neighborhoods rather than relocate to institutional settings. Aging-in-place allows older adults to preserve independence, maintain social connections, and avoid the emotional and financial disruption that comes with moving. Yet the ability to do so safely depends on the availability of accessible, affordable, and adaptable housing – conditions that are rare in Port Townsend.

Limited availability of smaller, accessible units and the near-zero rental vacancy rate have exacerbated this problem, pushing many older residents into substandard or unstable living conditions. With more retirees moving to the area and a fixed local housing supply, the competition for units has intensified, further pricing out long-term residents.

Additionally, the absence of higher-density zoning and the high costs associated with infrastructure restrict new development suited for low- or moderate-income seniors. Many elderly residents require not only housing that is affordable at less than 80% of AMI, but also proximity to healthcare, transportation, and community services – needs that are difficult to meet in a rural county with limited transit and aging infrastructure.

Aging-in-place is also an economic necessity. Long-term care facilities are costly, and many seniors do not qualify for or cannot afford assisted living. Allowing people to remain in their homes with supportive services reduces public costs for institutional care while improving individual well-being. Moreover, it strengthens neighborhood stability by keeping residents engaged in civic life and community networks.

In Port Townsend, where the senior population continues to grow and affordable housing is scarce, planning for aging-in-place is crucial. It requires not only accessible housing design but also coordinated investments in transportation, home repair assistance, in-home care, and health services. Without these supports, many older adults face isolation, displacement, or homelessness. Ensuring that residents can age in place safely and with dignity is a cornerstone of a sustainable and compassionate housing strategy.

Second Homes and Vacation Properties

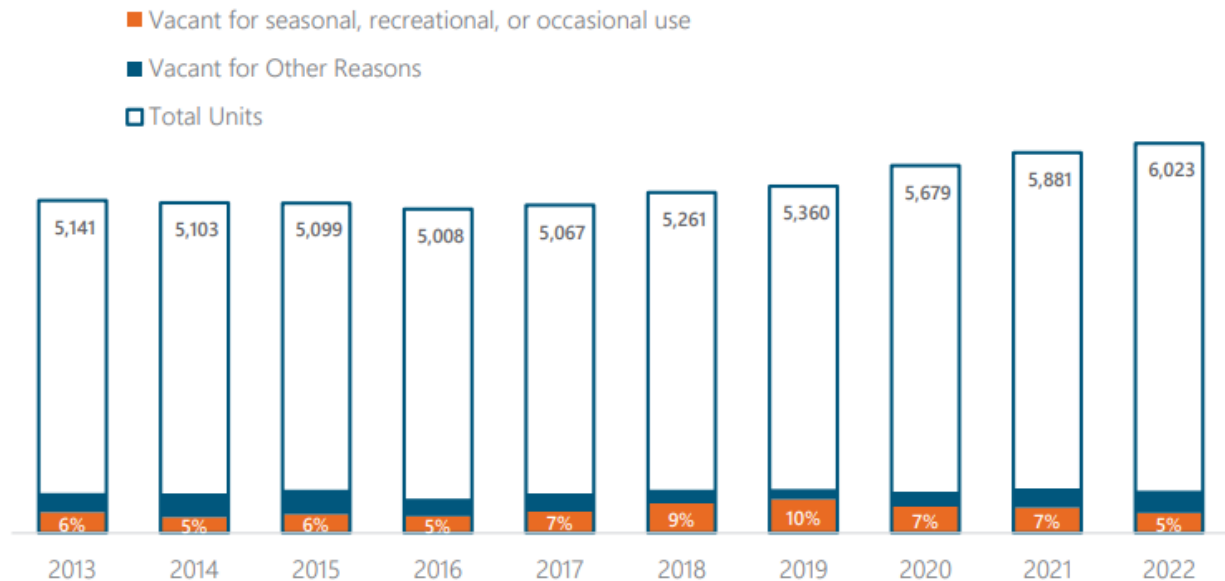
Analyzing second or vacation homes is critical for a housing needs assessment because these properties significantly impact the availability and affordability of housing for permanent, year-round residents. In destination areas with a high concentration of second homes, the market behaves differently than in a typical suburban or urban location. Excluding them from an analysis would create a misleading picture of a community's housing supply and demand. Many second homes are only occupied seasonally or for short periods, effectively removing them from the long-term housing market.

Over the past decade, the share of vacant seasonal and recreational units as a share of total housing in Port Townsend has averaged seven percent, reaching a high of ten percent in 2019. Vacant seasonal and recreational units accounted for five percent of total housing units in Port Townsend in 2022, as shown in Figure 3-6.



Photo credits: SCJ Alliance.

Figure 3-6: Vacant Units in Port Townsend



Source: US Census Bureau 5-Year ACS, Table B25004.

Housing Vacancy

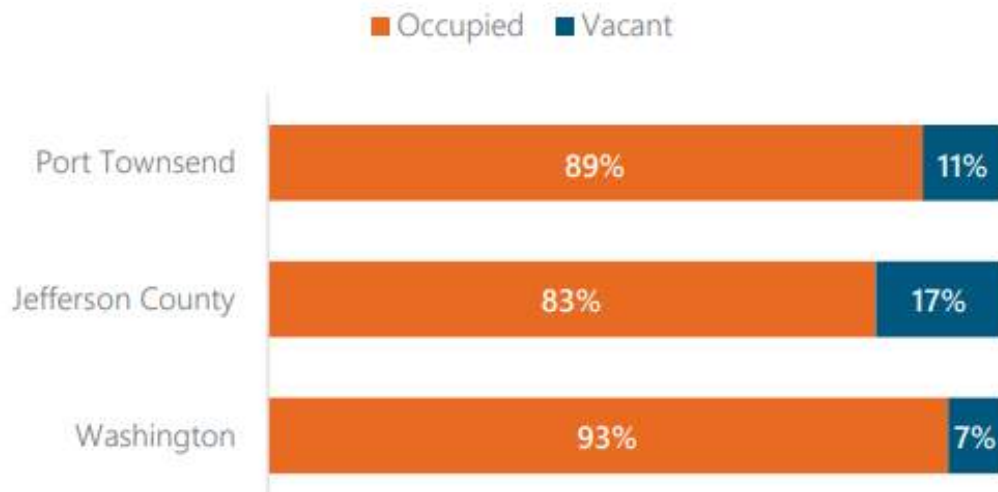
Housing vacancy refers to the percentage of residential units in a given area that are unoccupied. A healthy vacancy rate, often around 5-10%, indicates a balance between housing supply and demand. Low rates suggest high demand and potentially rising housing costs, while high rates can signal over supply, which may lead to lower prices.

An evaluation of housing vacancies is essential for a housing needs assessment because it provides a direct measure of the local housing market's supply and demand dynamics. A low vacancy rate suggests a housing shortage and heightened demand, which can lead to rising prices and reduced affordability, potentially creating a significant barrier for residents.

Conversely, a high vacancy rate could indicate an oversupply or a struggling market, though a more detailed analysis is required to understand the underlying causes.

Vacancy rates also serve as crucial economic indicators. Comparing these rates to trends in home prices and rents can help predict future affordability challenges. Persistently low vacancies signal strong market competition and potential affordability crises, while high vacancies might point to local economic issues, such as a declining population or out-migration. The data can also reveal how developers are responding to market conditions and whether new construction is meeting the community's actual needs or primarily catering to high-end markets.

Figure 3-7: Residential Occupancy Rates in Port Townsend with Regional Comparison



Source: U.S. Census Bureau 5-Year ACS, Table DP04

The Port Townsend home ownership rate is lower than the county but above that of the state. Of the occupied units in Port Townsend, 71% are owner-occupied, and 29% are renter occupied (see Figure 3-7 above). Vacant housing, representing 652 units in Port Townsend, includes units vacant for a range of reasons. In Port Townsend, the largest share of vacant units, or 310, are vacant for seasonal, recreational, or occasional use, as shown in Figure 3-8 below.

Figure 3-8: Vacant Unit Types* in Port Townsend with Regional Comparison

Vacant Classification	Port Townsend		Jefferson County		Washington	
	Units	Share	Units	Share	Units	Share
For rent	20	3%	104	3%	45,935	19%
Rented, not occupied	-	0%	24	1%	12,427	5%
For sale only	-	0%	31	1%	14,761	6%
Sold, not occupied	47	7%	158	5%	11,041	5%
For seasonal, recreational, or occasional use	310	48%	1,802	55%	84,274	36%
For migrant workers	-	0%	-	0%	1,370	1%
Other Vacant ¹	275	42%	1,170	36%	67,163	28%
Total Vacant Units	652		3,289		236,971	

^[1] "Other" Vacant housing includes units that do not fit into other categories, which could include homes that owners do not wish to rent or sell, homes that are being prepared for sale, and homes that have been foreclosed.

Source: US Census Bureau 5-Year ACS, Table B25004

Housing Capacity

Housing capacity refers to the maximum number of new housing units that can be developed and supported within a specific geographic area. This capacity is not just a simple count of available vacant land but a more complex metric that accounts for various factors, including regulatory constraints, infrastructure limitations, and market feasibility.

Market feasibility also influences housing capacity, as not all land that is technically available and has adequate infrastructure is financially viable for development. The high cost of land, construction, and financing can make certain projects unprofitable for developers, effectively reducing the amount of housing that can realistically be produced. Economic factors, such as demand for specific housing types and the overall health of the housing market, also play a role. Ultimately, housing capacity is a holistic measure that combines the physical limitations of land and infrastructure with the regulatory and economic factors that influence what can and will be built.

The 2025 land capacity analysis (attached as Appendix X) indicates there is ample land zoned to meet current and anticipated need. However, gaps in the availability and capacity of existing utility, stormwater, and street infrastructure limit the feasibility of constructing housing within the 2025-2045 planning period. Combined with the high cost of property, developers are responsible for extending infrastructure to their site, which is beyond the budget of many low-income affordable housing and market-rate housing developers.

Housing Types by Units per Block

Port Townsend's housing needs are as diverse as the people who live here. Families, young adults, seniors, artists, entrepreneurs, essential workers, and long-time residents all need places to live which are safe, affordable, and well-matched to their lives. Meeting these needs means offering more than just one kind of housing type. It means building a wider range of housing options that reflect different income levels and the diverse ways people live.

Recent updates to the Growth Management Act have emphasized planning for sufficient housing that is affordable housing for all economic segments, including providing these units by promoting a variety of housing types. In support of more varied and accessible housing types, jurisdictions must allow more types of middle housing. Middle housing includes a variety of home types offering more density than single-family homes while still small-scale and neighborhood friendly.



These housing options provide an alternative to single-family detached houses, helping to meet the needs of a wider range of residents and providing an accessible pathway to home ownership. Generally, middle housing is more affordable to rent or own than detached single family housing. Data from Washington State’s Department of Commerce indicates that middle housing is most often affordable to households earning between 80% to 120% of the area median income, often through both ownership and rental models. Commerce’s data also shows that middle housing models can be affordable at lower income levels with subsidies, more often through rentals than ownership. Providing for middle housing types supports both market-rate buyers and non-profit housing organizations in the development of housing affordable to below the 80% area median income.

While most of the units in Port Townsend are single-family residences, higher-density options are increasingly popular. Over the past five years, more multifamily apartments have been developed than in the previous decade. Apartments and other higher-density multifamily developments are frequently more affordable for residents than detached single-family houses. As the Affordability section shows, Port Townsend has a stark deficit of units that are affordable for people earning less than 80% of the area’s median income. Commerce data shows that higher-density housing types are generally affordable to households earning lower incomes, particularly when higher-density developments are subsidized. Higher-density options are a key way to ensure that people from all income levels can afford to continue living here.

This section describes housing types generally, many of which are already built in Port Townsend. From single-family homes to middle housing, multifamily buildings, mixed-use spaces, and accessory dwelling units, these options can help meet housing needs and complement Port Townsend’s historic buildings.

There is demand for different types of housing, whether it comes from a young family looking for a starter home, an older adult hoping to downsize, or a worker needing an affordable rental in town. The following housing types each play an important role in creating a more inclusive and balanced housing future for Port Townsend.

Figure 3-9 across the following pages illustrates housing types, their expected densities of development, the land use designations which allow for them, the zoning districts which now permit them, and which of them qualify as middle housing.

Figure 3-9: Housing Types by Units per Block in Port Townsend

Housing Types	Description	Units per Block Allowed in 2025 Zoning
Single-Family Detached Homes	These are stand-alone homes typically built on individual lots. They are the most common housing type in Port Townsend. While single-family homes remain an important option for many residents, they are often among the least affordable and least land-efficient forms of housing.	The permitted density of single-family detached houses ranges from 4 to 60 units per 40,000 sf. depending on zone district.
Accessory Dwelling Units (ADUs)	ADUs are smaller, secondary homes located on the same lot as a primary residence. They can be built above garages, within the main dwelling as a separate unit, in basements, or as detached cottages in backyards. ADUs offer a way to create density while maintaining the streetscape and buildings of existing neighborhoods. They are especially useful for multigenerational families, renters seeking more affordable options, or homeowners looking to offset mortgage costs. Port Townsend allows up to two ADUs on each single-family lot.	Two ADUs are allowed per lot with a single-family home, equivalent to a density ranging from 8 to 32 ADUs per 40,000 sf. depending on zoning district.
Cottage Housing	Cottage housing or cottage courts, also known as pocket neighborhoods or bungalow courts, are small homes clustered around a shared open space, such as a courtyard or garden. Each home is typically detached but built at a smaller scale than a traditional single-family house. These communities often have shared amenities like walkways, seating areas, or common greens, promoting a sense of connection among neighbors.	The permitted density of cottage housing ranges from 8 minimum to 26 maximum cottages per 40,000 sf. depending on zoning district.
Tiny House	Tiny houses are a type of detached single family residence. They have a smaller footprint and floor area than most detached single family residences. Tiny houses are distinct from tiny shelters, which are a temporary accommodation for shelter, emergency housing, or transitional housing, that does not meet the definition of a permanent dwelling unit.	The permitted density of tiny houses ranges from 4 to 60 units per 40,000 sf. depending on zone district.

Duplex (2 Units)	A duplex is a building that contains two separate homes, either side-by-side or stacked one above the other. Duplexes may each have their own underlying lot or be built on a single lot. From the street, many duplexes look similar in size and scale to a single-family home, but they provide housing for two households instead of one.	Like detached single family residences, each duplex requires its own underlying unit. The permitted density of duplexes ranges from 4 to 80 units per 40,000 square sf. depending on zoning district.
Triplex (3 Units)	A triplex is a building that contains three separate homes within a single structure. These homes can be arranged side-by-side, stacked vertically, or in a combination of layouts, depending on the lot and design. Triplexes are only slightly larger than duplexes and can often blend into the neighborhood without appearing out of scale.	Like detached single family residences, each triplex requires its own underlying unit. The permitted density of triplexes ranges from 4 to 80 units per 40,000 sf. depending on zoning district
Fourplex (4 Units)	A fourplex is a residential building that contains four separate homes, typically with individual entrances and shared walls or floors, on either a single lot or sometimes with each unit having its own lot. Like duplexes and triplexes, fourplexes can be designed to fit into the scale of existing neighborhoods, often resembling a large house from the street.	Like detached single family residences, each fourplexes requires its own underlying unit. The permitted density of fourplexes ranges from 4 to 80 units per 40,000 sf. depending on zoning district.
Townhomes or Row Housing	Townhomes (also called rowhouses) are attached homes that share one or two walls with neighboring units but have their own private entrances and typically include multiple stories. Each townhouse has its own underlying lot. Each townhome is a separate residence, often with a small yard, porch, or garage, offering a blend of single-family living and compact urban form.	Like detached single family residences, each townhouse requires its own underlying unit. The permitted density of townhouses ranges from 4 to 100 units per 40,000 sf. depending on zoning district.

Courtyard Apartments (7–18 Units)	Courtyard apartments are small-scale apartment buildings, typically one or two stories, that are arranged around a shared outdoor space such as a garden, patio, or central courtyard. Each unit generally has its own entry from the courtyard, creating a sense of privacy and community that feels more personal than apartment complexes without shared space.	The permitted density of apartments ranges from 8 to 80 units per 40,000 sf. depending on zoning district.
Small Multiplex (5–9 Units)	A small multiplex is a residential building containing five to nine separate units, typically within two to three stories. These buildings can be designed to resemble large homes or blend into the architectural fabric of existing neighborhoods. Units may share hallways, courtyards, or common entries, and often include a mix of rental or ownership opportunities. These may also be configured as “stacked flats,” where each unit occupies an entire floor.	The permitted density of apartments ranges from 8 to 100 units per 40,000 sf. depending on zoning district.
Medium Multiplex (10–18 Units)	A medium multiplex includes ten to eighteen units in a single building or group of buildings on a shared lot. These structures are typically two to three stories tall and can include features like shared courtyards, internal hallways, or balconies. With thoughtful design, medium multiplexes can still reflect the scale of surrounding residential areas.	The permitted density of apartments ranges from 8 to 100 units per 40,000 sf. depending on zoning district.
Large Multiplex (19 Units and above)	Large multiplexes are typically apartment buildings located on a single lot or within a larger apartment complex. Large multiplexes are usually three to six stories. These housing types play a vital role in offering higher density living options in urban areas, helping communities accommodate more residents efficiently while making the best use of available land.	The permitted density of apartments ranges from 8 to 100 units per 40,000 sf. depending on zoning district.
Mixed-Use Residential	Mixed-use housing combines residential units with commercial, or office uses in the same building, typically with housing above shops, restaurants, or services. This approach supports walkability, adds vitality to commercial areas, and efficiently uses existing infrastructure. Mixed-use housing is common in Downtown and Uptown Port Townsend. These areas, neighborhood centers and other key corridors are ideal places to encourage this type of development.	The permitted density of apartments ranges from 0 to 100 units per 40,000 sf. depending on zoning district.

Live-Work Units	<p>Live-work units are flexible spaces combining a residence and a workspace within the same building. These units typically include a ground-floor workspace (such as a studio, office, or small storefront) with a home located above or behind it. Live-work housing is especially well-suited to small business owners, artists, and others who want to reduce commute time and operate from home.</p>	<p>The permitted density of apartments ranges from 8 to 100 units per 40,000 sf. depending on zoning district.</p>
Specialized and Supportive Housing	<p>Some residents may need housing with on-site services, including permanent supportive housing, senior housing, or transitional housing for people experiencing homelessness. These options provide critical stability and dignity for community members who are most in need, and they contribute to the city's commitment to equity and housing for all.</p>	<p>The permitted density of apartments ranges from 8 to 100 units per 40,000 sf. depending on zoning district</p>

Figure 3-10: Illustration of Housing Types in Port Townsend



Source: SCJ Alliance.

Challenges and Barriers

Identifying challenges and barriers to housing production is a critical first step to effectively plan for future growth and mitigate rising housing costs. By systematically diagnosing what is preventing new and affordable units from being built, the City can move from reactive policymaking to proactive, targeted interventions. Understanding these barriers allows the City to develop a data-driven strategy that aligns its long-term growth objectives with the immediate need for more affordable housing options.

A range of challenges and barriers hinder the production of affordable housing for all income levels, particularly in communities like Port Townsend where demand is high, land is limited, and construction costs are high. These barriers can be categorized into regulatory, financial, and market-driven issues, which collectively slow development and increase costs.

Housing Production Barriers

Housing production barriers increase costs by creating a market where demand outpaces supply and by adding significant time and expense to the development process. Restrictive land use and zoning regulations limit both where new housing can be built and the types of housing that are permissible, which directly constrains overall supply. For instance, policies that prioritize single-family homes or mandate large lot sizes artificially increase housing costs, particularly in high-demand areas. Additionally, regulations such as minimum parking requirements force developers to spend tens of thousands of dollars per parking space in urban settings, an expense ultimately passed on to the buyer or renter. The effect of these regulations is to reduce density and limit housing options, thereby driving up prices for everyone.

Costs are also inflated by expenses related to construction and financing. Ongoing shortages of skilled labor result in higher wages and slow down projects, while volatile material costs stemming from inflation, tariffs, or supply chain issues are passed directly to buyers. Higher interest rates make it more expensive for developers to secure capital, and that cost is also reflected in higher sales prices and rents. All these intertwined factors contribute to a housing market where production is hindered, and costs are perpetually pushed upward.

High Construction Costs

High construction costs pose a significant challenge to developing low-income housing. Rising prices for construction materials and labor, combined with the increasing costs of land acquisition, often make these projects financially unfeasible for developers. Economic factors, such as inflation and supply chain disruptions, further exacerbate the issue by driving up the prices of essential building materials. Construction costs and supply chain disruptions are more common in Port Townsend than in other regions because of the city's geographic isolation. Many construction workers cannot afford to live in Port Townsend, meaning that developers must pay for transport and even house workers for the duration of construction.

Zoning Regulations

Zoning regulations and land-use policies can also create barriers to affordable housing production. Historically, Port Townsend's regulations have aided some forms of income-restricted affordable housing while hindering others.

For example, some multifamily housing forms are frequently cheaper per unit to construct, making it a more achievable option for affordable housing serving households earning less than 80% of AMI. However, Port Townsend's development regulations have historically limited density, building heights, and locations where this housing could be built. Planned Unit Developments traditionally offered contractual zoning approvals in order to innovate beyond code allowances; however, the PUD process locks in what can be developed for years, and can establish boundaries that prevent incremental housing development in the future. The PUD process is also a long and arduous layer to the subdivision review and approval. These regulations can restrict available land for low-income housing.

Permitting Process

The complex permitting processes add another layer of difficulty. Developers often encounter delays due to the need to obtain approvals from multiple government agencies, which can increase project costs and deter investment in affordable housing, particularly for developments serving lower-income households. Local affordable and market-rate housing developers have shared that unpredictable permitting timelines are a primary concern for them when considering a development. Simplifying permitting processes could help mitigate these challenges.

Gap in Funding for Affordable Housing

Port Townsend, Jefferson County, and the state of Washington provide funds subsidizing the construction of affordable housing. However, there is a shortfall between the funding available and the funding needed to meet projected housing needs by income band. Using the methodology in Commerce's Guidance for Updating Your Housing Element, Port Townsend needs an additional 1,403 housing units to serve 0-80% AMI; will be needed for this income group. This is 70 units per year that must be built over the 20-year planning period. The average affordable housing production in the City has been 13 affordable units per year built. This is a net increase of 57 units per year that will additionally need to be built.

Using the statewide cost per unit of \$307,407 per unit, this means that subsidy of \$17.5 million per year will be needed to construct these affordable units. Over the planning period, an inflation rate per year of four percent results in a total funding need of \$521 million. By comparison, the City's Evans Vista Neighborhood pro forma estimates a gap of \$177,000 per multifamily unit for a mixed income neighborhood. The subsidy gap based on these numbers is \$5.7 million per year, which is \$170 million over the 20-year planning period.



Financing

Financing is another critical barrier. Many developers struggle to secure funding for low-income housing projects because traditional lenders often view these developments as higher risk. This can limit the availability of necessary capital, making it difficult for developers to proceed.

Financing and interest rates significantly affect the cost of housing by impacting affordability, influencing demand and supply, and altering the financial calculations of both homebuyers and developers. When interest rates increase, borrowing money becomes more expensive, directly translating into higher mortgage rates. For prospective homebuyers this means higher monthly payments for the same loan amount, which effectively reduces their purchasing power and makes homeownership less affordable, pricing many out of the market.

The impact also extends to existing homeowners as well, creating a “lock-in-effect” when rates are high. Many homeowners who secured low, fixed-rate mortgages in previous years become hesitant to sell and move, as doing so would mean trading their current affordable loan for a significantly higher-rate mortgage. This reluctance to sell constrains the supply of existing homes on the market, which can keep home prices elevated despite a drop in overall demand.

Furthermore, rising interest rates affect the supply of new housing by increasing costs for developers. The expense of construction loans and other project financing increases, which can tighten profit margins and lead to delays or cancellations of new construction projects. As fewer new homes are built, the existing housing shortage is exacerbated, which can offset the cooling effect of higher rates on home prices. In contrast, when interest rates decrease, borrowing becomes more affordable for both developers and homebuyers. This can stimulate new construction and increase buyer demand, potentially leading to a more competitive market and driving up home prices.

The combination of higher borrowing costs for buyers and developers, reduced purchasing power, and constricted supply from existing homeowners and new construction all contribute to increased housing costs. This results in an altered housing market landscape where fewer people can afford to buy and supply struggles to keep up with demand.

Addressing Barriers

To address these barriers, several potential solutions can be considered. Government subsidies can help offset high construction costs. Subsidies can include support for funding infrastructure for these projects, addressing the high cost of installing infrastructure in Port Townsend. Allowing higher-density and more flexible unit types supports building lower-cost, more affordable units. A related option is inclusionary zoning policies that require that a percentage of all new multi-unit developments be affordable. Streamlining the permitting process through one-stop shops or fast-track approvals can encourage development. Additionally, public-private partnerships can leverage resources and share risks, and expanding tax credit programs, such as the Low-Income Housing Tax Credit (LIHTC), can attract more investors to low-income housing projects. Actively engaging with community members during the planning process can also help address concerns and foster support for housing projects that are affordable to households earning 80% AMI or below.

Other Housing Challenges

In addition to the barriers people face when trying to create affordable housing, Port Townsend also has challenges with existing conditions. These issues include a growing mismatch between housing, jobs, and wages, the lack of multiple key types of housing and shelter, and the condition of existing housing stock. These problems increase precarity for low-income residents, further disrupting the City's social fabric.

Several interconnected factors contribute to the affordable housing crisis, including financial, regulatory, social, and supply-side challenges. High costs are a primary obstacle, with developers facing rising prices for land, construction materials, and labor, which makes it financially unviable to build new lower-income affordable housing without significant subsidies.

An undersupply of housing nationally, partly due to population growth and under-building, intensifies competition and drives up prices, with the most severe shortages impacting those with extremely low incomes. As a result, housing insecurity and homelessness have risen, disproportionately affecting Black, Latinx, and Indigenous communities. The overall effect of these challenges is a diminished supply of affordable housing, which deepens economic inequality and reinforces segregation.

Fast-Rising Housing Prices and Slow-Rising Wages

Housing prices are vastly increasing year over year. While wages are rising, these increases are much more moderate and do not keep pace with increasing housing costs. The mismatch between housing prices and wages creates a profound and increasingly challenging situation in the housing market, leading to a widening gap between the cost of housing and what many households can realistically afford. This dynamic is reducing homeownership rates, increasing the burden on renters, and exacerbating housing insecurity across the country.

When housing prices climb significantly faster than incomes, as has been the trend in many areas, the dream of homeownership becomes increasingly unattainable for a larger portion of the population. Even in circumstances when there are relatively low interest rates, the sheer upfront cost of a down payment and the higher principal on a mortgage become insurmountable hurdles for many working families whose wages have not kept pace. This pushes more people into the rental market, intensifying competition for a limited supply of rental units.

This increased demand in the rental sector then drives up rents, placing a heavy financial strain on those who cannot afford to buy. Households find themselves cost-burdened, leaving less money for other essentials.

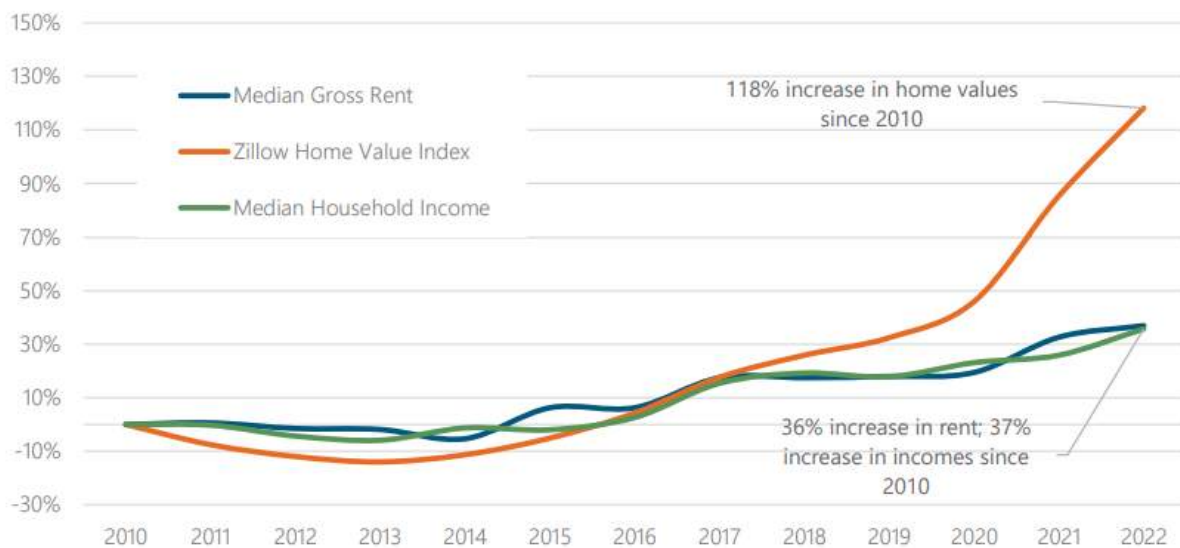
This persistent financial pressure diminishes renters' ability to save for a down payment, trapping them in a cycle of renting that perpetuates the wealth gap between homeowners and non-homeowners.

The combination of rising prices and lower wages also limits the mobility of the workforce. Workers may find themselves unable to afford housing near job centers, leading to longer commutes or forcing them to leave areas with strong job markets. This can hurt local economies by making it difficult for businesses to attract and retain employees, especially in industries where wages are typically lower. Overall, the disconnect between housing costs and income growth creates a less equitable and less stable housing market, with significant consequences for individual financial well-being and broader economic health.

In Port Townsend, many working families, seniors, and young adults are priced out of the market. Even households with moderate incomes struggle to find suitable ownership options in the city. The affordability gap for homeownership has grown even wider, as shown in Figure 3-11 on the next page. A complication not depicted in the graph is that mortgage rates are generally set at time of purchase, so households that bought their units in the past can be more stable than people attempting to buy in more recent years.

Unlike mortgages, rent prices increase annually, making renting more precarious. While incomes and rent values have risen to a similar degree over time, Port Townsend's limited number of rental units mean that many renters still cannot access housing. This indicates displacement of the workforce into less expensive rental units outside of Port Townsend. Additionally, Figure 3-11 does not disaggregate subsidized housing units from the total. Aggregating market-rate and subsidized rentals significantly decreases the displayed increase in overall rental rates and does not capture that market rates have grown substantially beyond the wages of households that rent.

Figure 3-11: Port Townsend Home Value Index, 2010-2022



Sources: 2010-2022 American Community Survey 5-Year Estimates, Table S2503; Zillow Home Value Index.

Jobs to Housing Balance

A healthy jobs-to-housing balance is essential for a robust housing market and economy because it minimizes housing related costs for both individuals and businesses, reduces negative externalities like traffic, and supports a more resilient local community. When a community maintains a balance between the number of jobs available and the availability of suitable housing for its workforce, people can afford to live near where they work. This reduces the time and money workers spend on commuting, leaving them with more disposable income to spend in the local economy. This is particularly important for lower-wage service and retail workers, who are often priced out of expensive urban centers.

A balanced jobs-to-housing ratio helps mitigate the negative environmental and infrastructure impacts associated with long commutes. When workers can live closer to their jobs, it reduces traffic congestion, lowers vehicle emissions, and decreases the demand for new roads and expanded infrastructure. This benefits the entire community through better air quality, reduced traffic noise, and lower public spending on transportation infrastructure. Overall, this balance creates a more equitable, efficient, and sustainable community where both businesses and residents can thrive.

While Port Townsend is an employment center for the Olympic Peninsula, there is still a job-to-housing balance issue. In 2021, more than 37% of Port Townsend’s 5,758 working individuals lived outside of the city. More than 41% of the community’s workforce had jobs outside of Port Townsend. Only 21% both lived and worked in town. This trend will continue to worsen if the housing problem is not addressed.

Figure 3-12: Employer-Household Dynamics in Port Townsend



Source: U.S. Census Bureau Longitudinal Employer-Household Dynamics (LEHD) via Census OnTheMap.

Limited Housing Diversity

Limited housing diversity harms lower-income affordable housing by creating market imbalances that drive up prices for everyone, and it removes housing options specifically designed for people with varying income levels and life circumstances. When a community’s housing stock is dominated by a single type, such as large, expensive single-family homes, it creates a market scarcity that drives up demand and cost across the board. This eliminates less-expensive alternatives like townhomes, duplexes, and small apartment buildings, effectively pricing out a significant portion of the population, including young professionals, service workers, and retirees, who require more modest and affordable housing options.

Furthermore, a lack of housing diversity forces different demographics to compete for the same limited inventory, pushing up prices for starter homes and entry-level rentals as middle-income earners are priced out of larger properties and begin competing with lower-income households. This upward pressure on costs exacerbates the financial burden on low-income residents, making them more likely to be cost-burdened and at higher risk of displacement.

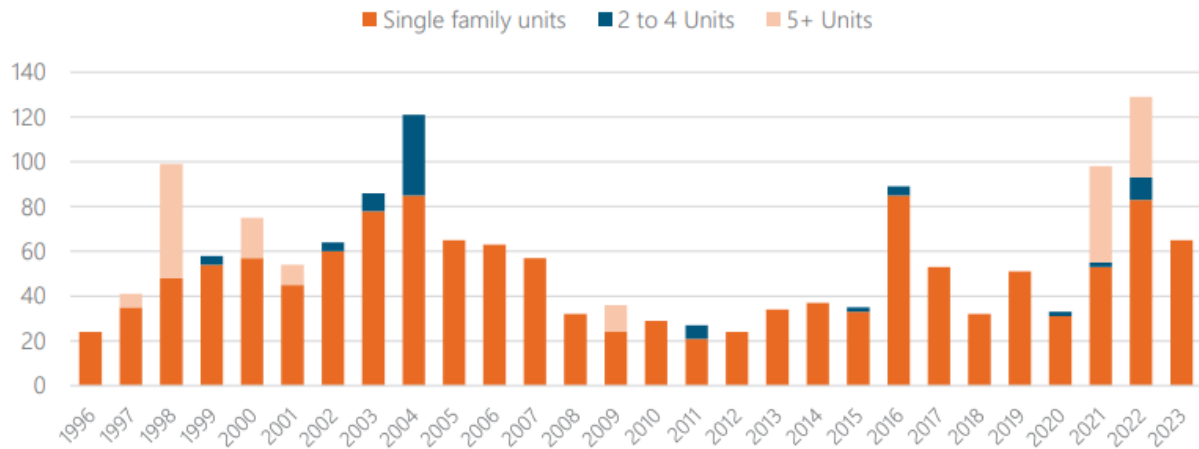
A homogenous housing stock also makes a community more vulnerable to economic downturns, as less diverse housing markets have been found to experience higher rates of foreclosure and sales fluctuations.

Finally, limited housing diversity contributes to economic and social segregation by restricting who can afford to live in certain neighborhoods. It prevents essential workers, including teachers, healthcare professionals, and first responders, from living near their workplaces, increasing commute times and reducing their quality of life. This results in a less vibrant community and a less resilient local economy. By offering a range of housing types, sizes, and price points, a community can accommodate a broader mix of residents, which supports workforce diversity and ensures that a spectrum of housing choices is available to meet the needs of all its members.

Approximately 78% of Port Townsend's housing stock consists of single-family homes. While these homes are an important part of the community's form, this narrow range of housing types does not serve everyone, especially smaller households, first-time buyers, and those looking to downsize. While the trend has historically favored detached single-family homes, multifamily housing has recently made modest gains, which is reflected in recent building permit history, as shown in Figure 3-13 on the following page.



Figure 3-13: Housing Units Permitted in Port Townsend, 1996-2023



Source: U.S. Census Building Permit Survey.

Lack of Multifamily Development

A lack of multifamily development directly harms lower-income affordable housing by restricting supply, increasing land costs, and eliminating more economically diverse housing options. The scarcity created by limiting new multifamily buildings forces a disproportionate share of housing demand onto the existing, and often smaller, housing stock, which drives up prices for everyone, including those seeking affordable units. Lack of diversity forces people with varying income levels to compete for a limited number of housing types, creating a competitive market that consistently pushes housing costs out of reach for lower- and middle-income residents.

Multifamily development is also the most efficient way to increase housing supply and can spread the costs of land and construction over many more units. When land is scarce and expensive, building multiple homes on a single parcel drastically reduces the per-unit cost, which is crucial for creating and preserving affordability. This economy of scale is lost when zoning prevents higher-density housing, forcing all development to be less efficient and more costly.

Furthermore, a lack of multifamily housing often means a community fails to provide suitable housing for its entire workforce. Essential workers, service employees, young professionals, and seniors often need smaller, more affordable units that are typically found in multifamily buildings.

Restricting this type of development can force these individuals to either commute long distances or leave the community entirely, disrupting the local workforce and straining the social fabric.

While multifamily housing alone does not guarantee affordability, its presence is a prerequisite for a healthy, diverse, housing market that can accommodate the needs and incomes of all residents.

City and state codes allow and increasingly support house sharing, boarding houses, and other alternatives to single family units. However, residents share through public comments, City-led focus groups, and nonprofit-led surveys that people's predominant desired housing type is for single family units. While the City cannot regulate what kinds of housing people want or choose, Port Townsend must consider this misalignment between the culture of single-family housing and the need for more housing options.

Very few apartments have been built in Port Townsend over the past 20 years. The construction of West Harbor and Seventh Haven since 2020 were the first apartments in over a decade. This lack of multifamily housing has significantly hampered the rental unit availability. City staff analyzed permitting data and found that the city has approximately 820 multifamily units (5 units or more, excluding condominiums, including assisted care). This represents 13-14% of all housing stock.

Lack of Affordable Housing

Insufficient housing that is affordable to residents earning less than the area median income profoundly damages a community, touching on every aspect from public health and safety to economic stability and social cohesion. When people lack stable housing options, the entire community experiences a cascade of negative consequences that are expensive, complex, and difficult to reverse.

For individuals, the most immediate impact is on health, as the stress and instability of housing insecurity takes a significant toll on physical and mental well-being. Moving to a lower cost of living area does not alleviate these problems, as the individual now has to spend more time commuting back to Port Townsend and less time for life maintenance.

The economic effects are also severe. A community with a housing shortage becomes less attractive to a diverse workforce, as workers cannot afford to live near their jobs. This leads to longer commutes, higher transportation costs, increased greenhouse gas emissions, and increased employee turnover for local businesses, which can stagnate local economic growth.

The community also faces decreased economic activity as cost-burdened households have less discretionary income to spend at local businesses. This can result in lost tax revenue from both property sales and reduced consumer spending, putting further strain on city budgets.

The social fabric of the community also erodes. Housing instability can disrupt social connections and lead to a sense of disengagement and loss of belonging. Without affordable options, people are often displaced from their neighborhoods, losing community connections and forcing them to move away from family and social support networks. This is especially true in places like Port Townsend, where rapidly rising home prices have pushed out many long-term residents.

Ultimately, a lack of housing creates a cycle of poverty and instability that is difficult to escape, undermining the community's overall quality of life. Instead of being a safe and equitable place for everyone, it becomes an environment with growing social stratification, increased crime associated with concentrated poverty, and fewer opportunities for those most in need.

Lack of Emergency Housing

The cascading social consequences of insufficient affordable housing are made worse by the lack of emergency housing.

When individuals who lose their housing cannot access emergency housing, homelessness compounds health problems. Without a safe and clean place to live, individuals are more susceptible to illness, chronic disease, and mental health issues. This places a greater burden on the entire public health system, increasing costs for all taxpayers. Furthermore, a lack of emergency housing forces people onto the streets or into unstable situations, increasing their risk of exposure to violence, extreme weather, and communicable diseases.

The social erosion from housing instability is made worse with the lack of emergency housing. Without emergency housing, residents either become homeless in their community or are displaced to shelters or emergency housing outside their community. Homelessness and displacement both separate people from social support networks and intensify inequitable social stratification.

To support the development of emergency housing and shelters Port Townsend created a new section of its municipal code in 2024, greatly easing the permitting process for establishing emergency housing, day-use emergency shelters and overnight emergency shelters. The code was developed through iterative drafting with local housing service providers and advocates for unhoused people, in both focus groups and public meetings. The resulting code allows shelters or emergency housing in all residential and mixed-use zones, as well as some commercial and manufacturing zones that also allow permanent housing.

The 2025 code update also allows day-use shelters in some public infrastructure zones that also allow community centers. This code had broad support but has not yet been used by applicants.

The City also participates in planning for emergency housing (EH), permanent supportive housing (PSH), and extremely low-income housing (ELH) in cooperation with the County and housing service providers through the Joint City/County Housing Fund Board. The 2025-2030 Homeless and Affordable Housing Services Plan (to be issued in December 2025) provides strategies and actions to address the need for additional EH and PSH housing and affordable rentals.

While the City supports local partners in providing shelter beds and subsidized units, the need for emergency and affordable housing is far greater than the current and planned supply. Some existing subsidized units subsidies are scheduled to expire during the 20-year planning period.

Lack of Affordable Rentals

A lack of affordable housing rentals has a cascading and detrimental effect on the housing market and overall affordability, creating a competitive environment that drives up costs for everyone, not just those with low income. The scarcity of affordable rental units forces households across different income brackets to compete for the same limited inventory, which intensifies demand and pushes rental prices upward. This price increase puts significant financial strain on low-and moderate-income residents, increasing the cost-burden.

The lack of affordable rentals is also the primary structural driver of homelessness. Further, it prevents people from exiting homelessness as there is no permanent housing for them to move into, thereby increasing the need for emergency housing as more and more people are stuck in emergency housing.

Increasing the rental supply is crucial for affordable housing because it directly addresses the fundamental imbalance of supply and demand that drives up costs. In a market where rental units are scarce, competition for available properties intensifies, allowing landlords to raise prices and putting immense pressure on low- and moderate-income households. Expanding the rental supply helps to relieve this pressure by giving residents more choices, which stabilizes or even reduces rent growth across the market.

This increase in rental supply is particularly important for providing suitable housing for diverse populations. Many of these groups require smaller, more affordable, and flexible housing options than what is typically available in a market dominated by single-family homes. By expanding the variety of rental housing, from apartments to townhomes, a community can ensure that a broader spectrum of needs is met.

Rental housing, especially in multifamily formats, is a more efficient use of limited land because it maximizes density and spreads the cost of land and infrastructure across multiple units. Instead of building one single-family home on a large lot, a multifamily structure can house many more families and individuals on the same footprint. This economy of scale drastically reduces the per-unit land cost, which is a significant factor in housing affordability, especially in expensive and land-constrained communities like Port Townsend.

By building up instead of out, multifamily rental housing prevents suburban sprawl, preserving open space, farmland, and environmentally sensitive areas. This compact development pattern also makes existing public infrastructure, such as water, sewers, and roads, more cost-effective. The public cost per resident for utilities and services is lower in denser, multifamily areas compared to low-density, single-family developments that require extensive and more costly infrastructure to serve each home.

The higher density of rental housing also supports a wider range of uses and services within a community. Denser populations can support businesses, public transit, and walkable neighborhoods, which reduces reliance on private vehicles and their associated environmental and economic costs. This concentration of people and services creates a more vibrant and economically resilient community, all while using a fraction of the land that single-family housing requires to accommodate the same number of residents.

Only 13-14% of Port Townsend's housing units are in apartments or other multi-family structures, limiting the supply of rental units that are affordable to households earning below median income. The lack of affordable low-income rentals is the primary driver of displacement, homelessness, and increasing length of time in homelessness.

Aging Housing Stock

Aging housing stock is a critical factor for affordable housing because it represents a finite resource that is simultaneously deteriorating, vulnerable to conversion, and poorly suited for changing resident needs. For Naturally Occurring Affordable Housing (NOAH), which typically consists of older units without government subsidies, the aging process presents a major risk. These properties often require significant and costly repairs, and without a financial safety net, owners may underinvest in maintenance, leading to deteriorating living conditions. This makes the property less desirable and potentially hazardous for residents, which is especially problematic for low-income families who have fewer options.



Photo credits: SCJ Alliance.

Beyond deterioration, aging housing stock is vulnerable to market pressures, particularly in desirable areas.

As property values rise, owners of older, unsubsidized properties face pressure to either raise rents to cover rising operating costs, convert rentals to home ownership, or sell to developers. These developers often demolish the existing units to build new, more expensive market-rate housing, which eliminates a source of affordable housing and displaces low-income residents. The loss of this “naturally occurring” affordability is a major contributor to the growing housing crisis.

Furthermore, an aging housing stock may not meet the evolving needs of residents, particularly older adults and people with disabilities. Many older homes lack accessibility features, such as no-step entries or wide hallways, making them unsafe or impractical for those with mobility challenges. This forces vulnerable populations to seek alternatives in a market with a limited supply of accessible and affordable housing, exacerbating their challenges. Considering the increase in aging housing stock, planning is essential for developing proactive strategies to preserve and maintain these homes, rather than simply focusing on new construction.

A significant portion of the city’s homes are older and may require repairs or upgrades to meet current energy efficiency, accessibility, or safety standards. Without reinvestment, some of this housing may become uninhabitable or unaffordable to maintain. More than a quarter of the housing units are more than 65 years old, compared to 21% in Jefferson County (Figure 3-5).

Displacement and Down-renting

Displacement and down-renting are two distinct but interconnected phenomena that occur within a dynamic housing market, especially one experiencing rapid changes in property values and demographics. Both affect the accessibility and affordability of housing for different segments of the population.

Displacement refers to the involuntary movement of residents from their homes or neighborhoods. This can happen in several ways, often driven by market forces and new development. Direct displacement can occur when a landlord decides to sell a property or redevelop it into higher-cost units, forcing out existing tenants through eviction or non-renewal of leases. Economic displacement, or indirect displacement, happens when rising rents and property taxes make an area unaffordable for existing residents, even if their particular units are not immediately altered. As higher-income residents move into a neighborhood, local amenities and services can shift to cater to them, further increasing costs and creating a sense of cultural displacement for long-time residents, even if they can afford to stay. This involuntary migration often pushes people, particularly lower-income households and people of color, to less expensive areas, frequently away from jobs, social networks, and other crucial services.



Down-renting, in contrast, is an effect that can occur when high-income renters occupy units that are more affordable than those that would typically align with their income level. This can happen when a shortage of moderate-income or high-end housing forces more affluent individuals to compete for and occupy units that would otherwise serve lower- and middle-income residents. For example, if a community fails to produce enough new, market-rate luxury rentals, higher-income tenants who are new to the area may instead rent slightly less expensive, but still high-quality, existing units. This increased competition from higher-income individuals for more modest housing can drive up rental prices in low- and mid-tier units. Consequently, the tenants who previously occupied those units are forced to seek out even less expensive housing options, creating a “downward pressure” on the rental market that ultimately exacerbates the cost burden on the lowest-income residents. The overall effect of down-renting is to intensify the affordability crisis by creating competition for housing at every rung of the rental market.

Long-time residents and especially renters are at risk of being pushed out of their neighborhoods. This includes lower-income households, older adults on fixed incomes, and people working in essential jobs who can no longer afford to live in the community they serve. (See Racially Disparate Impacts Analysis in Appendix XX).

Infrastructure and Land Constraints

Infrastructure and land constraints significantly impede the healthy functioning of the housing market by restricting the ability to increase supply, which drives up costs and limits development.

When a community, like Port Townsend, has limited undeveloped land due to geographic boundaries (e.g., being a peninsula), or regulatory protections (e.g., urban growth boundaries), the scarcity of buildable sites automatically elevates land values. This makes it more expensive for developers to acquire land, a cost that is inevitably passed on to the homebuyers and renters in the form of higher prices. The available land that does exist may also come with unique challenges, such as steep slopes or wetlands, requiring costly mitigation or engineering solutions that further inflate construction costs.

Beyond raw land, the availability and capacity of existing infrastructure play a crucial role. Outdated or insufficient infrastructure – such as inadequate water and sewer lines or limited street capacity – can create bottlenecks for new housing development. Developers may face requirements to upgrade or extend these systems, incurring substantial costs that can add tens of thousands of dollars to each new unit.

The cost and capacity of infrastructure also influence the type of housing that can be built. Connecting low-density, single-family homes to distant infrastructure is often more expensive on a per-unit basis compared to connecting to denser multifamily developments. This can push developers towards building fewer, larger homes that command higher prices to justify the infrastructure investment. Essentially, a lack of suitable land combines with inadequate or costly infrastructure creates an artificial ceiling on housing production, preventing supply from meeting demand and pushing housing prices ever higher, reducing overall affordability within the community.

The 2025 Land Capacity Analysis shows that there is enough land zoned for housing to meet the City's housing targets. However, the infrastructure serving this land is limited. Property owners are responsible for extending infrastructure onto their property, which is very costly. The cost is not feasible for most private individuals, creating a disproportionate impact where new units are only built by people who can afford these steep costs. Port Townsend must carefully consider how to use its existing lots and infrastructure to support new housing without straining public services or compromising environmental goals.

Lack of Local Financial and Building Capacity

A lack of local financial and building capacity has a detrimental effect on the housing market by directly stifling the supply of new homes and affordable units, thereby driving up overall housing costs and hindering a community's ability to respond to housing needs. This creates a vicious cycle where a limited pool of local builders and financial resources struggle to keep pace with demand, especially for more complex and less profitable affordable housing projects.

The financial constraints within a community can limit the availability of subsidies and financing for affordable housing projects. Affordable housing development often requires a complex combination of public funding, tax credits, and private loans to bridge the gap between low rents and high construction costs.

If a local government lacks the capacity to commit funds, or local lenders are unable to provide adequate financing, these critical projects cannot move forward. This places greater pressure on the conventional housing market, as the unmet need for affordable units translates into increased competition for existing stock.

A shortage of building capacity further compounds the problem. A limited number of local builders, especially those with expertise in affordable or specialized housing, can create a bottleneck in production. Smaller or emerging developers, who are often crucial for diversifying housing stock, may lack the financial reserves or connections to navigate complex regulations and extended timelines, a burden larger firms can more easily absorb. The resulting lack of construction keeps supply artificially low, which conflates prices across the market due to the imbalance of supply and demand.

This combination of limited financial resources and an under-resourced building sector creates a fragile housing market that is slow to adapt to changing needs. Communities are less resilient to housing shocks and are less able to produce the variety of housing types, sizes, and price points required by a diverse population. Ultimately, the inability to produce and finance needed housing creates a more expensive and less equitable housing landscape for everyone.

As a small city, Port Townsend does not have the same public, private, or non-profit sectors that larger jurisdictions can work with to cost-effectively finance and build subsidized affordable housing. This means there are not enough subsidized affordable units. This lack of subsidized affordable units disproportionately impacts residents of color and creates racially disparate housing outcomes.

Local builders report construction costs ranging from \$250 per square foot to \$500 per square foot, depending on construction type and level of finish.

This makes it difficult to build new units and to meet affordability targets. By allowing for and incentivizing middle housing types and incremental infill, the City can support the development of local financial and building capacity.

Second Homes and Vacation Homes

Second homes and vacation properties have a significant, and often negative, impact on housing affordability, particularly in desirable areas like Port Townsend. These properties remove housing units from the local market, intensify competition for a limited supply, and drive up both home prices and rental costs.

The proliferation of second and vacation homes reduces the housing supply available to permanent residents, whether for sale or long-term rent. Instead of housing year-round workers and families, these units sit empty for most of the year or are occupied by transient visitors. This withdrawal of housing stock artificially inflates the market by shrinking the number of available options, creating a more competitive environment for those who live and work in the community.

The financial strength of second-home buyers further pressures affordability. These buyers, who are often wealthier than the local populace, can outbid prospective primary residents for properties. They may also pay with cash, bypassing the constraints of mortgage financing that most locals face. This competition effectively prices out many families and individuals, pushing homeownership further out of reach.

Approximately 5% of Port Townsend's 6,023 housing units are not permanent residences, unoccupied for much of the year but still occupying land which might otherwise be dedicated to housing permanent residents.

Equity and Inclusive Housing Needs

Incorporating equity and inclusivity into housing programs is vital because housing is not just a commodity but a fundamental human right, and historical inequities and systemic discrimination have created vastly different housing realities for marginalized communities. A purely market-driven approach that ignores these disparities fails to produce fair and equitable outcomes, perpetuating cycles of poverty and inequality. An equitable and inclusive approach recognizes that different groups have different needs and face different barriers, and it aims to remove those barriers so that all residents have access to safe, affordable, and quality housing.

The importance of equity and inclusive housing needs can be seen in its broad impacts on community well-being and stability. When all residents have equitable access to housing, communities become more diverse and inclusive, which strengthens social cohesion and provides a wider range of cultural and economic experiences.

Addressing equity also requires confronting the long-term, consequences of discriminatory practices, such as redlining and exclusionary zoning, which have historically denied specific groups, especially people of color, access to housing and wealth-building opportunities.

Furthermore, providing housing that meets the specific needs of diverse groups, including accessible housing for people with disabilities and aging seniors, demonstrates a commitment to valuing all community members. This strengthens residents' sense of belonging and agency, fostering a more resilient and engaged community. Ultimately, equitable housing is a cornerstone of economic mobility and overall community prosperity, allowing every resident, regardless of their background, a real opportunity to thrive.

Port Townsend faces a growing need to address the housing challenges experienced by historically underserved and vulnerable populations. Transition-age youth (ages 18–24) and multigenerational households are especially at risk of housing instability. There is also a lack of housing that meets the needs of people with disabilities, including ADA-compliant and universally designed units that allow residents to safely age in place. Equity focused housing is essential to ensure that all community members, regardless of age, identity, or ability, have stable, affordable, and appropriate housing options.

Precarity for Extremely Low-Income Households

Housing precarity for extremely low-income households is a complex and devastating state of housing instability, insecurity, and vulnerability that goes far beyond simply paying too much for rent. For these families, whose incomes are typically at or below the federal poverty level, or households earning roughly 30% of the area median income, housing is characterized by a constant, daily state of uncertainty and struggle. This precarity is caused by a severe, nationwide shortage of affordable housing units and a lack of sufficient federal assistance, forcing millions of the lowest-income renters to face impossible trade-offs between paying for rent and affording other necessities like food, healthcare, and transportation.

Many extremely low-income households find themselves severely cost-burdened, spending more than 50% of their income on rent. This leaves them with alarmingly little disposable income, pushing them to the edge of a financial cliff where a single unexpected expense – a medical emergency, a car accident, or job loss – can trigger an eviction, foreclosure, or homelessness.

This relentless financial pressure creates a toxic, high stress environment that is especially damaging to children, harming their health, educational outcomes, and long-term well-being. The lack of options on the private rental market means that if extremely low-income households find housing at all, it is often substandard, unsafe, or overcrowded.

These properties may expose residents to serious health hazards, compounding the health risks already associated with poverty. Moreover, the constant threat of involuntary relocation, or frequently moving due to unaffordable rent or landlord issues, is a defining feature of this housing precarity. Each move not only disrupts a family's stability and sense of community but also creates lasting negative impacts on children's academic performance and mental health.

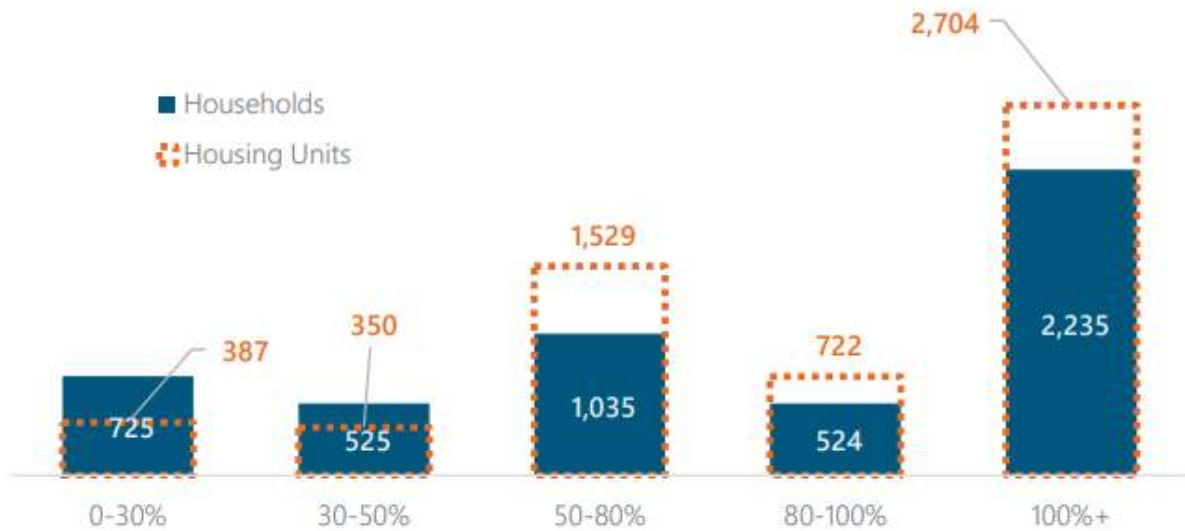
For those who face eviction, the consequences are particularly severe, as a court record can permanently damage a household's chances of securing stable housing in the future, trapping them in a cycle of instability. All these factors combine to create a systemic problem where a huge gap exists between the housing needs of extremely low-income families and the housing options available to them.

Port Townsend recognizes the need to plan for enough housing to serve households earning between 0% to 30%, 30% to 50, 50% to 80% of area median income, and "permanent supportive" and emergency housing for people who are unhoused. Different mechanisms are needed to address housing precarity for each of these income ranges.

Figure 3-14 on the following page compares Port Townsend's 2020 distribution of housing units and income levels as derived from the Washington Department of Commerce Housing Planning for All Tool (HAPT). Per state law, Port Townsend must plan for at least this number of units. While the figure is useful for illustrating state requirements, it does not reflect down-renting and displacement of lower income households that are competing for a limited number of units with higher income households.



Figure 3-14: Comparison of Housing Units and Household Incomes in Port Townsend (2022)



Source: 2016-2020 HUD Comprehensive Housing Affordability Strategy (CHAS), WA Department of Commerce Housing Planning for All Tool (HAPT).

Opportunities for Action

Like in other areas of Washington State and the nation, the lack of local affordable housing supply has devastating ripple effects on families, critical services, our education system, and our local economy. Rapidly rising house prices have driven out individuals and families who have long lived and worked in Port Townsend. Housing is one of five focus areas in the City's Strategic Plan, calling on the City to, "establish systems to support diverse housing options with perpetual affordability."

Identifying specific opportunities to incentivize housing production is important because it allows the City to move beyond simply acknowledging a housing shortage to implementing concrete, tailored, and effective solutions. A generalized approach to incentives may fail to address the specific financial and regulatory hurdles that developers face in a particular market, while a strategic, data-driven approach based on identified opportunities can directly tackle root causes of underproduction. This precision maximizes the impact of City resources and makes it more financially feasible for developers to create affordable units.

Pinpointing these opportunities helps the City tailor incentives to our unique market conditions and development context. By recognizing where and how incentives can be most impactful, the City can deploy its resources efficiently and specifically address the barriers that are most prevalent in our local context. Moreover, a thoughtful analysis of incentives can lead to a more balanced and equitable approach to housing development. Identifying specific opportunities can help communities avoid unintended consequences.

By understanding the full range of tools, the City can develop a multifaceted strategy that supports different types of housing and provides a wider range of housing options for residents. This targeted approach ensures that incentives are not only effective but aligned with the community's broader goals of promoting equity and inclusion.

Ongoing Resources and Partnerships

To support the creation of affordable housing, the City of Port Townsend leverages various local resources, including key partnerships and city-led projects, often relying on coordinated efforts with Jefferson County. The City actively engages with and allocates funds to a network of dedicated housing providers, shelter providers, and service organizations.

Furthermore, the City has strategically used its land-use and regulatory authority to support housing creation. In 2023, the City adopted code amendments to facilitate “Tactical Infill Housing” by removing barriers to Accessory Dwelling Units (ADUs), cottage housing, and small-lot subdivisions, while also becoming one of the first communities in the state to allow Tiny Homes on Wheels (THOWs) as ADUs.

By utilizing grant funding from the Washington State Department of Commerce, the City continues to refine its middle housing policies, investigate remaining barriers, and develop new zoning approaches.

These efforts, combined with ongoing engagement with community groups, ensure that Port Townsend is leveraging a mix of financial, land-use, and collaborative strategies to expand its affordable housing options. This summarizes local resources, including partnerships and City-led projects, the City is and can continue using to support the creation of housing in Port Townsend that is affordable to all residents.

Evans Vista Neighborhood

The City of Port Townsend has acquired 14-acres at Evans Vista to support the development of a new neighborhood. Before acquisition, the City performed initial outreach to housing providers and other housing advocates to gauge interest in the property for a range of housing types and affordability. The project is meant to deliver urgently needed supply and to support affordability needs currently lacking in Port Townsend and to activate the site as part of the area's emerging commercial and business environment.

The Evans Vista Neighborhood is proposed to consist of a diverse array of architectural styles, comprising a total of 321 residential units. This includes sixteen townhouses comprising a total of 31,783 square feet; forty-two walk-up apartments totaling 41,481 square feet; one hundred seven mixed-use apartments aggregating 78,036 square feet; sixty mixed-use apartments with tuck-under parking covering 54,704 square feet; and ninety-four podium apartments amounting to 48,646 square feet. The cumulative building square footage for the proposed development will be 565,663 square feet.

Evans Vista is just south of the Rainier Street roundabout on Sims Way. The property is located inside the Rainier and Upper Sims Way Subarea and is supported by the accompanying plan adopted by City Council in 2019. Situated within the M-C Mixed Light Manufacturing and Commercial District, this project follows local zoning regulations that advocate for a mixed-use environment encompassing manufacturing, industrial functions, office spaces, and multifamily residential development. Such strategic zoning enables the seamless integration of residential and non-residential components, thereby enhancing community connectivity.

The Evans Vista Neighborhood is committed to cultivating a sense of community while providing critical infrastructure and amenities that endorse sustainable and inclusive living practices. It is our conviction that this project will elevate the quality of life for residents and yield positive contributions to the Port Townsend community.



Photo 3: Conceptual rendering of the Evans Vista Neighborhood in Port Townsend, WA.

Affordable Housing and Shelter Partnerships

Providing housing and shelter for those who cannot afford to compete in the market requires individuals, groups, or organizations beyond just the City to participate. While City policy and fiscal strategies can influence the location where housing and shelters can be built, the intensity to which housing can be constructed, or what incentives may apply to decrease infrastructure costs, property tax liability, or permit processing time, more direct involvement by others is necessary in supplying below-market housing.

Partnerships with both nonprofit and private organizations are crucial for affordable housing development. These collaborations combine the strengths and resources of diverse stakeholders, leading to more comprehensive and effective solutions. Nonprofit organizations often have deep local knowledge and strong relationships within the community, allowing them to understand the specific housing needs and challenges faced by residents. This insight helps in designing projects that truly meet community demands.

Partnerships can enhance the sustainability of affordable housing initiatives. Nonprofits frequently focus on providing additional services, such as job training, financial education, and community-building programs, which can significantly improve the overall quality of life for residents.

By integrating these supportive services with housing, the partnership creates an integrated approach that addresses not just the need for shelter but also the broader context of residents' well-being.

Port Townsend has several housing and shelter partners, each of which operates to address unique needs. Some of these groups are becoming increasingly active in housing development and construction. These housing groups include, but are not limited to:

Bayside Housing & Services (BHS)

Bayside Housing and Services aims to strengthen community through housing, advocacy, and human services supporting social and economic independence. BHS provides housing and wrap-around care to individuals and families experiencing homelessness, crisis, and/or trauma in Jefferson County. Bayside operates Pat's Place, which has 12 tiny homes and Starrett House, which has 4 senior living apartments, and a workforce unit that houses 4 working women. They are constructing two apartment complexes. Phase 1 of Vince's Village will have a total of 32 units of permanent supportive housing. Phase 2 will be on the adjacent property and will also have 32 units.

Community Build

Community Build is a volunteer organization that constructs tiny shelters for the cost of materials, providing these shelters to villages run by other housing nonprofit organizations. Community Build has engaged hundreds of volunteers in building over 40 tiny shelters for tiny shelter villages operated by Bayside and OlyCAP. In addition, Community Build has launched a program to build naturally affordable, permittable tiny homes for extremely low- and very low-income households.

Dove House Advocacy Services

Dove House provides emergency shelter, transitional housing, housing assistance, and trauma-informed services to people who have experienced crime, particularly domestic violence, and sexual assault. Currently, Dove House is the only local organization able to shelter families with children.

Habitat for Humanity of East Jefferson County

Habitat for Humanity partners with low to moderate income people in the community to help them build a place they can call home. Habitat homeowners help build their own homes alongside volunteers and pay an affordable mortgage. To date, Habitat has built 60 permanently affordable homes in Port Townsend, with an additional 20 homes in the pipeline.

Housing Fund Board (HFB)

This joint county/city board allocates affordable housing funds from the affordable housing sales tax and other revenue streams, creates and updates the mandatory five-year homelessness response system, and works to comply with statutory requirements and facilitate housing action.

Housing Solutions Network (HSN)

HSN mobilizes community efforts and partnerships to create more affordable housing locally. This includes government advocacy and direct partnerships and education for people considering leasing units to lower-income households.

Jefferson Interfaith Action Coalition

This interfaith group advocates for housing and shelter and hosts the Winter Welcoming Center. The Winter Welcoming Center is a safe space for unsheltered individuals to access essential resources, including heating and cooling stations during winter and summer.

Olympic Community Action Partnership (OlyCAP)

OlyCAP provides essential services like housing resources, food security, and early childhood education throughout Jefferson County. OlyCAP provides housing services including homelessness prevention, rapid rehousing, permanent supportive housing, and shelters. OlyCAP operates 7th Haven, which has 43 units of permanent supportive and affordable housing. Haines Street Cottages provides emergency shelter for homeless families and individuals. Their Caswell Brown is located in the Port Townsend Urban Growth Area (UGA), outside of City limits. Caswell Brown is a temporary supervised shelter tiny home village. Caswell Brown currently has 20 tiny shelters and roughly 20 RVs parked on the premises. OlyCAP also intends to build a congregate shelter offering 31 beds at the site and 8 additional tiny shelters.

Olympic Housing Trust (OHT)

OHT is a grassroots housing provider focused on building and stewarding permanently affordable housing through innovative projects. OHT is Jefferson County's only community housing trust. Dundee Hill Community Homes is OHT's flagship homeownership project in Jefferson County. Born out of a generous donation of land, Dundee Hill offers five permanently affordable townhomes to neighbor an existing community garden, aligning with their commitment to both housing and food resiliency.

OWL360

OWL360 is a nonprofit that offers a range of support to youth and young adults in Jefferson County. They provide housing for young adults ages 18-25 who are unhoused, are at risk of being unhoused, or are fleeing an unsafe environment. Housing includes case management and support with education, employment, mental health, and social well-being. OWL360's housing program has four sites with a mixture of individual dwelling units and group living options, which provided shelter and housing to 23 young people and 3 small children in 2025.

Peninsula Housing Authority (PHA)

PHA is a special purpose government agency providing long-term rental housing, tenant-based rental subsidies and a homeownership housing program in Clallam and Jefferson Counties for low-income, elderly, and disabled residents. Currently, PHA does not have any housing units in Port Townsend.

Community Support

Community engagement is essential for local planning efforts because it produces more effective, equitable, and sustainable outcomes. By involving community members, planners can access invaluable local knowledge about their neighborhoods, including specific challenges, assets, and unique social dynamics that top-down approaches might miss. This diverse input leads to more innovative and practical strategies that are better suited to local conditions.

The participatory approach also empowers marginalized or underrepresented groups, giving them a voice in shaping their environment and helping to address historical inequities. Ultimately, community engagement moves planning from a technical exercise to a collaborative process that creates places that truly reflect and serve the needs and values of the people who call Port Townsend home.

Public input has shown a strong desire for solutions that make housing more accessible and inclusive. There is growing recognition that the status quo is not sustainable, and that innovative approaches are needed to preserve the community's livability.

Community support is vital for effective planning efforts because it helps to create plans that are both higher in quality and more practical. When residents are involved in decision making, they gain a sense of ownership over the final plan, leading to increased community buy-in and acceptance. This investment promotes stronger public support and smoother implementation with fewer conflicts.

Actively including the public in a transparent process builds trust between residents and authorities, which strengthens relationships for future initiatives and increases overall citizen satisfaction with local governance.

Furthermore, meaningful community engagement empowers marginalized and underrepresented groups by giving them a voice in shaping the environment.

This helps address historical injustices and results in more equitable outcomes, where development benefits are distributed more fairly. A wide range of community input also fosters creativity and innovation, leading to more imaginative and robust solutions tailored to local contexts.

Zoning Reform and Land Use Tools

Zoning reform and strategic land use tools are essential for planning for future growth because they shape a community's physical environment to be more adaptable, equitable, and resilient in the face of evolving needs. Instead of relying on outdated regulations that often restrict development and favor sprawl, modernizing tools enable communities to proactively guide growth to achieve specific, forward-looking goals.

For one, reforming restrictive zoning practices, such as eliminating single-family-only zones, allows for diverse housing types like duplexes, townhomes, and accessory dwelling units. This variety increases housing supply, which can improve affordability and address the housing crisis by offering more options for residents at different income levels. These changes prevent the artificial scarcity of homes that outdated zoning regulations often create.



Photo 4: Public engagement on the Comprehensive Plan at the Port Townsend Farmer's Market, summer 2024.

Land use tools also promote efficient development by encouraging denser, mixed-use communities, where residential, commercial, and other services are integrated. This reduces the need for long car commutes, which lowers transportation costs for residents, decreases traffic congestion, and significantly reduces a city's carbon footprint.

Zoning reform is directly related to affordable housing because outdated, restrictive zoning laws are a primary driver of the housing affordability crisis. By artificially limiting the supply and types of housing that can be built, these regulations drive up land and construction costs, making housing more expensive for everyone. Reforming these laws, such as allowing for denser development, can increase the overall housing stock and provide a wider variety of housing options at different price points.

Beyond increasing supply, zoning reform also reduces the costs associated with development. Regulations like strict minimum lot sizes and mandatory parking requirements significantly increase a project's expenses, and those costs are passed on to residents through higher rents or purchasing prices. Reforms can also address historical inequities that have segregated communities and limited access to opportunity for lower-income households.

The regulatory burden to navigate the City's Planned Unit Development code is challenging and inflexible for incremental housing types to be added in later years, such as ADU's, as the land is bound to a PUD development agreement contract. Subdivision and zoning standards that outright enable housing density without complex hearings or development agreement is preferred. By allowing for more diverse housing types and densities in amenity-rich neighborhoods, reform can promote more inclusive communities.

In addition, strategic land use tools, such as transit-oriented development and adaptive reuse, help revitalize urban areas. Building housing and other amenities near transit hubs and converting underused commercial spaces into residential units can breathe new life into struggling urban cores. These strategies support economic growth by creating more vibrant, walkable, and connected neighborhoods. They also allow communities to develop more sustainably by utilizing existing infrastructure and land more efficiently, rather than expanding into natural areas and farmland. Furthermore, zoning reform can be a powerful tool for advancing social equity by reversing the historical legacy of exclusionary zoning that has segregated communities and limited access to opportunity. By creating more inclusive housing options in well-resourced areas, cities can foster more integrated and diverse neighborhoods. Modernizing these tools moves planning toward a future that is more inclusive and equitable for all residents, the characters of the community.

Underutilized Land

Evaluating underutilized land is a critical step for encouraging infill development because it allows planners and developers to identify specific opportunities within an already built environment. By cataloging vacant lots and potentially contaminated brownfields, a community can create a strategic map for growth that revitalizes existing neighborhoods rather than expanding outward. This inventory helps to prioritize sites based on their potential for housing, commercial use, or mixed-use development, ensuring resources are directed toward the most viable and beneficial projects.

Without this assessment, valuable opportunities to strengthen a community from within might be overlooked, leading developers to continue building on the urban fringe.

Infill development is superior to urban sprawl for a host of economic, social, and environmental reasons. Environmentally, infill conserves open space, agricultural land, and natural habitats by directing growth to developed areas. This contrasts with sprawl, which consumes undeveloped land and increases a city's ecological footprint. Infill also minimizes pollution and vehicle emissions by creating denser, more walkable communities that reduce reliance on single occupancy automobiles for transportation. Many infill lots, commercial corridors, nodes, and transitional areas within the city can support housing development that aligns with smart growth principles. Prioritizing development in these areas helps reduce pressure on natural lands and promotes walkability, transit, and neighborhood commercial development.



Photo credits: SCJ Alliance.

Evaluating underutilized land is crucial for affordable housing development because it helps address the high cost of land acquisition, which is a major barrier to creating affordable homes. By making publicly owned underutilized properties – such as vacant lots, old parking lots, or surplus properties – available at a reduced or no cost, cities can significantly lower overall project expenses for developers who commit to building affordable units. This reduced cost structure makes affordable housing projects financially feasible in areas where high land values would otherwise make them impossible. The evaluation process allows communities to strategically identify these public assets, ensuring that land is intentionally matched to areas where the need for affordable housing is great.

Infill development is far more beneficial for affordable housing than sprawl. By utilizing existing infrastructure, cost savings can be reinvested into making the housing more affordable. Infill strategically places affordable homes within established neighborhoods that often have better access to jobs, public transit, and amenities like schools and parks. This improves the quality of life for lower-income residents. Infill can also help diversify a community's housing stock by supporting a variety of housing types, which can be more attainable for lower and moderate-income households.

From an economic perspective, infill is more cost-effective for municipalities because it leverages existing infrastructure like streets, water lines, and sewer systems, avoiding the expensive process of extending these services to the urban periphery. This approach also revitalizes local economies by increasing property values in redeveloped areas and attracting new businesses that benefit from increased foot traffic. Socially, infill promotes a stronger sense of community by filling in gaps in the urban fabric and bringing people closer to services, jobs, and public transit. Conversely, sprawl often creates isolated, low-density areas that are disconnected from the social and economic opportunities of the urban core, which can exacerbate social and economic disparities.

Partnerships and Local Innovation

Partnerships and local innovation are crucial policy objectives for encouraging affordable housing development because they pool complementary resources, overcome systemic barriers, and create context-specific solutions that are more effective and sustainable.

Neither the public nor the private sector can solve the housing crisis alone; collaboration is essential for knitting together public resources and private capital. For example, a city might leverage publicly owned land and grant funding, while a private or non-profit partner brings construction expertise, project management, and private financing to the table.

Multi-stakeholder alliances can reduce development costs, navigate complex regulations, and provide access to resources that would otherwise be out of reach. Furthermore, partnerships allow for the strategic blending of funding from different sources to create more financially viable and sustainable projects. They also build essential community support by engaging various stakeholders, which helps overcome public opposition and ensures new developments align with local needs and priorities.

Local innovation is equally important because it moves beyond conventional, one-size-fits-all approaches to housing, instead of focusing on tailored strategies that fit a community's unique needs. Port Townsend has a rich history of alternative homeownership models, also known as community housing. Other local innovation can include supporting new construction methods like modular or 3D-printed housing, which can significantly reduce building time and costs. Innovation also extends to financial models and finding new ways to leverage existing housing stock. Local governments can foster innovation by creating an enabling environment where new solutions can be piloted, evaluated, and scaled. They can do this by using data to pinpoint needs, streamlining regulatory processes, and championing innovative pilot projects.

By combining local ingenuity with collaborative partnerships, communities can create dynamic and responsive solutions that accelerate the production of affordable housing, revitalize neighborhoods, and promote more equitable and inclusive outcomes. Collaboration with housing providers, nonprofits, community-based organizations, builders, and developers, and local employers can help deliver affordable housing more effectively than market-rate development. The City can also explore creative tools, such as community land trusts, housing authorities, and more code-based affordability incentives to accelerate progress.

Alignment with Regional and State Goals

Alignment with regional and state goals is critical for local planning efforts and affordable housing development because it overcomes fragmentation, leverages greater resources, and tackles housing market dynamics that extend beyond municipal borders. Housing markets are fundamentally regional, with people commuting across jurisdictions for work and seeking affordable options wherever they can find them. If one city restricts new development, housing demand simply spills over into neighboring communities, often pushing prices up across the entire metropolitan area. Regional and state alignment helps correct this by ensuring that all localities are contributing equally to addressing the housing crisis, rather than allowing some areas to perpetuate exclusionary zoning and push the burden onto others. This coordinated effort prevents jurisdictions from working against one another and promotes a more strategic, regional approach that benefits all residents.

Furthermore, aligning with regional and state objectives unlocks essential funding and policy support. States often administer grants and housing trust funds and frequently prioritize funding for projects that advance broader state and regional goals, like Middle Housing. For example, a state might offer financial incentives or tax credits to developers in cities that have streamlined their permitting process or updated their zoning codes to allow for more density near transit hubs. This creates a powerful financial motivator for local governments to overcome political resistance and adopt pro-housing policies.

Port Townsend's efforts can leverage state funding, technical assistance, and housing programs that support cities in meeting the requirements of the Growth Management Act and related housing legislation.

Finally, coordination across jurisdictions leads to more comprehensive and equitable outcomes. A regional approach encourages a more equitable distribution of affordable housing, rather than allowing it to be concentrated in areas with fewer resources, enabling smaller municipalities with limited capacity to address housing challenges more effectively. Regional alignment also ensures that housing strategies are integrated with other critical cross-jurisdictional issues, such as transportation planning and economic development, to create more livable and connected communities. For these reasons, aligning with regional and state housing goals transforms local planning from a potentially insular, siloed activity into a collaborative, well-resourced effort that drives significant progress on affordable housing.

Strong Demand for Aging-in-Place Housing

Port Townsend has the highest average age in the state. Elders and other older community members are engaged in the local housing conversation and have shared an ardent desire to retain independent housing options that are manageable with physical disabilities and other challenges that can increase with age. The City can continue and build on projects that support aging-in-place, such as the ADA compliant tiny house stock plans approved by the City of Port Townsend and Jefferson County.

Port Townsend has an especially pressing need for aging-in-place strategies due to its significantly older demographic. A large portion of its population is nearing or already in retirement. This creates substantial pressure on the city's housing, transportation, and support services. Many homes were built as single-family units, which is a mismatch for the diverse and evolving housing needs of a senior population that may need smaller, more accessible, or multi-generational living arrangements. The limited housing options exacerbate affordability issues, particularly for seniors on fixed incomes, and can make it difficult for adult children to live near and care for their aging parents.

Effective planning efforts are crucial for addressing this demand and ensuring that aging in place is a safe and viable option. This planning involves more than just individual home modifications; it requires a community-wide approach to creating an age-friendly environment. Local planning is essential for ensuring that zoning regulations permit diverse housing types, such as accessory dwelling units (ADUs) or duplexes, which can provide appropriate living arrangements for aging family members or offer rental income. Planning also includes prioritizing infrastructure that supports older adults, such as walkable neighborhoods, accessible public spaces, and convenient transportation options.

By investing in these areas, communities reduce the risk of social isolation and allow seniors to remain active and connected. Without thoughtful planning, communities risk failing to meet the needs of their growing senior populations, leading to increased social isolation, higher healthcare costs, and a decline in overall quality of life for older residents.

Independently Managed Affordable Housing

Independently managed affordable housing, particularly by nonprofit organizations or specialized housing authorities, is necessary for several critical reasons related to quality, stability, and serving vulnerable populations. Unlike for-profit developers who must prioritize financial returns for investors, independent nonprofit entities are mission-driven, focusing on long-term resident well-being and community stability. This commitment ensures that properties are well-maintained over the long term, preventing deferred maintenance and potential decline in quality that can occur when for-profit owners seek to maximize profits or sell properties.

The stability offered by independent management provides residents with a secure living environment and reduces the risk of displacement due to market fluctuations or ownership changes.

Affordable housing property managers bring specialized expertise in navigating the complex financial, regulatory, and social aspects of affordable housing. They are skilled at combining various funding sources, including grants, low-income housing tax credits, and private loans, to make projects financially viable. This expertise is crucial for sustaining the long-term affordability of units and ensuring the financial health of the housing portfolio. A government entity or a small private landlord may lack the specialized skills, consistent funding, and resources to manage these complex properties effectively. Independently managed projects also tend to be better stewards of properties, alleviating the monitoring and enforcement burden on local governments.

Property managers with specialized compliance expertise play a crucial role in managing the complex and stringent requirements of affordable housing. They navigate the intricate landscape of regulations and financing to ensure the long-term affordability and viability of housing projects. This process begins with a deep understanding of the property's specific governing documents, including deed restrictions, affordability covenants, and development agreements, which are legally binding agreements that dictate aspects like maximum rent levels and income limits for tenants.

To manage affordability requirements, these property managers must first meticulously screen potential tenants during the application process to confirm eligibility. This involves a rigorous income verification process, often using multiple sources of documentation such as paystubs, tax returns, bank statements, and government benefit records. Given that many residents have non-traditional or fluctuating incomes, managers must be skilled in gathering and accurately calculating total household income according to the specific rules of the funding program. This is particularly challenging for projects funded by programs like Connecting Housing to Infrastructure Program (CHIP) or the Low-Income Housing Tax Credit (LIHTC) Program, which have highly detailed and strict tenant eligibility rules.



Once a tenant is housed, independent managers conduct ongoing, periodic income verification and reporting to ensure continued compliance during the required affordability period. This process, often referred to as recertification, is required by funding agencies like the U.S. Department of Housing and Urban Development (HUD) and state housing finance commissions. Managers must have robust, secure systems for collecting updated tenant financial information and tracking changes. Failing to properly verify income or housing an over-income resident can lead to severe penalties. These managers must also handle all of the necessary reporting to federal, state, and local regulatory bodies, providing documentation that proves the project is meeting its affordability targets and serving the intended population. This expertise and dedication ensure that affordable housing developments remain compliant for the long term, protecting public investment and preserving a critical housing resource for the community.

Independent management is vital for integrating resident services and fostering a supportive community environment. Many independently managed affordable housing projects, particularly those run by nonprofits, go beyond simply providing shelter. They build in supportive services like health screenings, after-school programs, or financial counseling. They can have a deeper connection to the community and residents, allowing them to provide resources for hard-to-reach populations. This holistic approach recognizes that housing stability is connected to a resident's overall well-being. By integrating property management and services, they can proactively address issues before they escalate, preventing lease violations and evictions and promoting economic mobility. This focus on social support creates stable, thriving communities rather than just housing units.

In addition to professional property managers using their expertise to manage income-restricted affordable housing, some local property owners voluntarily choose to rent their homes at sub-market rates to support the local workforce and community. Port Townsend could explore maintaining a registry of "community landlords" to better understand the number of these units, their impact, and what circumstances make it possible for property owners to provide sub-market housing. Keeping a registry of local property owners who rent properties at sub-market rates to support the local workforce is a beneficial strategy for several reasons including retaining essential workers, enhancing community stability, and promoting economic resilience.

Historic Examples of Creative Housing Options

Port Townsend has a long and established history of alternatives to single-family housing. Boarding houses were common in the Victorian Era, and current regulations are making them more feasible. During the Victorian era, affordable housing in seaport towns like Port Townsend was largely addressed through private, ad-hoc, and sometimes precarious means, rather than through publicly funded or organized projects that we recognize today. In Port Townsend, the 19th century boom-and-bust cycle played a unique role. While ornate Victorian mansions were built for the wealthy, the working-class lived in more modest, less documented housing that was often of poorer quality. The economic downturn meant many grand homes were left to decay rather than being torn down, leaving valuable architectural stock for later preservation, but it also stalled the town's development and created periods of hardship for residents. An important historical example of affordable housing in Port Townsend is the Admiralty Apartments, originally constructed as a hotel in 1928 and later converted into affordable senior housing in 1971, and since renovated. This showcases the creative repurposing of existing structures to meet community needs.

Tracking Progress

Tracking progress with affordable housing initiatives is essential for municipalities to ensure accountability, measure the effectiveness of various strategies, and adapt policies to meet changing community needs. Without monitoring, it is impossible to know if programs are achieving their goals, leading to wasted resources and missed opportunities to provide housing for residents. Tracking allows municipalities to make data-driven decisions, manage implementation, and communicate outcomes transparently to elected officials and the public. A robust tracking system helps identify bottlenecks in the development pipeline and assess whether specific policies are over and underperforming. It also provides tangible evidence of progress, which can help build and maintain public support for housing initiatives. Ultimately, effective tracking creates a feedback loop that helps localities understand what is working and what is not, ensuring housing strategies remain responsive and relevant over time.

This is essential to achieve housing goals, but difficult to implement. To track progress, municipalities can establish clear, measurable goals and utilize several methods. Beyond simply counting units, which is important to track, municipalities must also track program outcomes to gauge the initiative's broader impact on residents' lives, looking at metrics like changes in residents' income, neighborhood revitalization, and housing stability.

The Growth Management Act (GMA) in Washington State requires municipalities to track progress toward accommodating affordable housing through the development and implementation of the comprehensive plan. The tracking is primarily done through specific periodic reporting and evaluation processes that assess a municipality's compliance with its plan and state law. As part of the periodic updates required by the GMA, typically every ten years, municipalities must review their progress and evaluate the effectiveness of our plans and regulations. Overall, the GMA's tracking and reporting mechanism is intended to ensure that local governments are not only planning for affordable housing but are also following through with their commitment and adjusting their strategies as needed to achieve their housing goals.

Local and State Regulatory Tools

To truly grasp the complexities of Port Townsend's housing regulatory landscape, one must recognize that it is not shaped by a single jurisdiction but is the product of an interconnected system of city, county, and state policies, all of which are orchestrated by Washington's Growth Management Act (GMA). The GMA provides the overarching legal framework that requires cities and counties to plan for future growth in a coordinated manner, preventing the kind of unmanaged sprawl that is costly and unsustainable. At the state level, the Department of Commerce provides guidance, grant funding, and reviews plans to ensure they are compliant with GMA goals, which have been strengthened by recent legislation like HB 1220 to require planning for a full range of housing types for all income levels and addressing potential equity issues. The City's comprehensive plan sets the vision for its future growth, housing, and land use, while development regulations, such as zoning ordinances with height limits, provide the specific rules for implementing that vision.

ADUs and THOWs

The City of Port Townsend has implemented a suite of local measures to expand housing options and increase affordability. Its Comprehensive Plan, particularly the Housing Element, serves as a central guide for land use and development. This element has been updated to align with state requirements (HB 1220), pushing the city to plan for a wider variety of housing types that cater to all income levels and address issues of equity, displacement, and the provision of affordable housing.

The city's Tactical Infill Project is a direct result of this planning, introducing specific zoning amendments that allow for innovative housing solutions like Tiny Homes on Wheels (THOWs) to serve as Accessory Dwelling Units (ADUs), providing a potential pathway to more affordable living spaces. This encourages the development of smaller, more cost-effective units and promotes the integration of residential uses into commercial zones, increasing flexibility and density within existing urban boundaries.

Sales and Use Tax

Port Townsend also engages in collaborative and financial initiatives to address housing shortages. An interlocal agreement with Jefferson County leverages revenue from a real estate document surcharge to fund affordable housing projects and support low-income and homeless families. This is further supplemented by a local sales and use tax (authorized by the state under HB 1590), with the Housing Fund Board allocating the proceeds to bolster affordable and emergency housing. The city does not act alone but partners with local housing providers such as Bayside Housing, Habitat for Humanity, and the Housing Solutions Network, whose input on housing needs and affordability informs city policy through advisory bodies like the Housing Task Force, a subcommittee of the Housing Fund Board.



Photo 5: Tiny Heirloom is an Oregon manufacturer that works with Labor and Industry to ship to Washington State.

Jefferson County's housing policies add another layer to this framework, especially for unincorporated areas. In late 2020, Jefferson County and the City of Port Townsend jointly established a Housing Fund, funded by a 0.1% sales and use tax, to create and preserve affordable and emergency housing. This fund is a critical tool for addressing the area's ongoing housing crisis by providing a consistent local revenue stream.

The fund was made possible by the passage of Washington State Housing Bill 1590. This legislation authorized cities and counties to impose a tax for affordable housing and mental and behavioral health related services. The County and City created the Housing Fund Board (HFB) through an interlocal cooperation agreement to jointly administer the fund and oversee grant decisions. The HFB allocates funds through an annual competitive proposal process.

The affordable housing developed with these funds must serve eligible households with incomes at or below 60% of AMI. This includes specific populations such as veterans, seniors, people with disabilities, and the unhoused. The remaining funds can be used for mental and behavioral health treatment programs and housing related services.

State Level Regulatory Tools

State-level regulatory tools and enabling policies are crucial for encouraging affordable housing production because they can overcome local resistance, provide necessary funding, and create a more favorable and streamlined environment for developers. States can use enabling policies to expand and coordinate financial resources for affordable housing. State-level funds are particularly important for smaller cities and counties that may not receive direct federal funding. States can also streamline the complex financing process by acting as a clearinghouse for multiple funding sources, helping developers navigate the administrative burden of securing capital.

Beyond the city's specific actions, state-level regulatory tools provide a powerful framework. The Growth Management Act (GMA) mandates that local governments plan for and accommodate housing for all economic segments. The state's Residential Landlord-Tenant Act (RLTA) dictates the rights and responsibilities of landlords and tenants, with recent amendments placing a cap on annual rent increases for most rentals. State-authorized financial incentives also play a significant role. The State Housing Trust Fund, administered by the Department of Commerce, provides crucial funding for affordable housing projects. Additionally, the Multi-Family Tax Exemption (MFTE) allows cities to incentivize new multifamily developments by offering temporary property tax relief in exchange for setting aside a percentage of units as affordable.

Housing Development and Preservation

Housing development and preservation are both critical policy objectives for effective affordable housing programs, acting as two sides of the same coin to address the housing crisis. Development focuses on increasing the total supply of housing, while preservation concentrates on protecting and maintaining the affordability of existing units. Since the need for affordable housing far outstrips the rate of new construction, ignoring preservation would result in a net loss of affordable units and undermine progress made through development.

Housing development expands the overall supply, which is necessary to accommodate population growth and reduce market pressure that drives up costs. By financing the creation of new multifamily housing, communities can increase the stock of modern, energy-efficient units that meet current needs. Development is particularly crucial for addressing the severe shortage of housing for extremely low-income households and for creating new affordable options in neighborhoods where they may not have historically existed. Beyond providing shelter, new affordable housing can also be a catalyst for broader economic development by generating jobs, revitalizing neighborhoods, and attracting private investment.

Housing preservation, on the other hand, is a more cost-effective and quicker method of maintaining an affordable housing supply. Preservation efforts involve both extending affordability restrictions on existing subsidized units and acquiring or rehabilitating Naturally Occurring Affordable Housing (NOAH) to prevent it from being converted to market-rate rentals.

By preserving existing housing, communities can prevent the displacement of current tenants, protect established social networks, and maintain economic diversity in neighborhoods. It also builds on prior public investments, leveraging existing infrastructure and reducing the need for costly land acquisition and regulatory battles associated with new construction.

The dual focus on both development and preservation provides a comprehensive strategy for building a stable, equitable, and sufficient housing supply that is affordable and attainable for residents. Attainable housing refers to housing options that are market-rate and financially accessible to moderate- or middle-income households, which typically have incomes ranging from 80% to 120% of AMI. The concept of attainable housing is meant to address the “missing middle” in the housing market – a segment of the population, including many essential workers like teachers, nurses, and firefighters, who earn too much to qualify for traditional affordable housing assistance but not enough to comfortably afford soaring market-rate housing prices. The following are key concepts to help develop and preserve affordable and attainable housing in Port Townsend.

Community Housing

Community housing has the potential to meet housing needs for low- and moderate-income households by providing an alternative form of home ownership to renting and traditional home ownership (for this reason, community housing types are also referred to as “alternative homeownership models”). “Community housing” describes housing with communal aspects, often with a focus on shared spaces and responsibilities and resident involvement. Community housing can be a strategy to achieve affordability.

Community housing or social housing is often provided by non-profit organizations, housing cooperatives, or community-based organizations, such as co-housing groups. Unlike housing provided by for-profit companies, community housing is owned and managed with the goal of providing stability for residents rather than generating a profit.

A key characteristic of community housing is mission-driven ownership in which the housing is owned and managed by mission-driven entities, which use any profits to provide more housing or services to residents. Residents play a direct role in the management and decision-making processes, creating a sense of shared community. The housing is protected from the speculative housing market, often through land trusts, cooperatives, or other legal mechanisms, to ensure it remains affordable for future generations.

Barriers to community housing developments include finding land and financing since many traditional lenders do not have a product available for community housing developments. As community housing developments involve multiple units of housing they are often required to use a more costly and time-intensive planned unit development (PUD) permitting process.

There are many benefits of community housing. Stable housing reduces stress and allows families to allocate more of their income to other essentials like food, healthcare, and savings.

It fosters a sense of community by involving residents in decision-making and helping to create stronger, more engaged neighborhoods. Stable housing is linked to better school performance for children and improves the overall physical and mental health of residents. By providing affordable, permanent housing, this model helps protect vulnerable populations from market fluctuations and strengthens the local economy.

Housing Filtering

Housing filtering is a theory where the natural process of aging and depreciation of existing homes, alongside the construction of new market-rate housing, makes older homes more affordable over time to lower-income households through a chain of residential moves.

Higher-income households move into new and higher-cost homes, vacating older, cheaper ones, which are then occupied by moderate-income households, and so on, down the income scale.

Housing filtering can address down-renting by increasing the availability of affordable housing, improve housing quality, facilitate transitions for households, support economic mobility, and address market inequities.

However, housing filtering is highly dependent on market conditions. In small markets with insufficient housing supply relative to demand like Port Townsend's, higher-income residents often compete for older, more affordable homes instead of waiting for new ones. This increased demand drives up prices for existing properties, which can push lower-income residents out of their homes. This process is known as "reverse filtering" because homes are becoming less affordable over time, instead of more so. This appears to have been the case in Port Townsend over recent years.

On the other hand, an increase in more affordable middle housing options may produce positive filtering effects. For example, by moving into a new townhouse, a middle-income family could free up their previous home for a lower-income household. Housing filtering may also accelerate with more middle housing production, as many Port Townsend seniors are looking to downsize while aging-in-community. Also, studies have shown that filtering works most effectively in rental markets, and middle housing frequently includes rental units like duplexes and multiplexes. Building more rental middle housing can therefore create more affordable rental options for a wider range of incomes.

Incentivize Mid-Rise Apartments

Mid-rise apartment developments can significantly contribute to affordable housing in several ways. First, these types of developments typically offer a higher density of units compared to single-family homes, which allows for more efficient use of land. This increased density can help lower the per-unit cost of construction, making it more feasible for developers to include affordable units within their projects.

Mid-rise apartments often incorporate mixed-use elements, combining residential spaces with retail and community services. This integration can enhance the livability of neighborhoods and increase demand for housing, which can help stabilize property values and provide a broader range of housing options for various income levels.

Furthermore, mid-rise apartments can often be built in urban areas close to public transportation and amenities, making them appealing to lower-income residents who may rely on these services. By providing accessible housing options in desirable locations, mid-rise developments can help address the affordable housing crisis in many communities.

To incentivize private mid-rise apartment development, it is essential to create a favorable environment for developers. This can be achieved through a combination of financial incentives, regulatory adjustments, and community engagement. Financial incentives may include tax breaks, grants, or low-interest loans that reduce the cost burden on developers. Streamlining the permitting process and reducing regulatory hurdles can also encourage development by making it easier and faster to get projects off the ground.

Incentives for mid-rise apartment development can take various forms, aimed at making these projects more financially viable and attractive for developers. Some common incentives include:

Tax Abatements and Credits

Local governments may offer property tax abatements or credits for a specified period, reducing the tax burden on developers and encouraging investment in mid-rise projects. These incentives can be particularly effective in areas needing revitalization.

Low-Interest Loans and Grants

Financial assistance in the form of low-interest loans or grants can help offset construction costs. Governments often collaborate with financial institutions to provide funding options specifically for mid-rise developments.

Density Bonuses

Developers may be allowed to build more units than normally permitted under zoning regulations in exchange for including affordable housing units in their projects. This density bonus can make mid-rise developments more profitable.

Streamlined Permitting Processes

Fast-tracking the permitting and approval process helps reduce the time and costs associated with getting projects underway. Simplifying regulations can attract developers who want to avoid lengthy bureaucratic delays.

Zoning Changes

Local governments can adjust zoning laws to allow for greater density or mixed-use developments. These changes can make it easier for developers to create mid-rise apartments by expanding the types of projects that can be built in specific areas.

Infrastructure Improvements

Governments may invest in infrastructure improvements, such as roads, public transportation, and utilities, to support new developments. This investment can enhance the attractiveness of mid-rise projects and increase developer interest.

Community Development Block Grants (CDBG)

These federal grants can be allocated to local governments to support affordable housing initiatives, including mid-rise apartments, by providing funding for infrastructure, planning, and development costs.

Public-Private Partnerships (PPPs)

Collaborations between government entities and private developers can facilitate mid-rise projects by sharing risks and resources. These partnerships can lead to innovative solutions that benefit both parties and the community.

These incentives, used individually or in combination, can significantly enhance the feasibility and attractiveness of mid-rise apartment developments, ultimately contributing to the availability of affordable housing in communities.

Preservation of Affordable Housing

The preservation of subsidized affordable housing strategies focuses on maintaining and protecting existing affordable housing units that receive government assistance. This is essential for ensuring that low- and moderate-income families have access to stable, affordable living options, especially in the face of rising housing costs and potential gentrification.

One of the primary strategies for preservation involves extending the affordability of existing units. This can be achieved through mechanisms such as renewing contracts for project-based rental assistance, which ensures that properties remain affordable for a designated period. Additionally, implementing policies that require landlords to maintain affordability when properties change ownership helps prevent the displacement of low-income tenants.

Another crucial approach is the rehabilitation and maintenance of existing subsidized housing. Investing in the physical condition of these properties ensures that they remain livable and attractive, which can prevent deterioration and associated costs that might lead to market-rate conversions. This often includes providing funding for repairs and upgrades to meet modern standards while keeping rents affordable.

Local governments and nonprofit organizations also play a vital role in the preservation of subsidized housing through the creation of land trusts and other community-based initiatives. These entities can acquire properties and manage them in a way that prioritizes long-term affordability, thereby reducing the risk of market pressures driving rents up.

Furthermore, tenant protections and advocacy are essential components of preservation strategies. The state legislature can consider laws around rent control, eviction protections, and tenant organizing can empower residents to advocate for their rights and the continuation of subsidies. By fostering community involvement and ensuring that tenants have a voice, these strategies can help maintain stable, affordable housing for those in need.

Finally, leveraging public-private partnerships can enhance the effectiveness of preservation efforts. Collaborations between government entities, private developers, and nonprofit organizations can create innovative financing solutions and approaches to keep subsidized housing accessible while improving its quality.

Overall, the preservation of affordable housing involves a multifaceted approach that combines policy, investment, community engagement, and collaboration to ensure that affordable options remain available to those who need them most.



Photo credits: SCJ Alliance.

Policy Initiatives

This plan outlines the tools, strategies, and priorities to help translate vision into results. From updating development codes and zoning, to investing in infrastructure and supporting partnerships with housing providers, each action taken by the City will shape the community's housing landscape. The plan's policy framework in Chapter 11 details specific housing goals and policies, emphasizing the degree to which the city's housing policy interrelates to land use, transportation, capital facilities, and economic development policy, too. The plan's more housing-specific policy initiatives include:

1. Apply Incentives to Support Housing Construction

Local government code-based incentives support affordable housing construction by altering zoning regulations and development standards to improve a project's financial feasibility. Common incentives include density bonuses, which allow developers to build more units than normally permitted in exchange for setting aside a percentage as affordable. Other regulatory adjustments include reductions in parking requirements, decreased setbacks, and increased height allowances.

Localities also offer faster, streamlined permitting and review processes to reduce a developer's time and carrying costs. By directly linking these regulatory concessions to the provision of affordable units, governments can incentivize developers to increase the affordable housing supply, sometimes requiring it through inclusionary zoning ordinances. The effectiveness of these code changes is determined by local market conditions and the incentive's ability to financially outweigh the developer's costs.

The City will explore financial and regulatory incentives such as additional fee reductions or waivers, expedited permitting, or additional density bonuses to make it easier and more cost effective to build income-restricted housing. Ensure these are available to smaller developments.

2. Support Incremental Development

Many housing developments created by developers in Port Townsend operate on smaller scales than external firms. These projects can create vital housing units through phasing and other tools to build housing incrementally, making the best possible use of local labor and resources instead of relying on external labor and resources for shorter, more intense periods of development. This scale is effective for community housing development as defined in the Opportunities section.

The City can support incremental development for affordable housing by removing regulatory barriers and streamlining processes to facilitate smaller-scale building projects. This approach contrasts with relying solely on large-scale developments and instead enables smaller projects like accessory dwelling units (ADUs), duplexes, and townhouses to be built on existing lots, a concept often called "missing middle housing".

Port Townsend can achieve this by reforming outdated zoning laws that favor only single-family detached homes, which frees up residential land for denser, more diverse housing types. They can also proactively provide infrastructure, reduce or eliminate parking minimums, update building codes to allow for less expensive materials, and offer incentives like fast-tracked permitting. Additionally, we can partner with small-scale builders and use public land strategically to help build these affordable, incremental projects.

3. Expand Permitted Density Ranges

Expanding permitted density ranges encourages affordable housing development by allowing for more efficient use of land, which can lower the per-unit cost of construction. By enabling the development of more units on a given parcel, particularly through "missing middle" housing types like duplexes, townhomes, and smaller multifamily buildings, this policy creates a greater diversity of housing stock and increases overall supply.

This gentle increase in density avoids the need for large, high-rise projects and instead integrates more housing into existing neighborhoods, potentially moderating housing costs over time. In Port Townsend, the City can implement this policy by continuing its work on tactical infill housing, which already involves targeted zoning changes to inspire development. Specific actions include amending the municipal code to allow more accessory dwelling units (ADUs) per lot and exploring reductions in setbacks and parking requirements to facilitate smaller-scale construction.

The City can also refine its subdivision processes and adjust density requirements in its various residential zoning districts to enable more units. To ensure affordability, these density increases can be paired with incentives like the multifamily tax exemption program, potentially requiring affordable units in exchange for development bonuses.

This proposal allows higher residential densities outright, aligning zoning with affordable housing and social equity goals. It addresses past barriers encountered during the "tactical infill" process, where promising code amendments were rejected for exceeding the density limits set in the Comprehensive Plan.

4. Establish Minimum Residential Densities

Establishing minimum residential densities encourages affordable housing by preventing land from being used inefficiently for low-density, suburban-style development, especially in areas with robust infrastructure and transit. By setting a minimum number of units per 40,000 square feet or a minimum floor area ratio, Port Townsend ensures that valuable land is utilized to its full potential, creating more homes and providing a greater variety of housing options at lower per-unit costs. This approach helps combat sprawl and aligns with comprehensive planning goals, particularly in urban centers.

The City of Port Townsend amended the municipal code in 2025 to set minimum unit-per-acre requirements or use a minimum floor area ratio, which has been proposed in infill zoning discussions, to ensure new construction maximizes density. The City could also strategically apply minimum density standards to the Evans Vista property to ensure the planned 100–150 workforce housing units are delivered. Incorporating affordability provisions into these requirements can further ensure that some of the new units are set aside for low- and moderate-income households.

By setting minimum density standards, the City can prevent underutilization of land in key areas, ensuring that new development supports housing goals and promotes walkable, vibrant neighborhoods.

5. Encourage Mixed-Use Development

Encouraging mixed-use development helps create affordable housing by integrating residential units with commercial and community spaces, which can increase overall supply and lower the per-unit cost of development. Mixed-use projects can also use income generated from commercial space to cross-subsidize the creation of affordable residential units, making them more financially viable. These developments efficiently use land, concentrate amenities, and promote walkability, which reduces residents' transportation costs and contributes to overall affordability.

For Port Townsend, implementing this policy can build upon existing mixed-use zoning by shifting away from a density cap based solely on units-per-acre. The City can instead use other bulk and dimensional standards, like building height and setbacks, to provide developers greater flexibility to include more, and therefore often smaller and more affordable, residential units within their mixed-use projects. The City can also offer incentives like density bonuses for including below-market-rate units. Strategic areas for such development include the Evans Vista property and other designated mixed-use zones, aligning these projects with the City's comprehensive plan and revitalization goals.

Supporting mixed-use buildings, those combining housing with shops, services, or offices, can help activate neighborhood nodes, reduce reliance on cars, support economic integration, and increase housing options in amenity rich areas.

6. Permit Residential Uses in Commercial Districts

Permitting residential uses in commercial districts promotes affordable housing by increasing the overall housing supply, particularly in areas with existing infrastructure and services. It does so by expanding the pool of land available for residential development beyond traditional residential zones, making housing more readily available and accessible.

This approach can also reduce per-unit costs for developers and residents by allowing for smaller, denser units, including those over ground-floor commercial spaces. It encourages adaptive reuse of underutilized commercial buildings, which is a cost-effective and sustainable way to add housing.

In Port Townsend, the City can implement this policy by building on its existing mixed-use zoning framework, potentially through targeted amendments to its municipal code. This could involve permitting a wider variety of residential types, such as apartments and smaller units, within commercial and mixed-use areas.

By shifting away from density caps based solely on units-per-acre and using metrics like floor area ratio, the City can give developers more flexibility to design projects that are both efficient and include smaller, more affordable units, as long as they stay within overall building volume limits. To further incentivize affordable housing, the City can offer density bonuses or other code adjustments in exchange for including a share of below-market-rate units within these newly permitted residential spaces.

Allowing residential development in selected commercial zones creates new opportunities for housing in already developed areas, helping the city grow without expanding its urban footprint.

7. Allow Low-intensity Commercial Uses

Allowing low-intensity commercial uses in residential districts encourages affordable housing by increasing the land available for development, which can lower construction costs and promote mixed-use, walkable neighborhoods. By integrating small-scale businesses and services, such as a ground-floor coffee shop with residences above, this policy makes use of existing infrastructure more efficiently and can reduce residents' transportation costs.

In Port Townsend, the City can implement this by expanding and refining its mixed-use zoning, potentially building on the existing "neighborhood commercial" districts. The City can also make use of flexibility in its municipal code, perhaps allowing for smaller, more affordable residential units in these areas by adjusting density metrics away from a strict units-per-acre limit and toward building bulk measurements like floor area ratio, as has been discussed in infill zoning proposals.

This would provide developers greater flexibility to design projects that are both efficient and meet market demand for smaller units, potentially offering incentives for those who commit to including a portion of affordable housing. Such an approach would align with the City's efforts to create vibrant, walkable communities that better serve the housing needs of its residents. Appropriate commercial uses in residential areas support walkability, access to jobs, food, and other resources, and make neighborhoods more connected and vital.

8. Allow Ground Floor Residential

Allowing ground-floor residential uses in commercial districts expands the available land for housing, which helps increase the overall housing supply and potentially moderates housing costs. By permitting residential units, including smaller, more affordable options, in what were previously commercial-only areas, cities can diversify their housing stock and meet different market demands. This policy also supports sustainable, walkable neighborhoods by making efficient use of existing infrastructure, which can help lower transportation costs for residents. Furthermore, it encourages the adaptive reuse of underutilized commercial buildings, providing a cost-effective and environmentally friendly way to add housing.

For the City of Port Townsend, implementation can build on its existing mixed-use zoning framework by amending the municipal code to permit ground-floor residential in commercial and mixed-use areas, particularly in districts where "active frontage" requirements are less critical. The City can also offer incentives like density bonuses to encourage developers to include a share of affordable units within these new ground-floor residential spaces. This approach would align with the City's ongoing efforts to streamline infill development and unlock new opportunities for workforce housing.

Mixed-use centers require a significant number of housing units within a ¼ mile to be self-supportive or attractions to bring people to the district such as the farmers market in Uptown. Reducing the requirement for ground floor commercial, such as allowing ground floor live-work units, helps increase housing supply while reducing the commercial subsidy required for mixed use developments.

9. Create Livable Streetscapes

Well-designed streetscapes, which prioritize pedestrians, cyclists, and transit users, reduce residents' reliance on personal vehicles, thereby cutting transportation costs and improving overall affordability. These improvements foster a sense of community, promote economic vitality, and can justify higher density housing development in key areas.

Improving the public realm along key corridors, through safer crossings, sidewalks, lighting, and landscaping, can make these areas more attractive for new housing and better integrated into the fabric of the city.

Implementing this initiative involves aligning streetscape improvements with the City's comprehensive plan and focusing investments on priority areas. This can include using grants to fund projects that add or upgrade sidewalks, ADA facilities, landscaping, and bike lanes. By incorporating livable streetscape design into development standards, the City can ensure that new construction in areas like the Evans Vista property and other key corridors supports a more connected and sustainable transportation system while enhancing the attractiveness of higher-density housing.

10. Prioritize Extending Capital Facilities

Prioritizing and extending capital facilities encourages affordable housing development by ensuring that necessary public services are available to support new construction in targeted areas. This reduces developers' upfront costs and uncertainty, making projects more financially viable, especially in areas where extending infrastructure might otherwise be cost-prohibitive. By aligning infrastructure investments with affordable housing goals, the City can strategically open up new land for development and direct growth toward desired locations.

This policy can be implemented by formally integrating affordable housing priorities into its capital facilities plan, as required by the Growth Management Act.

For instance, a fee-in-lieu program could be used to voluntarily waive, defer, or pay fees on qualifying affordable housing projects to compensate for infrastructure costs. The City can also continue to seek grants for infrastructure and land acquisition, as it successfully did for the Evans Vista property. By using its capital budget strategically, Port Townsend can make targeted public investments that directly support housing production for all income levels.

Infrastructure investment, such as extending sewer, water, and roads, will be directed toward areas with high potential for housing development, making currently inaccessible land ready for construction. This is supported by the PT Sustainable Streets Plan and PROS Plan, to ensure these properties also have access to social infrastructure.

11. Expand Partnerships

Expanding partnerships encourages affordable housing development by leveraging the specialized expertise, resources, and funding from a diverse array of organizations, including nonprofits, private developers, and regional agencies. This collaborative approach pools resources to overcome challenges like land acquisition, financing, and regulatory hurdles, which often stall projects when pursued by a single entity. Nonprofits, for instance, often bring extensive experience in managing affordable housing and navigating complex funding sources like grants and tax credits, while private developers contribute construction expertise and innovative financing methods.

The City of Port Townsend can implement this by increasing engagement with local existing and potential partners. This includes assessing publicly owned land to offer to mission-aligned developers and leveraging financial resources through the joint City and County Housing Fund Board to support nonprofit projects. By coordinating with these experienced partners, Port Townsend can streamline processes, accelerate development, and ensure long-term affordability for the housing stock that is created.

Supporting and strengthening collaboration with nonprofits that construct and manage affordable housing, particularly permanently affordable housing, will help deliver more affordable housing by leveraging outside funding, land donations, and mission driven development expertise. There may also be opportunities for partnerships with local private businesses to support the creation of workforce housing.

12. Encourage Efficient and Sustainable Development

Encouraging efficient and sustainable development contributes to affordable housing by reducing the long-term costs of homeownership and tenancy. While initial construction costs might be slightly higher, sustainable features such as enhanced insulation, energy-efficient appliances, solar panels, and water-saving fixtures dramatically lower utility bills, making housing more affordable over the life of the building. The use of durable, low-maintenance materials further cuts down on repair and replacement expenses. Sustainable development also reduces environmental impact and improves residents' health through better indoor air quality, which can lead to fewer medical costs.

Port Townsend could offer developers incentives like density bonuses or expedited permitting in exchange for incorporating high-performance, sustainable features, or prioritizing the allocation of local housing funds, like those managed by the joint City and County Housing Fund Board, toward such projects. Education programs for builders and residents on the long-term benefits of green construction can also build capacity and increase demand for these homes. Promoting compact, infill development patterns will reduce infrastructure costs per unit, preserve open space, and support long term fiscal health of the City.

13. Advance Equity in Housing

Advancing equity in housing is crucial for supporting affordable housing development because it directly addresses the systemic barriers that prevent marginalized communities from accessing stable and secure housing. The Racially Disparate Impacts Analysis identified policies and codes that have discriminatory outcomes. By intentionally dismantling discriminatory practices and investing in underserved populations, affordable housing initiatives can be directed toward those most in need. This creates more inclusive communities and can help correct historical injustices in housing and land use.

Port Townsend can use data to track the outcomes of its housing initiatives across different demographics to identify and address disparities in access, ensuring that affordable housing efforts are truly reaching the intended populations. By embedding an equity framework into all its housing strategies, the City can ensure that its affordable housing work is not only increasing supply but also creating a more just and inclusive community.

The City will advance housing equity and prevent displacement by prioritizing the needs of marginalized populations, including BIPOC residents, people with disabilities, immigrants, LGBTQ+ individuals, youth, and the unhoused.

14. Evaluate City-owned Property

Evaluating City-owned property for affordable housing is a policy that capitalizes on the City's existing assets to address housing needs. The strategy involves creating an inventory of all City-controlled land and buildings, identifying parcels that are vacant, underutilized, or no longer serving their original purpose, and assessing them for their suitability for affordable housing development. By making this land available at a discounted rate or for free, the City can significantly lower the land costs for developers, making affordable projects financially viable in areas where market-rate development would be too expensive.

This approach allows cities to directly influence the type of housing built, targeting specific income levels and housing types that align with community needs. In high-cost areas, this is particularly impactful because it provides a direct subsidy without relying solely on private-sector incentives.

This policy can be implemented by formalizing and expanding its current process of inventorying City-owned properties for affordable housing potential, building upon previous efforts to identify suitable parcels. The City can create clear criteria for assessing a property's viability based on factors like zoning, infrastructure access, and environmental suitability, and then prioritize mission-aligned developers, such as non-profits, in the disposition process. A clear process for surplus land, already considered in Port Townsend's policy, can further embed affordable housing priorities into City operations.

The City's successful acquisition of the Evans Vista property through legislative funding serves as a strong precedent for using public land to advance affordable housing goals. The City will evaluate publicly owned land to determine if it is suitable for affordable or workforce housing development.

15. Preserve Available Subsidized Housing

Preserving existing subsidized housing is a critical and cost-effective strategy for supporting affordable housing development, as it maintains the existing supply and prevents displacement, which is often much less expensive than building new units from scratch. Many subsidized properties are at risk of being lost to the private market as affordability requirements or covenants expire, especially in high-demand areas, or due to physical deterioration. Proactive preservation ensures that residents, who are often low-income, can remain in their homes and communities, safeguarding neighborhoods and public investments in infrastructure.

This policy can be implemented through a multi-faceted approach involving strategic partnerships and financial tools. The City can allocate resources for preservation efforts to help non-profits acquire and rehabilitate properties with expiring affordability restrictions. By inventorying existing subsidized housing and monitoring contracts, the City can intervene early, offering incentives like expedited permitting or financial assistance for renovations in exchange for extended affordability commitments from property owners. Existing affordable housing must be maintained and continue being funded.

16. Pursue Funding to Support Housing Production

Pursuing funding to support housing production is a critical affordable housing strategy that enables cities to access the capital needed to finance new construction and preservation projects, especially in cases where market rents alone do not cover development costs. This involves leveraging a diverse range of funding sources, including federal, state, and local programs, to bridge the financial gap and ensure long-term affordability.

For example, local governments and nonprofit housing organizations frequently pursue competitive grants from the Washington State Housing Trust Fund, which is primarily funded through the state's capital budget. These funds can be used for new construction, acquisition, and rehabilitation of affordable rental or homeownership units, and the state often sets aside portions of this funding for specific needs, such as housing for people with developmental disabilities or those experiencing homelessness.

Continually seeking and applying for these funding sources allows the City to direct capital where it is most needed, ensuring that new housing projects align with local priorities and serve low- and moderate-income residents. These efforts, combined with strategic partnerships, enable the City to direct investment toward meeting specific housing goals. State and federal grants have been instrumental in the creation of affordable homeownership. The City will also apply for federal and state funds to support affordable rentals, which are limited in Port Townsend.

17. Expand Multi-Family Tax Exemption (MFTE) Program

Expanding the Multifamily Tax Exemption (MFTE) program improves affordable housing outcomes by motivating developers to increase the overall housing supply, particularly for low- and moderate-income households. The program's core function is to provide property tax exemption on residential improvements, which significantly reduces developers' costs and encourages them to undertake new projects.

For longer exemption periods, developers must set aside a portion of units as income- and rent-restricted, directly increasing the number of affordable homes.

Furthermore, expanding MFTE fosters the creation of mixed-income communities by integrating affordable and market-rate units within the same development, reducing concentrated poverty. The program's expansion to urban centers and transit corridors directs development to strategic areas where people have better access to jobs and services.

Recent legislative changes, such as those in Washington State, also increases program flexibility by allowing for longer exemptions for permanently affordable housing and providing new tools for local jurisdictions. To maximize affordable housing outcomes, local governments must carefully balance the tax revenue cost against the public benefit of new housing, ensure affordability targets are met, and prevent program misuse. Some cities are also streamlining administrative processes for both developers and tenants to enhance program efficiency.

Element Implementation

To turn this housing plan into lasting results, Port Townsend will take a strategic approach grounded in both immediate action and long-term positioning. The action items outlined in the implementation table in Chapter 11 provide specific actions intended to close the housing gap, strengthen relationships with housing partners, and address the community's persistent challenges in housing its residents. Establishing defined milestones will help measure progress, ensure accountability, and sustain momentum as the City works to expand housing options and improve affordability.

Short-Term:

- ◆ To support diverse housing options, the City will update zoning and development codes to allow more middle housing including small and mid-rise apartments throughout the city. Design standards will ensure new housing meets density, is buildable, and works with existing neighborhood scale. Infrastructure assessments will identify barriers to growth. Public and stakeholder engagement will be central to shaping and implementing these housing policies. Allowance of residential uses in commercial zones and vice versa will promote compact infill development and expanded walkable amenities for those living within neighborhoods.

Mid-Term:

- ◆ The City will continue to support middle housing projects, such as Habitat for Humanity's duplexes and cottages, and Olympic Housing Trust's townhomes. It will also partner with nonprofits, land trusts, and local builders to expand affordable and workforce housing, while pursuing funding and incentives from local, state, and federal sources to support these efforts.

The City will also continue its partnership with the Housing Fund Board to implement the Affordable Housing and Homelessness Five Year Plan. The City will continue to work on bringing the Evans Vista Master Plan housing to market through public private partnership. The City will work on identifying potential surplus land for an affordable housing pipeline. The City will identify and create options for permanently affordable housing. In addition, the City will identify and implement anti-displacement strategies, such as exploring options to working with community-based landlords to preserve and support below-market rental opportunities.

Long-Term:

- ◆ The City will regularly monitor housing progress through data on permits, affordability, and neighborhood change, adjusting policies as needed to stay responsive to market conditions and community input. It will also continue identifying and planning for future growth areas that support Port Townsend's goals for equity and inclusion.

By following these steps and celebrating progress along the way, Port Townsend can steadily build a more inclusive and resilient housing future. The path forward will take collaboration across City departments, community organizations, housing developers, and residents, but with shared commitment, the vision outlined in this Plan is entirely within reach. (See Implementation Table in Chapter 11 for schedule and full list of action items).

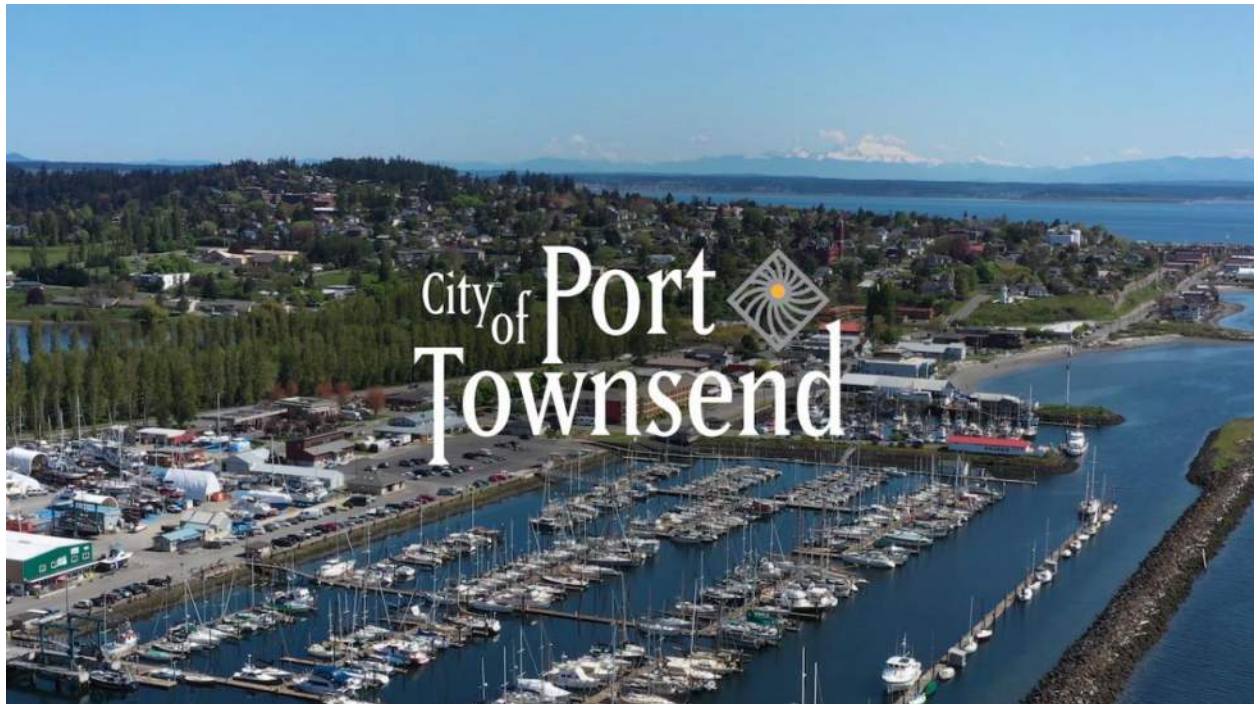


Photo 6: Port of Port Townsend's Boat Haven..



Transportation

Introduction

The Transportation Element provides strategic direction for the development and maintenance of the City's transportation system to align with Port Townsend's land use vision and anticipated growth. This Element guides transportation within Port Townsend city limits and ensures connectivity to areas outside the city, supporting safe transportation for residents, workers, and visitors. This direction acknowledges Port Townsend's role as an attractive residential community, economic hub, and vibrant visitor destination, highlighting the diverse transportation needs associated with these roles with a focus on active transportation and connectivity.

The City's current transportation network is highly impacted by the pre-platted nature of the City dating back to the late 1800s. Boom and bust economic cycles also shaped the transportation network, as street rights of way were planned but not developed or maintained. Most streets were not constructed at the time of platting but instead built as the city developed over a long period of time. This was more haphazard than the initial plans. The 200 ft by 200 ft grided block pattern was platted with a large city in mind. Instead, partially due to economic challenges, Port Townsend developed in rural fashion with many long dead-end roads generally on an as needed basis. The result is poor quality rural roads instead of city streets and many undeveloped right of ways. This form has resulted in narrow streets, poor quality surfacing, lack of sidewalks, lack of drainage facilities, and relatively poor connectivity with a very high maintenance cost tax burden on a per resident basis. This transportation reality has resulted in opportunities to focus on active transportation, narrow and slow streets, open space, and an extensive trail network that utilize the historic platted grid to favor non-motorized connections over the typical city streets.

Aligned with Washington State's Growth Management Act (GMA) requirements, this Transportation Element explicitly addresses multimodal transportation, level of service (LOS) standards—including transit—and assesses traffic growth projections consistent with the City's anticipated population increase, housing goals, and active transportation mode split goals. The Transportation Element also incorporates guidance from the active transportation planning process, emphasizing pedestrian and rolling safety, complete streets, multimodal connectivity, and reducing dependency on single-occupant vehicles. Moreover, resiliency and sustainability are integrated into the planning and design of infrastructure to ensure adaptability in the face of climate change and other evolving conditions.

Through these integrated efforts, the Transportation Element strives for infrastructure maintenance and improvements geared toward adequately addressing current challenges and meeting future mobility needs for all modes and users.

Connecting to Port Townsend 2045

Moving safely through the City is key to reaching the Introduction's vision of Port Townsend as a community valued for:

- ◆ the natural beauty of its surrounding seas, forests and mountains – carefully planning for walkable development reduces pressure to sprawl into undeveloped and natural areas.;
- ◆ the integrity of its ecological functions and its stewardship of the environment – this element partners with and supports plans that protect local ecology;
- ◆ its cultural resources, artistic and craft traditions, and historic architecture and pace and scale of life in a small city – sets plans for ways to use, reuse, and preserve land that holds and hosts these cultural resources;
- ◆ the marine trades, locally-rooted businesses and a resilient economy – housing the local workforce is essential to economic resilience
- ◆ meaningful work, family wage jobs, and affordable housing choices – allow commercial and manufacturing uses that employ Port Townsend residents;
- ◆ multi-generational neighborhoods of differing income levels and life experiences – design the areas and resources to support these neighborhoods;
- ◆ and its creativity, cooperation, resourcefulness and strong community spirit – set a direction for Port Townsend where people can work together.

Context

This Transportation Element is guided by comprehensive state, regional, and local plans, policies, and frameworks, ensuring consistency and coordination across multiple levels of governance. The primary documents and frameworks informing this element include:

- ◆ The Growth Management Act (GMA), which mandates that cities integrate land use and transportation planning closely to ensure efficiency and sustainable growth.
- ◆ The Washington State Transportation Plan, which provides overarching policies, strategies, and priorities to guide statewide transportation decisions and investments.
- ◆ The Peninsula Regional Transportation Planning Organization (PRTPO) Regional Transportation Plan, establishing regional goals and policies applicable to Kitsap, Mason, Clallam, and Jefferson Counties, that focus on regional mobility, connectivity, and multimodal systems.

- ◆ Jefferson County Countywide Planning Policies (CWPP), which emphasize coordinated transportation planning across the county, including transit, roadway standards, airport facilities, level of service (LOS) standards, concurrency management, and Transportation Demand Management (TDM) strategies.
- ◆ WSDOT Olympic Region periodic update guidelines, which provide specific expectations for addressing state transportation facilities, including highways and ferry systems.

In alignment with the GMA, this Transportation Element addresses required elements such as multimodal considerations, updated LOS standards, traffic volume forecasts, strategic infrastructure improvements, funding strategies, and sustainability and resiliency measures.

Growth Management Act Requirements

Port Townsend's Transportation Element has been prepared in accordance with the Washington State Growth Management Act (GMA), codified in RCW 36.70A.070(6). The GMA requires that transportation planning be coordinated with land use to promote efficient growth patterns, reduce vehicle miles traveled, and ensure that necessary infrastructure is provided concurrently with development.

The Growth Management Act outlines key requirements and overarching goals to integrate land use and transportation effectively:

- ◆ **GMA Goal 3** – Transportation: Encourage efficient multimodal transportation systems that will reduce greenhouse gas emissions and per capita vehicle miles traveled, and are based on regional priorities and coordinated with county and city comprehensive plans.
- ◆ **GMA Goal 12** – Public Facilities and Services: Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

Specifically, the GMA requires that Transportation Elements include the following:

- ◆ Inventory of transportation facilities and services, including arterial and transit routes;
- ◆ Level of service (LOS) standards to gauge performance and plan improvements;
- ◆ Traffic forecasts based on projected land use assumptions;
- ◆ Identification of system needs to meet current and future demand;
- ◆ Financing plan, including funding sources for proposed improvements and a discussion of any existing shortfalls;
- ◆ Demand management strategies such as transportation demand management (TDM) policies;
- ◆ Concurrency provisions, ensuring that improvements or strategies are in place to accommodate new development without degrading service below adopted standards;
- ◆ Multimodal planning, including facilities and strategies for non-motorized travel and transit.

The GMA also requires cities to coordinate transportation planning with regional and state agencies to ensure consistency, particularly when major regional corridors like State Route 20 or ferry services are involved. Recent updates to the GMA (e.g., through HB 1181) also elevate the importance of climate mitigation and adaptation, requiring communities to consider the environmental impact of transportation infrastructure and integrate resiliency into long-range planning.

This Transportation Element meets these requirements by providing clear policies, system assessments, project priorities, and funding considerations aligned with both local values and state mandates. It also supports the City's broader goals around equity, climate resilience, economic development, and community livability.

County-Wide Planning Policies (CWPPs)

Jefferson County's Countywide Planning Policies (CWPP), adopted pursuant to the Washington State Growth Management Act, provide a coordinated framework for our local jurisdictions to guide growth, development, and infrastructure planning. These policies support alignment between the County and its cities, including Port Townsend, and promote consistency across comprehensive plan elements—particularly those related to land use, capital facilities, and transportation.

The CWPPs help ensure that transportation systems are integrated, multimodal, and aligned with regional growth strategies. Key CWPPs relevant to this Transportation Element include:

- ◆ **CWPP 3 & 5** – Multimodal and Regional Coordination: Emphasize the development of efficient, multimodal transportation systems that reduce reliance on single-occupant vehicles and promote connectivity across jurisdictions. These policies encourage coordination among cities, the County, Jefferson Transit Authority (JTA), and the Peninsula Regional Transportation Planning Organization (PRTPO).
- ◆ **CWPP 2, 3 & 4** – Capital Facility and Infrastructure Siting: Guide the location and timing of public capital facilities, including transportation infrastructure, to occur primarily within Urban Growth Areas (UGAs), ensuring alignment with growth and land use patterns.
- ◆ **CWPP 5** – Interjurisdictional Collaboration: Promotes cooperative planning between the County and cities for transportation systems that serve both local and regional needs.

How Port Townsend's Transportation Element Supports the CWPPs:

- ◆ Prioritizes multimodal transportation and reduced vehicle dependency through complete streets, transit integration, and active transportation investments (see Sections 3.1–3.3).
- ◆ Coordinates with Jefferson County, JTA, and PRTPO to ensure regional connectivity, consistent planning assumptions, and infrastructure compatibility (see Sections 2 and 3.7).
- ◆ Aligns capital improvement planning with CWPP guidance by focusing transportation investments within UGAs, using locally adopted design standards and land use forecasts.
- ◆ Addresses CWPP goals for fiscal responsibility and concurrency by including strategies for funding, maintenance, and system performance tied to projected growth and development (see Sections 1.1 and 3.6).

Through this alignment, the Transportation Element ensures that Port Townsend’s mobility strategies contribute to a cohesive countywide vision, supporting sustainable growth, equitable access, and long-term infrastructure resilience in partnership with other jurisdictions.

Local Planning

The overall vision for Port Townsend’s Transportation Element is to foster a safe, efficient, resilient, and equitable multimodal transportation network that supports community vitality, economic vibrancy, environmental sustainability, and future growth. The policies and strategies set forth in this element are a result of thirty years of planning coupled with more recent changes in transportation philosophies at a State and National level. This forms the foundation for implementing and updating development standards, maintenance investments, regulations, and capital investments in a number of planning documents shown below:

Plans

- ◆ **2009 Transportation Functional Plan**, focusing on arterial streets and traffic level of service. This plan grossly over estimated traffic volumes and predicted level of service failures on SR20 which have not materialized.
- ◆ **2025 Active Transportation Plan**, formerly called the Non-motorized Plan, updating the Non-Motorized Transportation Plan developed in 1998.
- ◆ **Six-Year Transportation Improvement Program**, adopted annually
- ◆ **Comprehensive Streets Program** (approved 2023), outlining a balance of investment strategies based on needs and desires of the community. Prepared for Transportation Benefit District Tax passed by voters in 2023.
- ◆ **ADA Transition Plan** (2023), a plan for making transportation facilities ADA accessible and compliant
- ◆ **Local Road Safety Plan** (updated every 2 years)

Implementing Regulations

- ◆ Port Townsend Municipal Code, Chapter 12 including rights of way rules and regulations, development requirements, complete streets, concurrency, and urban forestry.
- ◆ Port Townsend Municipal Code, Chapter 17, Zoning
- ◆ Engineering Design Standards, outlining street development standards

System Inventory

The culmination of various city plans provides a comprehensive inventory of Port Townsend’s transportation system, describing the type, location, and condition of the transportation system’s various components. Provided here is a synopsis of the system and the features influencing this plan’s policy development.

Streets and Highways

The following table outlines an inventory of City streets as reported in the 2023 Comprehensive Streets Program.

Figure 4-1: Table of City Streets

Type	Miles	Note
Total Roads	93.37	Excludes Fort Worden nor the Port
Paved Roads	84.09	
Gravel Roads	9.28	
City Maintained Paved Roads	77.89	The City maintains 81 miles of streets and roads. The City also has 31 miles of trails under the management of the City Parks Department.
City Maintained Gravel Roads	3.44	The City maintains 81 miles of streets and roads. The City also has 31 miles of trails under the management of the City Parks Department.
State/Private Maintained Paved Roads	6.20	
Privately Maintained Gravel Roads	0.25	
Non-maintained Gravel Roads	5.60	
Arterials & Collectors	26.80	
City Maintained Arterials & Collectors	23.95	

Freight Corridors

The only official freight corridor is State Route 20 of which Washington State Ferries connects Whidbey Island to Port Townsend via this route. SR20 is a T-3 freight route.

Active Transportation Facilities (Non-Motorized)

Non-motorized facilities include the sidewalk system, bike facilities, and connected routes outlined in the updated Active Transportation Plan. A large trail network in Port Townsend is also available for transportation use, although it does not meet all the standards of the Americans with Disabilities Act. These trails are part of the City's recreational system. The Active Transportation Plan prioritizes connected routes to improve transportation connections and accessibility to clarify the difference between recreational trails and transportation facilities.

Transit

Transit services are provided by Jefferson Transit Authority (JTA) including paratransit, rural transit connections to Clallam County and Kitsap County as well as local city routes. JTA maintains a current route map and periodically updates to provide the best service possible.

Marine

Marine transportation includes the Washington State Ferry connection to Coupeville from Downtown Port Townsend, the Puget Sound Express connection from Point Hudson to Friday Harbor, and other private boating opportunities made possible by the existence of two marinas operated by the Port of Port Townsend. Presently, small cruise ships dock at Union Wharf bolstering the City's tourism industry and providing important sales tax. Boat access is desirable compared to automobile, which strains the highway, ferry, and street system and creates more greenhouse gas emissions through the construction of more highway infrastructure and greater volumes of traffic accessing the Olympic Peninsula. Improving boat access to Port Townsend has been a focus of the marine trades and tourism industry.

Aviation

The closest airport is Jefferson County International Airport located approximately 10 miles from the City limits. Other airports used by residents include Seattle Tacoma International Airport, Everett International Airport, and Bellingham. Airport access to town to serve people flying to the area has been a topic of discussion given that commercial rideshare services, such as Uber, are not available in Port Townsend.

Levels of Service

The Transportation and Capital Facilities Elements include a detailed description of the City's transportation level of service targets and explanation of how they were determined and applied. The Level of Service (LOS) thresholds are used to assess how well a transportation facility is meeting the demand placed on it and to determine if the physical and operational capacity is adequate to serve current and future transportation needs. Traffic Level of Service has historically been measured using an A-to-F rating scale based on a volume-to-capacity ratio. Since GMA requires concurrency, the City historically adopted a LOS standard of D to promote automobile capacity within the arterial street network. This methodology generally results in larger arterial streets, adding more lanes to manage increased traffic volume. The 2025 Periodic Update changes the focus of level of service from traffic mobility to active transportation.

Shifting away from traditional traffic volume-based LOS D is supported by the overall lack of increase, or in many cases a reduction, in traffic volumes on City arterial streets. Previous functional plans and traffic studies, such as the 2009 Transportation Functional Plan, have not identified failure points in the City from a traffic volume standpoint except for intersections along Sims Way. The 2009 functional plan grossly over estimated traffic volumes increases projected for 2026 as compared to 2006 volumes. The City maintained a proactive traffic count program over the years which shows average decreases in traffic volumes on all arterial streets of approximately 1-2% per year on average except on SR20 and Hastings (see *Figure 4-2, Page 125*). The reduction in traffic volumes on city arterial streets may be a result of fewer workforce members living within Port Townsend, as shown by an increasing average age and documented housing affordability challenges. As more workforce members and families with school-aged children move to outlying areas, the commute patterns shift from people driving on arterial streets within Port Townsend to driving in and out of Port Townsend using State Route 19/20 (Sims Way). This is supported by large increases in traffic volumes on SR19/20 (Sims Way) and lower arterial volumes in recent weekday counts. Given that projected traffic volumes have not increased on City arterial streets during the weekdays according to the 2026 projections in the 2009 plan, it is counterproductive to invest limited resources on street improvements that would accommodate greater traffic volumes.

It is noted that weekend traffic during tourist season is often significantly higher by observation and the city's goals do not include making substantial investments for tourism induced traffic demands during this planning period. Prioritizing greater traffic volumes is a planning practice based in highway capacity strategies that are not applicable within Port Townsend. The city's transportation needs are better supported by maintaining key routes and prioritizing transit and active transportation. More detail on updated LOS is in the Policy Initiatives section.

To address concerns on Sims Way, this Periodic Update still supports collaborative efforts to make safety improvements and address the traffic volumes on Sims Way.

Consistent with the GMA, the City developed traffic volume projections for the planning period applying a range of possible outcomes through the three following scenarios:

- ◆ **Scenario 1:** Apply a growth rate of 0.8% to 2025 baseline traffic volumes to reflect population growth per this Comprehensive Plan.
- ◆ **Scenario 2:** Continue growth rates (many negative) of the last 20 years. This is a straight-line projection forward of what has occurred in the past representing continued decline on city arterial streets and conversely, increases on SR20 and Hastings representing a continued trend of displacement based on the current housing crisis.
- ◆ **Scenario 3:** Apply the goals of this Comprehensive Plan to remedy the current housing deficiency (bringing units that allow people to move back into town), include the required growth of units and achieve a mode split of 30% for single occupancy vehicles consistent with Washington State goals. This is calculated by applying the housing unit growth rate of 1.55% to the base line and then subtracting the impacts of a 30% mode split on 74.2% of the vehicles which are single occupancy.

The following table illustrates how the past traffic volume projections did not materialize from 2009 as well as estimates the 2045 traffic volumes for the three scenarios. Based on a comparison of the three scenarios against the 2009 Functional Plan, traffic volumes projected for this planning period are far below levels that would cause congestion even under the previous Level of Service standards of D. The worse case scenario is a continuation of traffic volume decreases on city streets with a corresponding increase on SR20 and Hastings which indicate further displacement of housing units to outside the City Limits.

This transportation element focuses on effectuating scenario 3 which balances city arterial traffic growth projections with growth on roads leading outside of the City limits. Combined with the purposeful level of service standards shift to focus on Active Transportation and to de-emphasize traffic LOS is consistent with direction provided in the WAC and gives the City the greatest opportunity to direct resources to meeting the scenario 3 outcome.



Photo credits: City of Port Townsend.

Figure 4-2: Table Comparing Actual Traffic Counts, 2009 Functional Plan Predicted Traffic Counts, and 2045 Traffic Growth Projection Models

Actual Traffic County Data (Focus Comparison of Recent Counts to 2006 Timeframe)										2009 Functional Plan Predicted vs. Actual		2045 Traffic Growth Projection Models			
LOCATION	Date	ADT Total	Increase (under)	Percentage Inc (Dex)	Number of Years	Ave. Annual Growth Rate	Notes	Functional Plan Projection for 2026	Actual Versus Projection	2025 Baseline Estimate	Scenario 1 Growth Rate (0.8%)	Scenario 2 Continue Past Trends	Scenario 3 Comp. Plan Goals (Aspiration)		
12th: Holcomb and Jackson	5/12/2025	1818	-152	-7.7%	17.9	-0.4%				1,900	2,228	1,743	2,009		
12th: Holcomb and Jackson	6/19/2007	1970						7,800	-89%	4,400	5,160	4,034	4,653		
19th: Hill and Jackson	3/12/2019	4137	-242	-5.8%	12.8	-0.4%									
19th: Hill and Jackson	6/13/2006	4379													
303 Cherry Street	7/9/2021	2199	-50	-2.2%	16.0	-0.1%				2,300	2,697	2,237	2,432		
303 Cherry Street	7/26/2005	2249						1,300	-45%	900	1,055	711	952		
925 49th Street	2/29/2024	895	-233	-20.7%	17.6	-1.2%									
925 49th Street	8/4/2006	1128													
Admiralty: Spruce and San Juan	8/20/2019	1189	-221	-15.7%	12.1	-1.3%		1,950	-64%	1,300	1,525	1,002	1,375		
Admiralty: Spruce and San Juan	7/3/2007	1410						4,600	-100%	2,500	2,932	1,897	2,644		
Cherry Street between G Street and H Street	1/9/2018	2296	-469	-17.0%	12.4	-1.4%									
Cherry Street between G Street and H Street	8/30/2005	2765						4,800	-46%	3,500	4,105	3,004	3,701		
F at Willow	2/5/2018	3288	-320	-8.9%	11.7	-0.8%									
F at Willow	6/12/2006	3608						4,700	-111%	2,400	2,815	2,586	2,538		
Hastings Avenue East of Ivy Street	11/7/2017	2230	91	4.3%	11.4	0.4%									
Hastings Avenue East of Ivy Street	6/23/2006	2139													
Hastings: Gise to Holcomb	2/27/2018	1879	135	7.7%	11.7	0.7%				2,000	2,346	2,283	2,115		
Hastings: Gise to Holcomb	6/30/2006	1744													
Hastings: Sheridan and Hendricks	4/10/2025	3760	828	28.2%	18.8	1.5%				3,800	4,457	5,120	4,018		
Hastings: Sheridan and Hendricks	6/27/2006	2932													
Jackson: south of McKinley	4/10/2025	850	-436	-33.9%	19.7	-1.7%				900	1,055	636	952		
Jackson: south of McKinley	8/9/2005	1286													
Kearney at Garfield	2/6/2018	3818	-669	-14.9%	10.6	-1.4%		8,000	-110%	4,100	4,808	3,091	4,335		
Kearney at Garfield	6/26/2007	4487													
Lawrence: Calhoun and Cass	2/27/2018	3645	-460	-11.2%	11.6	-1.0%				3,900	4,574	3,213	4,124		
Lawrence: Calhoun and Cass	7/18/2006	4105													
Lawrence: Quincy and Madison	5/25/2025	1185	-386	-24.6%	17.9	-1.4%				1,200	1,407	910	1,269		
Lawrence: Quincy and Madison	7/16/2007	1571													
McPherson: 9th and Sims Way	4/25/2025	830	-506	-37.9%	19.9	-1.9%				900	1,055	613	952		
McPherson: 9th and Sims Way	5/25/2005	1336													
San Juan: 22nd and 24th	2/7/2023	2178	-469	-17.7%	16.5	-1.1%	School vs. no school	3,350	-54%	2,300	2,697	1,853	2,432		
San Juan: 22nd and 24th	8/18/2006	2647													
San Juan: Tremont & 37th	1/9/2018	3722	275	8.0%	11.4	0.7%	School vs. no school			4,000	4,691	4,596	4,230		
San Juan: Tremont & 37th	8/1/2006	3447													
San Juan: Woodland and Umatilla	4/25/2025	4999	173	3.6%	17.9	0.2%				5,000	5,864	5,204	5,287		
San Juan: Woodland and Umatilla	6/5/2007	4826													
Sheridan at Hospital	3/6/2023	3844	-1073	-21.8%	15.6	-1.4%		6,550	-70%	4,000	4,691	3,021	4,230		
Sheridan at Hospital	7/16/2007	4917													
Sheridan - 17th	10/28/2019	4782	-81	-1.7%	14.2	-0.1%				4,900	5,747	4,787	5,181		
Sheridan - 17th	8/3/2005	4863													
SR20 at Mill Road	12/30/2017	17000	1150	7.3%	12.0	0.6%		22,100	-30%	18,300	21,462	20,644	19,351		
SR20 at Mill Road	1/1/2006	15850													
SR20 at Kearney	12/30/2017	14000	-450	-3.1%	12.0	-0.3%		17,350	-24%	13,100	17,709	14,335	15,967		
SR 20 at Kearney	1/1/2006	14450													
Walker: Jefferson and Franklin	4/10/2025	813	-271	-25.0%	19.7	-1.3%				900	1,055	697	952		
Walker: Jefferson and Franklin	7/26/2005	1084													
Walnut: North of S Street	5/25/2025	814	-406	-33.3%	19.8	-1.7%				900	1,055	641	952		
Walnut: North of S Street	8/29/2005	1220													
Washington: Pierce and Benton	10/27/2020	2716	-1347	-33.2%	14.3	-2.3%	COVID Impacts			2,900	3,401	1,814	3,066		
Washington: Pierce and Benton	7/11/2006	4063													
Water St at Filmore	7/22/2019	6268	-848	-11.9%	13.0	-0.9%		13,360	-113%	6,600	7,740	5,491	6,979		
Water St at Polk	7/17/2006	7116													

Notes: ADT are estimated from 2009 functional plan by multiplying peak hour by a factor of 10 based on recent traffic counts and industry standards. PT Counts illustrate factor of closer to 11. To determine base line 2025, latest traffic counts were inflated by 0.8% to reflect population growth rate projection in the 2025 Comprehensive Plan.

Notes: ADT are estimated from 2009 functional plan by multiplying peak hour by a factor of 10 based on recent traffic counts and industry standards. PT Counts illustrate factor of closer to 11.

Note: To determine base line 2025, latest traffic counts were inflated by 0.8% to reflect population growth rate projection in the 2025 Comprehensive Plan.

Future Level of Service

Traffic volumes illustrated in Figure 4-2 for the City street system (excluding SR20) under scenario 3 do not degrade level of service in 2045 below levels originally project by the 2009 Functional Plan in 2026. This project justifies the proposed reduction of level of service standard to F for traffic in favor of focusing investments on active transportation.

Applying scenario 3 to SR20 is required to determine whether there will be a level of service impact beyond LOS D to State Highway. Applying Volume-to-Capacity ratio analysis consistent with previous plans, the following table illustrates LOS on SR20 is maintained between the City Limits (Mill Road) and the Ferry Terminal. LOS D is defined by a V/C ration of 0.85 or less by direction. SR 20 is analyzed in two locations as defined by the street configuration. SR20 between the city limits and the Thomas roundabout has a center median and another roundabout at Rainier (formerly Howard). All other intersections are right in right out in this segment. The roadway lane capacity for this character of street is 1,100 veh per hour as identified it the 2009 functional plan. SR 20 between the Thomas roundabout and the Ferry Terminal has a mix of signalized, roundabout and two-way stop-controlled intersections and an estimated lane compacity of approximately 900 vehicles per hour. The City has measured PM Peak Hour Factor consistently above 11 throughout the City and the directional splits are based on the 2009 functional plan modeling. Based on scenario 3 traffic volume projections, the following table illustrates the Volume-to-Capacity ratios are below LOS D threshold of 0.85 for the entire section of SR20 located inside the city limits.

Figure 4-3: 2045 Roadway Volumes vs. Capacities (SR20 Inside City Limits)

2045 Roadway Volumes vs. Capacities (SR20 Inside City Limits)															
				PM Peak Hr Vol. (vph)			Est. Roadway Capacity (vph)			Volume-to-Capacity (V/C) Ratio					
Segment	2045 Volume	PHF	Peak Hr Vol.	WB	EB	Total	WB	EB	Total	WB	EB	Total			
SR 20 Mill Rd. to Thomas St Roundabout	19,350	11.3	1,710	923	787	1,710	1,100	1,100	2,200	0.84	0.72	0.78			
SR 20 Thomas Roundabout to Ferry Term	15,950	11.3	1,410	761	649	1,410	900	900	1,800	0.85	0.72	0.78			

Furthermore, in terms of intersection delay, the highest volume intersection on SR20 is the Mill Road intersection. This intersection has a projected traffic volume of 19,350 under scenario 3. According to 2009 transportation functional plan, this intersection should already be operating with delay exceeding LOS Standards. However, a recent analysis of the intersection for consideration of a roundabout resulted in the existing intersection operating at LOS C based on 2040 projected volumes by WSDOT. The following table was taken from an intersection control evaluation report (SCJ Alliance, 2024) prepared for consideration of a full-scale roundabout.

Figure 4-4: Peak Hour Intersection Operating Conditions - US 20 at Mill Road

Intersection Alternative	AM Peak Hour				PM Peak Hour			
	Base Year 2023		Projected 2040		Base Year 2023		Projected 2040	
	LOS (Delay)	Worst V/C Ratio (Queue)	LOS (Delay)	Worst V/C Ratio (Queue)	LOS (Delay)	Worst V/C Ratio (Queue)	LOS (Delay)	Worst V/C Ratio (Queue)
Existing Traffic Signal Control	B (10.9)	0.81	B (13.3)	0.83	B (11.0)	0.56	C (21.1)	0.93
Compact Roundabout	A (6.1)	0.71 ¹ (192') ¹	A (6.0)	0.67 ² (164') ²	A (6.8)	0.78 ¹ (248') ¹	A (8.0)	0.79 ² (278') ²
Five-legged Roundabout	A (6.1)	0.74 ¹ (209') ¹	A (6.4)	0.66 ² (151') ²	A (7.1)	0.79 ¹ (272') ¹	A (9.3)	0.78 ² (263') ²

1. Southbound Direction
2. Northbound Direction

The results of this analysis shows that the City and WSDOT should continue to partner to install a full-scale roundabout at the Mill Road/SR20/Discovery Road intersection as illustrated below to maintain safety and LOS well below LOS D. This \$10 million dollar investment is included in the Capital Facilities Plan transportation section incorporated by reference. Other improvements along Sims Way focus on non-motorized improvements such as sidewalks and safe pedestrian crossings.



Photo credits: City of Port Townsend.

[illegible]

The City does not have an existing level of service standard for Active Transportation (non-motorized). The current update of the Active Transportation Plan recognizes the proactive work of the City dating back to 1998 to facilitate a focus on development of non-motorized facilities. The current plan also recognizes based on public feedback that the city is largely disconnected from an active transportation standpoint and thus shifts its focus on creating connected routes resulting in the need to develop an Active Transportation Level of Service.

Challenges & Opportunities

The City of Port Townsend faces significant transportation-related challenges and opportunities as it prepares for the next 20 years of growth. Key considerations include accommodating anticipated population growth while respecting Port Townsend's distinctive form, enhancing climate resilience and sustainability, improving multimodal transportation options, and improving transportation within funding constraints. Addressing these needs requires balancing durability, affordability, livability, walkability, accessibility, and safety with infrastructure improvements that align with community values and expectations.

Challenges

Street Network

Port Townsend's street network reflects its historic development pattern—narrow streets, irregular topography, and a mix of urban and rural characteristics. Many streets were built during earlier eras of lower traffic volumes and with minimal investment, resulting in a network that is unique and rural in nature compared to most urban areas. As a result, lack of connectivity, limited pedestrian infrastructure, and substandard pavement conditions can impede access and safety, particularly for non-motorized users and those with mobility challenges.

Pedestrian and Bicycle Infrastructure

The City of Port Townsend aims to enhance pedestrian and bicycle infrastructure to improve connectivity, safety, and accessibility throughout the community. While progress has been made in developing a comprehensive pedestrian and bicycle network created in the 1998 Non-motorized plan, significant gaps remain, particularly along existing arterial and collector streets. These gaps restrict safe, continuous travel between key local and regional destinations, limiting active transportation options.

Transit Access and Availability

The City of Port Townsend recognizes the importance of collaborating with Jefferson Transit Authority (JTA) to enhance transit services and connectivity. Given JTA's role as a rural transit provider serving the broader Jefferson County region, the City faces challenges related to limited bus routes, route frequency, and coverage within the community. Expanding transit service, particularly in terms of frequency and route coverage, is essential for better serving key local destinations such as Fort Worden State Park, employment centers, and commercial hubs.

Parking

The City of Port Townsend continues to experience perceived significant pressure on its street parking infrastructure, particularly within the Downtown and adjacent Uptown residential areas. The historic nature of these districts has resulted in many buildings lacking dedicated parking spaces for employees or visitors, contributing to reliance on limited on-street parking and scarce public parking facilities. This scarcity concern is further intensified during peak visitation, leading to periods of congestion, neighborhood parking spillover, and accessibility challenges. The City developed a 2004 parking management plan which has largely been implemented, excluding charging parking fees. Parking management in the commercial areas continues to be a challenging topic with many competing and often opposing perspectives.

On-street parking in residential areas is currently supported by interim regulations eliminating off-street parking requirements. Challenges to be addressed include creating permanent regulations for off-street parking requirements and developing a sustainable street standard to accommodate increased on-street parking demand in residential areas from a fiscal impact on maintenance in balance with development regulations.

Maintenance of Existing Roads

The City of Port Townsend faces significant challenges in maintaining and preserving its existing roadway infrastructure. Many streets, constructed in earlier decades, are well beyond their useful life., resulting in the urgent need for ongoing maintenance, rehabilitation, and upgrades. Historically, streets were often constructed without adequate structural and surfacing support, resulting in rapid deterioration and frequent maintenance issues. Even recently re-constructed streets require consistent upkeep to protect against future deterioration.

Given these conditions, proactive maintenance and strategic infrastructure investments are critical. However, despite the recent formation of a transportation benefit district and 79% voter approval of a three tenths of one percent increase in sales tax dedicated to transportation infrastructure, current revenue streams have been insufficient to address the growing backlog of roadway maintenance and necessary improvements.

Regional Growth and Connectivity

Port Townsend is integrally linked to the broader regional transportation network through key facilities, including State Route 20, the ferry system, and regional transit services provided by Jefferson Transit Authority (JTA). Maintaining and enhancing regional connectivity presents challenges, particularly given the City's geographic constraints with limited direct access routes. This is particularly problematic as much of Port Townsend's workforce lives outside city limits.

Connectivity is a central concern in emergency planning. Limited direct access routes out of Port Townsend are dangerous in the event of evacuation, as there are very few routes to drive out of the city.

Opportunities

Street Network

Acknowledging the shortcomings of the existing street network the need to strategically improve aging infrastructure is imperative to financial, environmental, and social sustainability of the City.

With an eye toward connectivity and coupled with land use goals, opportunities exist to enhance the network through:

- ◆ Implementation of Complete Streets principles,
- ◆ Implementation of a PT Sustainable Streets plan (circulation map) to create efficient lot access and reduce the amount of streets constructed to preserve open space.
- ◆ Upgrades to stormwater infrastructure in conjunction with street maintenance and improvements,
- ◆ Gap closures in the sidewalk and bicycle network to create connectivity for all ages and abilities,
- ◆ Traffic calming to enhance safety in residential areas.

This Comprehensive Plan builds on the multitude of past and current planning efforts by reinforcing the City's commitment to a multimodal, accessible, and resilient street network. It recognizes the need to prioritize limited funding toward projects that yield the greatest public benefit, reduce long-term maintenance costs, and advance climate, equity, and livability goals. Future improvements will balance local context, community preferences, and funding availability to ensure transportation infrastructure evolves in a way that supports both current and future mobility needs.



Photo credits: City of Port Townsend.

Pedestrian and Bicycle Infrastructure

To address gaps that limit active transportation options, the City will prioritize the completion of missing sidewalk segments and bikeway connections to key locations throughout the City, with a strategic focus on arterials, collector streets, ADA priority routes and connected routes between neighborhoods. Additional efforts will focus on installing enhanced pedestrian safety improvements, particularly along State Route 20, where high traffic volumes create substantial safety challenges and limit comfortable pedestrian movement. Limited funding and the high cost of improvements needed to complete the network will take many years. To manage these improvements on a sustainable budget, the City will strive to implement low cost interim step to create connected routes, utilizing shared streets and improved trails available to most users.

Transit Access and Availability

The City will continue working closely with Jefferson Transit Authority to advocate for increased transit service frequency, expanded route coverage, and improved multimodal connections to transit facilities. The City will also include JTA in planning and review of large-scale developments. Special emphasis will be placed on integrating pedestrian and bicycle networks with transit stops to facilitate safe, convenient, and reliable access. Efforts will also include strategies to increase transit usage among residents, employees, and visitors through improved amenities, outreach programs, and information dissemination. These strategies will collectively enhance mobility, reduce dependence on single-occupant vehicle travel, and align with regional and local sustainability and resiliency goals.

Parking

Addressing perceived commercial area parking pressure requires a balanced approach given many different perspectives on the topic ranging from developing parking garages on one end to removal of street parking or creating pedestrian streets on the other end. Looking forward, the opportunity to address commercial area parking is to develop a comprehensive parking management strategy to build upon the 2004 parking management plan. Given that building parking garages is generally not affordable without a business parking improvement area district funding, efforts should include evaluating opportunities to optimize existing public parking facilities, improving parking management practices, and enhancing pedestrian, bicycle, and transit connectivity to encourage alternative transportation modes.

These strategies align with Growth Management Act requirements by supporting efficient multimodal transportation networks, reducing single-occupant vehicle reliance, and improving overall mobility and accessibility within Port Townsend. It also aligns with Jefferson Transit Authority's Comprehensive Plan and current services, which include free parking at the Haines Place Park & Ride, fare-free buses, and service to Downtown and Uptown every 20 minutes.

Residential area parking opportunities include development of street standards that accommodate on-street parking in lieu of off-street parking requirements of the past. Maintaining narrow streets is challenging when on-street parking is allowed, and thus single lane streets with parking on both sides and appropriate paving is the opportunity for Port Townsend given the existing streets were not designed for on-street parking.

Maintenance of Existing Roads

The Comprehensive Streets Program was developed in 2023 to create a plan to improve the condition of City streets with a sustainable maintenance program over a period of time depending on funding levels. With the voter approval of the Transportation Benefit District tax along with leveraging grant resources, the City is in a position to make progress on street conditions and improvements over a 30-year period. The opportunity to prioritize investments in street repair, pavement preservation, and active transportation can be founded in the PT Sustainable Streets Plan (circulation map) resulting in improved connectivity for active transportation, vehicle accessibility, emergency response, and transportation based services. Additionally, application of unique pavement repair techniques will help stretch the scarce resources. Such techniques include drainage control, street base stabilization, shoulder repair, and a pavement preservation focus.

Regional Growth and Connectivity

As regional growth continues, Port Townsend must proactively address increasing demands on these critical connections to ensure seamless mobility, safety, and accessibility. The City will collaborate closely with regional partners, such as the Peninsula Regional Transportation Planning Organization (PRTPO), Jefferson County, Washington State Department of Transportation (WSDOT), and private sector stakeholders, to improve multimodal linkages and infrastructure. Opportunities to build on the Larry Scott Trail and the Olympic Discovery Trail connections both locally and regionally will be a focal point of the City. Connections on the Quimper Peninsula can help reduce dependency on vehicles and improve health through active commuting between communities such as Hadlock (Tri-area), Cape George, and Kala Point.



In addition, regional connectivity is important to the north on Whidby Island as housing challenges increase the level of commuting via the ferry. Opportunities to improve the ability to walk on the ferries improve accessibility for commuters and visitors alike. Enhancing connectivity will involve coordinated investments in transportation facilities, prioritization of multimodal corridors, addressing congestion points, and improving transit and active transportation infrastructure to better accommodate anticipated regional growth. These efforts align with Growth Management Act guidelines by promoting efficient multimodal connectivity, supporting anticipated regional population and economic growth, and ensuring the transportation system remains resilient, safe, and responsive to future needs.

Policy Initiatives

The overall vision for Port Townsend's Transportation Element is to develop and maintain a safe, integrated, efficient, and resilient multimodal transportation system. The transportation policies and strategies outlined in this section will serve as a framework for understanding, prioritizing, measuring, and improving a comprehensive transportation network aligned with the City's broader community vision in balance with other needs of the City.

Land Use & Transportation

The Growth Management Act underscores the essential connection between land use and transportation planning. The design and implementation of transportation infrastructure must align not only with federal, state, and local requirements but also reflect and support the community's vision, character, and preferences. The effectiveness and quality of the transportation system directly influence community livability, accessibility, and overall health, particularly through support for pedestrians, bicyclists, transit users, and motorists alike. To effectively implement Port Townsend's Comprehensive Plan, transportation infrastructure must integrate seamlessly with the City's existing and planned land use patterns, enhance the overall quality of life, and encourage active, healthy lifestyles. A key focus of coordination is planning network connectivity to facilitate access to existing lots. The PT Sustainable Streets Plan (circulation map) and the Active Transportation Plan map emphasizing connectivity for active modes is fundamentally necessary for ensuring the existing platted lots have reasonable access while minimizing the amount of street infrastructure to be developed and maintained.

Arterial, Collector, and Local Street System Network

The city street system forms the backbone of Port Townsend's transportation network, facilitating circulation between neighborhoods, employment centers, schools, and regional connections. The system is comprised of arterial streets (main routes with highest volumes), collectors (routes connecting neighborhoods to arterials), and local streets (neighborhood streets).

This Periodic Update implements policies of past Comprehensive Plans to develop a city-wide plan for where streets need to be located to access lots and accomplish the following objectives:

- ◆ Provide existing lot access to honor the historic plats
- ◆ Eliminate the creation of redundant or unnecessary streets or the haphazard development pattern of the past.
- ◆ Minimize the miles of streets and preserve as many rights of ways for open space and trail corridors as possible
- ◆ Create predictability for existing and future residents and allow the real-estate market to adjust accordingly
- ◆ Create connectivity for emergency services (secondary access) while honoring slow and narrow streets and a broken grid principle
- ◆ Prioritize investments of limited resources in streets consistent with the plan
- ◆ Protect critical areas such as steep slopes and wetlands.
- ◆ Recognize the difference between Federally classified arterial streets and non-classified streets to guide decision making for leveraging grant resources.

To accomplish these objectives, the PT Sustainable Streets Plan (circulation map) sets a forward-thinking plan on a 100-year period. Without this plan, haphazard street development will continue, with most if not all rights of ways ultimately having streets. The development of most rights of way would be continue the past pattern adding to an unsustainable street network. The timeline is set to 100 years to reflect that development will not happen overnight and things change with existing developed parcels over a much longer period of time than the 20 year planning horizon.

Application of this plan is for development predictability, city investment, development of street standards, trail planning, active transportation planning, and emergency services response. This plan is used as a guide and deviation from this plan should only be made when the above objectives are satisfied.

Figure 4-6: Sustainable Streets Plan Illustrating Arterial and Local Street Location

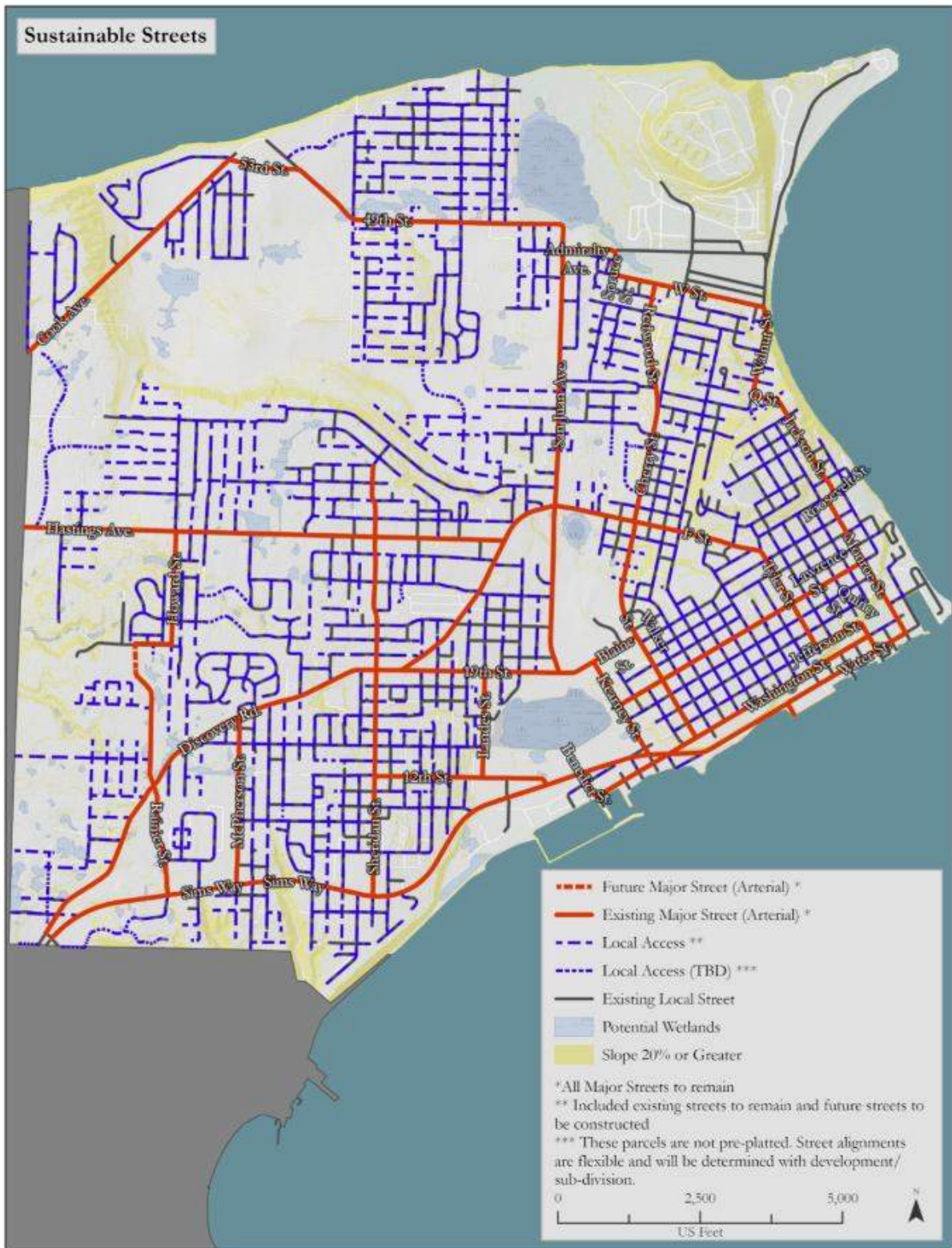
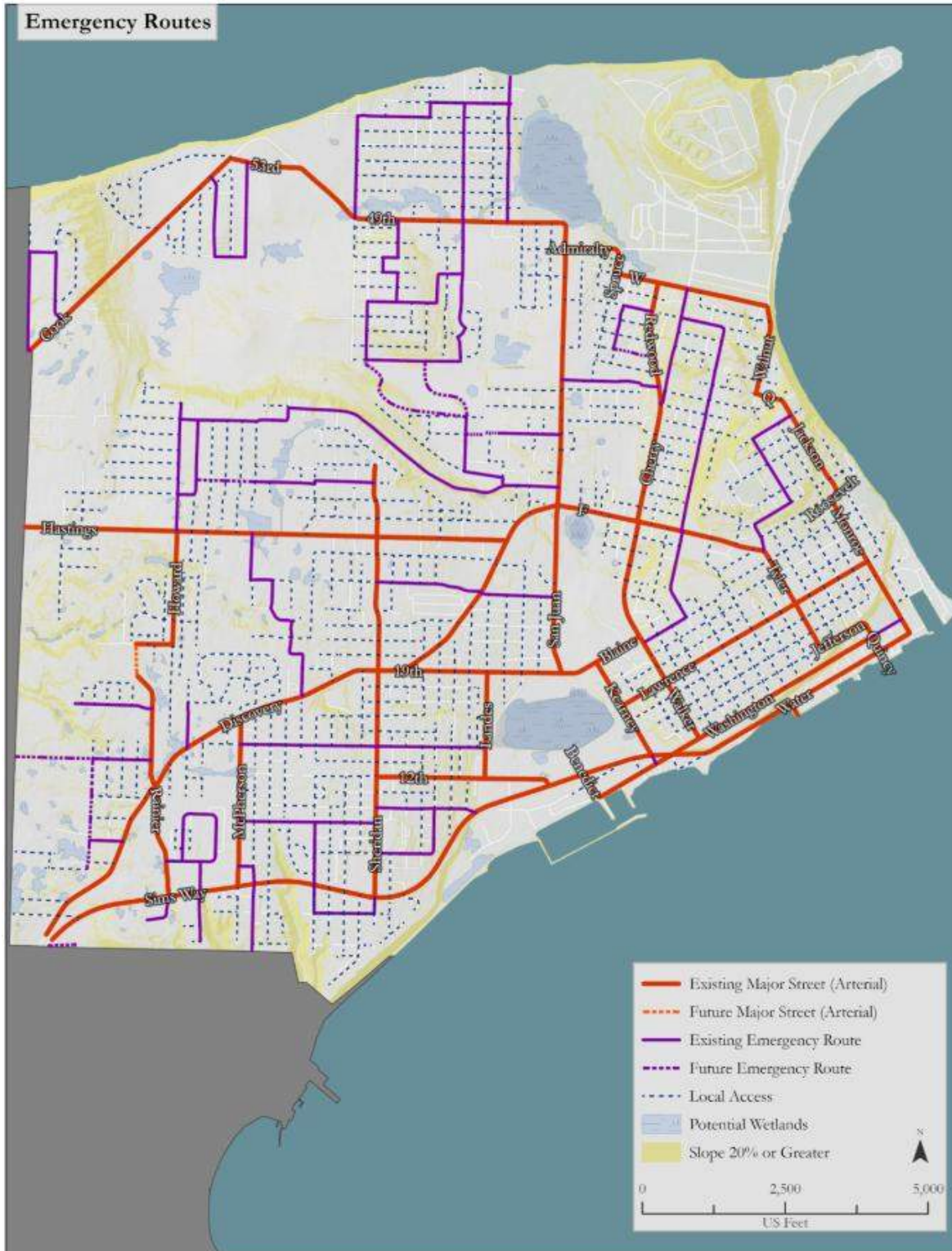


Figure 4-7: Emergency Access Routes



Active Transportation

Port Townsend is committed to expanding its active transportation network to support healthy lifestyles, reduce carbon emissions, and promote equitable access to destinations. The majority of public feedback during the Active Transportation Plan update process was to create connected routes. This Periodic Update focuses on completing connected routes. This objective builds on the original 1998 Non-motorized plan which established the framework for an active transportation system. Investments should prioritize closing network gaps, enhance crossings, and improve accessibility for users of all ages and abilities. Bicycle and pedestrian infrastructure will be prioritized in high-need areas and along key corridors. For improved safety, where feasible, pedestrian, bicycle, and vehicle traffic will be physically separated as has been done already on Discovery Road and Rainier Street. The updated Active Transportation Plan sets forth implementation of the following connectivity policy objectives:

- ◆ Develop an ADA priority routes plan to connect key locations throughout the city such as parks, public buildings, and services. The ADA priority routes is a critical element of the required ADA Transition Plan. In addition, it supports making 20-25% of all housing units and all commercial buildings directly connected to ADA compliant street facilities/accessible routes.
- ◆ Develop a connected routes plan to use shared streets and reasonably accessible for most users as a lower cost interim step to completion of the priority network.
- ◆ Coordinate Connected Routes with the Chetzemoka Trail, Creative District Trails, Olympic Discovery Trail, and other future focus routes.
- ◆ Use the Active Transportation Plan to develop a plan for active transportation treatments for grant programs.

The following Active Transportation Plan Map is a high level representation of ADA priority routes (aka sidewalks) and connected routes. This map is a guidance tool to inform development review, investment prioritization, updates to the ADA transition plan, level of service for active transportation studies and implementation, and arterial network planning.



Photo credits: SCJ Alliance.

Figure 4-8: Active Transportation Routes Illustrating Connected Routes

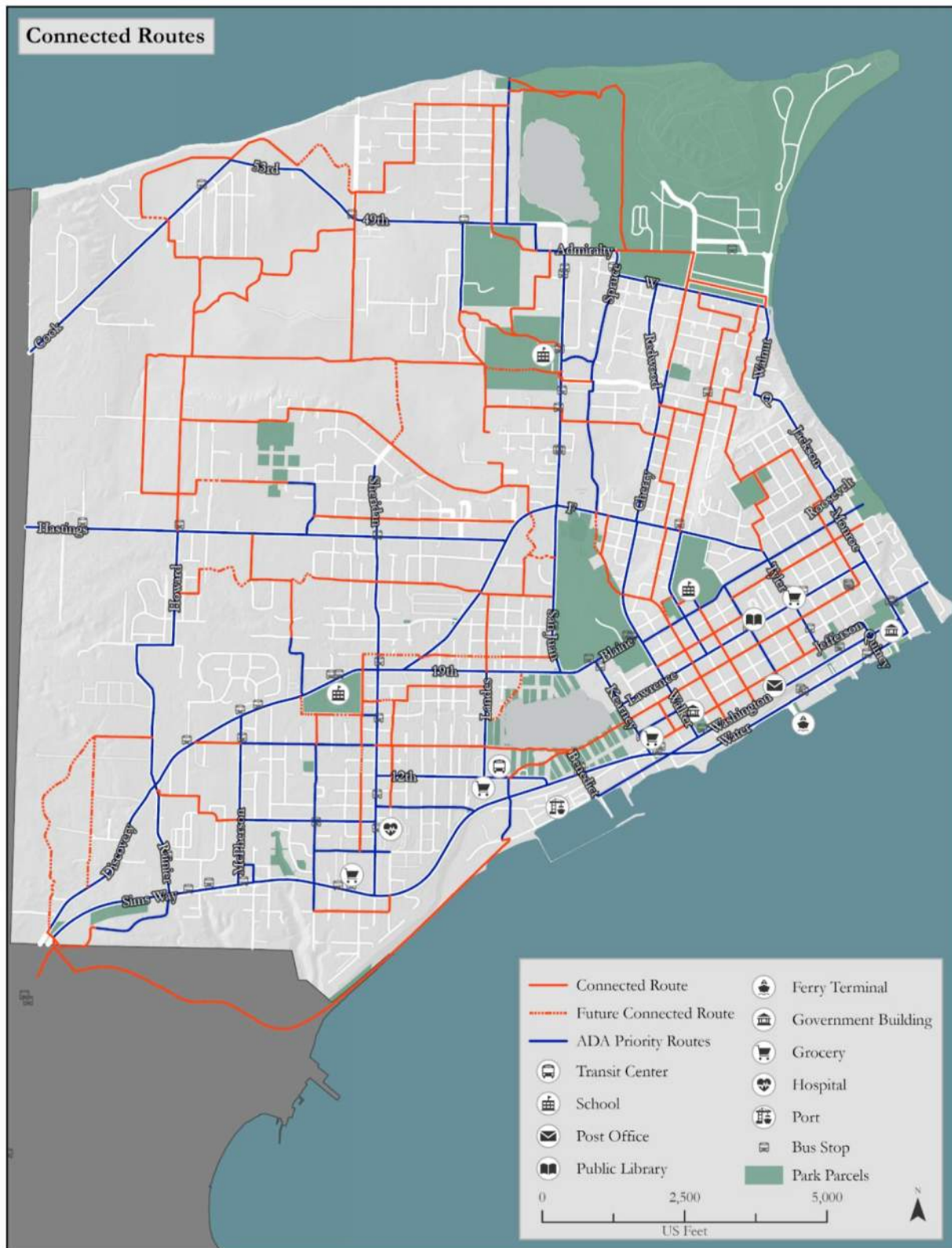
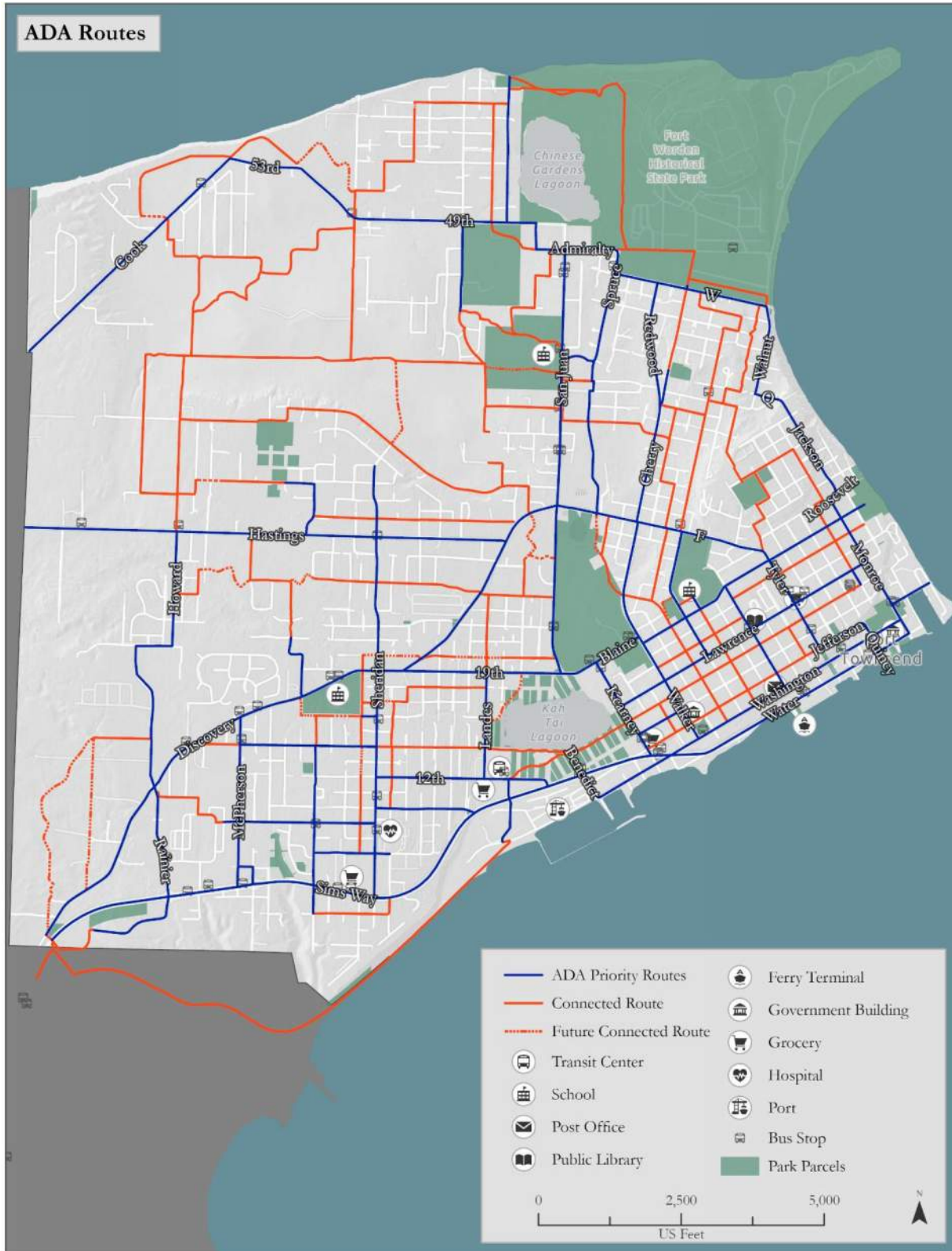


Figure 4-9: Active Transportation Routes Illustrating ADA Routes

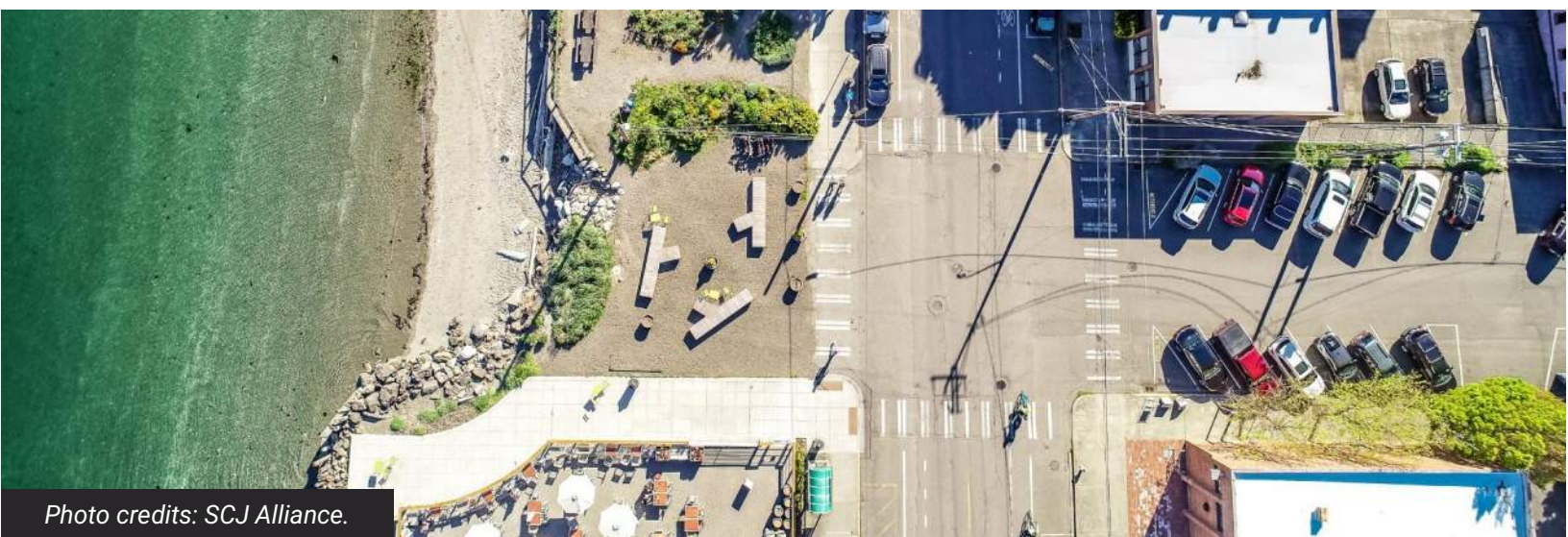


Level of Service

The 2025 Periodic Update changes the traffic LOS standard from D to F to de-emphasize development of large streets and expensive infrastructure focused on motor vehicles. This change is substantiated by the existing levels of service review as described in this element in which intersections other than Sims Way are not experiencing significant delays. More detail on Level of Service is provided in the Capital Facilities Element.

Adopting LOS F means that traffic delays could average over 80 seconds per vehicle for signalized intersections and over 50 seconds per vehicle on unsignalized intersections. By allowing LOS F, people are more likely to choose to take differing modes of transportation. LOS F also aligns with density and infill that support walkable neighborhoods with less dependency on automobiles. Adopting LOS F for vehicle traffic does not eliminate the focus on safety and traffic congestion on Sims Way. Addressing traffic congestion and safety on Sims Way is a community and regional challenge independent of transportation concurrency applied to development mitigation within the City.

In addition, a LOS standard for active modes (non-motorized) is included to shift the investment focus from traffic capacity improvements to active transportation investments. Implementing a new Active Transportation LOS supports the connected routes identified in the Active Transportation Plan. These routes should be prioritized based on ADA priority routes (generally along arterials) as well as connected routes that may be shared streets, trail connections, and regional trail systems. The current fee in lieu system for sidewalk may be transitioned to an active transportation impact fee to create equitable and proportional to help build out the connected network. This will require a fee analysis study and update of the City's concurrency ordinance.



Right-of-Way Management

Public rights-of-way serve a wide range of functions, from transportation to utilities and public space. Port Townsend will manage its rights-of-way to prioritize safety, accessibility, and flexibility for multiple users. Past plans and city codes asserts public interest in public rights of way deeming all rights of way opened. While some rights of way are not developed, they have been opened to public interest. This is an important clarification from a legal perspective when addressing unauthorized use of rights of way, vacation requests, and statutory vacation claims.

Rights of way opened to the public interest include:

1. Transportation, including streets (publicly and privately maintained), trails, driveways, emergency access, and connected routes
2. Public and Franchise utilities
3. Lot access including public and private access routes. Private access does not negate public interest.
4. Public Open Space including inaccessible areas such as critical areas
5. Recreational Trails
6. Stormwater mitigation areas whether developed or not such as key and critical drainage corridors
7. Urban Forestry including preservation and enhancement of tree canopy particularly in undeveloped rights of way. City codes require preservation of large trees even though they are owned by the abutting property owner.

The City and public have joint responsibilities for management of rights of way because a right of way is a public access easement for the above public assertions while the underlying real property is often owned by the abutting property owner. The following policy initiatives are specific to the City's responsibility.

Parking and Transportation Demand Management

The City is responsible for management of street parking as part of a broader mobility strategy. This includes supporting access to commercial and historic areas while reducing reliance on single-occupancy vehicles. Parking policies will consider pricing, park and ride opportunities, time limits, climate impacts, shared street uses, shared parking, and demand-based strategies to improve availability and reduce conflicts, especially in Downtown and Uptown areas.

Often enacted by parking regulations, Transportation Demand Management (TDM) strategies help reduce congestion and reliance on single-occupant vehicles by promoting alternatives like walking, biking, transit, carpooling, and telework. Port Townsend will incorporate TDM measures into development review, employer outreach, and capital projects to encourage behavior change and support sustainability.

Parking policies will also address residential on-street parking needs according to land use policies related to off-street parking. Policy initiatives include development of street standards to accompany the elimination of off-street parking through a formal parking ordinance.

Traffic Calming

Traffic calming measures will be used to reduce vehicle speeds, improve safety, and enhance livability in residential and pedestrian-oriented areas. The City will strive to develop and implement context-sensitive tools such as curb extensions, raised crosswalks, signage, and roundabouts where appropriate, with strong community input informing the selection and placement of these improvements. Adoption of a traffic calming guide and procedures to apply traffic calming equitably throughout the city is encouraged.

Rights of Way Maintenance

The abutting property owner has responsibility under City codes and state laws to maintain elements of rights of way while the City has the responsibility of management of rights of way. Clarifying this division of responsibilities through a combination of public education and code enforcement is recommended as a policy initiative to maximize the public benefit of rights of way and public access. For example, the Active Transportation plan update recognized that many of City sidewalks are not accessible given overgrown vegetation. Ensuring abutting property owners understand their responsibility for vegetation management and sidewalk maintenance up to the street edge improves accessibility for all.

Interjurisdictional Coordination

Transportation challenges often cross jurisdictional boundaries. Port Townsend will continue to coordinate closely with Jefferson County, the Peninsula Regional Transportation Planning Organization (PRTPO), Jefferson Transit Authority, Jefferson County, and WSDOT to ensure consistent planning, project prioritization, and funding strategies.

Strong partnerships will ensure that transportation improvements support regional mobility, economic development, and environmental goals.

Jefferson County

Jefferson County and the City work closely together. Jefferson County administers the Surface Transportation Federal funding allocation which helps fund city projects. In addition, coordinating interjurisdiction vehicle and multimodal route success relies on coordination. A top priority resulting from public engagement in the past as well as this Active Transportation Plan is to improve Hasting Avenue in and out of the City. Multimodal routes between areas such as the Tri-Area, Cape George, the Airport, Glen Cove, and Kala Point all involve interagency coordination.

Transit Services

Port Townsend will work with Jefferson Transit Authority to improve transit access, reliability, and coverage. Policies will support the integration of transit facilities with pedestrian and bicycle infrastructure, pursue enhanced connections to key destinations, and promote transit use as a viable alternative to driving for residents and visitors alike. In particular, park and ride facilities and shuttles within the City are important elements to facilitate concerns around parking congestion. Supporting park and ride facilities and transit routes to inter-urban area service helps those who cannot afford to live within the City while the City makes improvements to improve housing accessibility. The vision for well coordinated transit is high frequency within the and nearby locations to minimize single vehicle occupancy trips. Supporting transit also plays an important role for people experiencing mobility challenges. Finally, supporting development around the Haines Place transit hub is an opportunity to encourage transit-oriented development in a small community.

Ferries

As a critical connection to the broader region, ferry services play a major role in Port Townsend's transportation system. The City will collaborate with WSDOT through the Ferry Advisory Committee and local stakeholders to improve multimodal access to the ferry terminal, reduce queuing impacts, and ensure that land use and transportation decisions near the terminal reflect long-term needs and community goals. In particular, improving system reliability and frequency is a high priority while encouraging the development of park and ride facilities and transit service at both ends of the Coupeville – PT route.

In alignment with Ferry Advisory recommendations to WSDOT, level of service may be accomplished through single larger boat with improvements at both terminals or resuming multiple smaller boats. The implementation of the parking reservation system has negated the need for expanding parking lots and queuing lanes on Water Street and Sims Way. Continued support of the reservation system addresses major ferry traffic concerns of the past.

Olympic Discovery Trail

The Larry Scott Trail is an integral portion of the Olympic Discovery Trail. The coordination of multiple agencies has been demonstrated through the recent RAISE grant success. Completing the trail serves many purposes include positive economic impact and local recreational opportunities. The policy initiative for this update is to plan for connecting the trail to the Fort and the Ferry Terminal in concert with the City's Active Transportation plan and connected routes. This coordination locally involves working with the Peninsula Trails Coalition, Jefferson County, and the Port of Port Townsend.

Transportation Financing

Sustainable funding is essential for maintaining and improving transportation infrastructure. The City will pursue diverse funding sources—including grants, impact fees, and partnerships, to implement capital improvements and ensure maintenance needs are met. Financing strategies will emphasize cost-effectiveness, equity, and alignment with long-term goals. The Comprehensive Streets Program, approved in 2023, identified a local funding need of approximately \$1.5 million annually to invest in and make progress in street maintenance and improvements. Presently, the transportation benefit district is yielding approximately \$1.1 million annually. The deficiency in funding will continue to grow with inflation and thus continued pursuit of local funding options is a policy priority.

Implementation

Effective implementation requires alignment between policies, plans, regulations, and capital programming. Port Townsend will maintain clear linkages between this Transportation Element, the Transportation System Master Plan, the Six-Year Transportation Improvement Program, and development regulations. Regular performance monitoring and community engagement will guide adaptive improvements and ensure progress toward the City's long-range transportation vision.



Utilities

Introduction

The Utilities Element ensures that adequate utility services will be available to support existing and future development in the City. The Utilities Element goals and policies – included in Chapter 11's policy framework – promote efficient, cost-effective utility service to meet community needs and protect both existing neighborhoods and the natural environment.

The City of Port Townsend provides water, wastewater, and stormwater utility services to Port Townsend residents, as well as water service to some areas outside the City limits. The City contracts with a private company for solid waste and recycling collection. Other public and private utilities operate within Port Townsend, providing electricity and telecommunications services (cable television, wired telephone/data services, and internet and cellular services).

Connecting to Port Townsend 2045

The Utilities Element supports the Introduction's vision of Port Townsend as a community valued for:

- ◆ the natural beauty of its surrounding seas, forests and mountains – plans and funds utilities to support continuing to build in developed areas instead of sprawling into natural areas;
- ◆ the integrity of its ecological functions and its stewardship of the environment – place and plan utilities to work with natural systems and protect resources like the water system;
- ◆ its cultural resources, artistic and craft traditions, historic architecture and its pace and scale of life in a small city – plan for continuing service to support cultural resources;
- ◆ the marine trades, locally-rooted businesses and a resilient economy – scale infrastructure and investments to fit Port Townsend's needs, including the need for local employment;
- ◆ meaningful work, family wage jobs, and affordable housing choices – operate utilities that serve local businesses and neighborhoods;
- ◆ multi-generational neighborhoods of differing income levels and life experiences – invest in utilities that support housing for all income levels;
- ◆ and its creativity, cooperation, resourcefulness and strong community spirit – provide reliable utilities to serve people in Port Townsend.

Planning Context

Under the Growth Management Act (GMA), adequate levels of utility services must support planned land use patterns and growth. The Utilities Element ensures adequate services are available to serve planned growth and land uses consistent with this Comprehensive Plan. The City and some of the utility providers prepare functional plans for their utility systems, based on and consistent with planned growth in their respective service areas.

Figure 5-1 is a table listing the various utility providers in Port Townsend, the date of their last functional plan if applicable, and any notes regarding type of service.

Figure 5-1: Utility Providers

Utility	Provider	Note
Water	City of Port Townsend	Functional plan adopted 2019
Wastewater	City of Port Townsend	Functional plan adopted 2024
Stormwater	City of Port Townsend	Functional plan adopted 2019
Power	Jefferson County Public Utility District	
Natural Gas	Xpress Natural Gas	Serves only Port Townsend Paper Mill
Solid Waste	Jefferson Co.	City contracts with Olympic Disposal for Collections
Telephone	Lumen	
Cable TV	Wave/Astound	
Wireless	AT&T	4G/5G
Wireless	T-Mobile	4G/5G
Wireless	Verizon	2G/4G/5G
Internet	Lumen	Cable/DSL
Internet	NoaNet	Cable/Fiber
Internet	AT&T	5G Internet
Internet	Viasat	Satellite
Internet	T-Mobile	5G Internet
Internet	Astound by Wave	Cable/Fiber
Internet	HughesNet	Satellite
Internet	Verizon	5G Internet
Internet	Spectrum	Cable
Internet	Starlink	Satellite

Existing Utilities

Water

The Port Townsend water system is a publicly owned and operated by the City of Port Townsend as a self-supporting enterprise utility. Port Townsend's water system relies exclusively on surface water as its source. The watershed lies generally to the south, with water piped from the Big Quilcene River and Little Quilcene River diversions via the nearly 30-mile Olympic Gravity Water System (OGWS). Most land within the municipal watershed is managed by the United States Forest Service (USFS), necessitating an interagency agreement in which both parties outline their responsibilities in the Cooperative Watershed Protection Program. The OGWS system provides raw untreated surface water to the Paper Mill and the City water filtration plant, which recently was constructed in 2017 to meet drinking water standards for future anticipated needs. The Paper Mill uses approximately 90% of the water and both the City and the Paper Mill pay for raw water on per gallon basis. Investments into the system for long term sustainability are paramount for the City's water supply. The cost of rehabilitation of this system is beyond the City's capacity without revenue from the largest customer, the Paper Mill. As such, a water supply agreement was negotiated with the Paper Mill in 2021 to address sustainability of the system.

The water service area includes all of Port Townsend's City limits, as well as land to the west and south, extending beyond the City limits to serve the mill, the Glen Cove area, and several platted and developed properties nearby.

The City stores its water in Lords Lake and City Lake. Lords Lake can store up to 652 million gallons, and City Lake can store up to 140 million gallons. These reservoirs are served by the OGWS pipeline, which can carry up to 20 million gallons per day. The OGWS delivers water to the City's water treatment facility and to the Port Townsend Paper Company, and water destined for municipal use is conveyed via the water treatment facility to its two water storage reservoirs.

The City maintains approximately 110 miles of distribution system pipeline, serving approximately 4,900 customer connections. The City also maintains the Morgan Hill Booster Pump Station to deliver water to the community's higher elevations.

The 2024 Water System Plan Update, adopted by reference into this comprehensive plan, provides additional detail on the system, its design, and investment priorities to remediate any deficiencies, enhance existing service, and expand capacity to serve planned growth.

Wastewater

The Port Townsend sewer system is publicly owned and operated by the City of Port Townsend as a self-supporting enterprise utility. Operations and system planning are guided by the City of Port Townsend General Sewer Plan (2024). The City collects wastewater from a service area of approximately seven square miles.

Primary collection of wastewater is achieved through gravity sewer lines, though the City maintains a series of lift stations and force mains to overcome changes in topography. Collected wastewater is discharged to wastewater facilities for treatment. Discharge of treated water occurs via an outfall into the Strait of Juan de Fuca. Solids from the treatment plant are composted in combination with yard waste at the City's compost facility. Compost is Class A and is sold to the public to complete the cycle of returning nutrients to the soils in Jefferson County.

Some portions of the City are not yet served by municipal sewer. In locations where extension of City sewer is impractical, installation of septic systems is permitted provided they are designed and installed to meet Jefferson County Public Health standards. The boundaries of the City's sewer service area have expanded beyond the City limits to include County-owned properties including Caswell-Brown Village. Any further extensions outside of the revised Urban Growth Area are subject to interlocal agreement and GMA constraints such as limitations to service only within the Glen Cove light industrial Local Area of More Intense Rural Development (LAMIRD). The GMA allows UGA swaps or expansions, which may be considered in the future.

Sewer system capacity is dependent on a number of factors, including adequately sized pipes to collect wastewater, properly sloped pipes to allow adequate gravity flow, the capacity of downstream treatment facilities to accept wastewater, and the level of inflow and infiltration into the system. An updated hydraulic computer model of the City's wastewater system was completed in 2024, and the City updates and uses this model to evaluate the effects of changes to the sewer system resulting from new development on system capacity. Hydraulic modeling does not show any current capacity deficiencies in the City's collection system; however, capacity may become an issue at various locations as the City develops and population increases.

Much of Port Townsend's existing sewer infrastructure dates from the 1940s and 1950s. Sewer infrastructure in the Historic District is even older, much of it dating from the 1920s and 1930s. These facilities have reached the end of their useful life, and many are in need of replacement.

In addition to the collection system improvements, the wastewater treatment plant is projected to reach capacity approximately in 2037. Furthermore, the 1993 plant has exceeded its design life. The majority of sewer system investments are within the plant. The General Sewer Plan identifies a number of investments to extend the life of the plant, comply with the new Nutrient Permit, and prepare for large scale upgrades. Planning for the large scale upgrades will likely begin in approximately the year 2030.

The City also operates a compost facility located at the Jefferson County transfer station.

The General Sewer Plan establishes a list of recommended capital improvements to the sewer system, ranked in priority order, which includes wastewater treatment and compost facility rehabilitation and upgrades, extensive replacement of wastewater collection pipes, replacement of lift stations, and rehabilitation or improvement of aging interceptor lines. A complete list of proposed capital improvements is included in Chapter 10 of the General Sewer Plan.

Stormwater

Port Townsend's surface water system consists of wetlands and constructed systems that manage drainage, provide flood protection, and water quality treatment. Surface water management is important to meet societal, economic, and ecological needs including flood protection, erosion control, water supply, groundwater recharge, fish and wildlife habitat, and recreation.

Impervious surfaces in an urban, growing community such as Port Townsend can affect surface and groundwater quality through stormwater runoff containing pollutants from roads and parking lots and landscaping. Impervious surfaces can also decrease groundwater recharge and increase the quantity of peak flows of runoff.

Stormwater is managed according to Port Townsend's 2019 Stormwater Management Plan, the 2005 Western Washington Stormwater Management Manual, and the most recent best available science identified in the 2024 Western Washington Stormwater Management Manual. The City population is slightly over 10,000 people, but the Department of Ecology has determined that the City is not designated as an NPDES Phase II permittee given only a portion of the City area drains directly to a surface water. It is highly likely that the City will become an NPDES Phase II permittee in the next cycle in 2029. The addition of these permit requirements will drive the creation of a stormwater management permit compliance division of public works to specifically comply with permit conditions.

Even though the City is not currently a permittee, stormwater management and water quality stewardship is a priority of the City and best management practices are applied as if the City was permitted under the phase II general permit.

The existing surface water drainage system is comprised of mostly roadside ditches. Drainage capacity is problematic in most areas of the City, especially in large storms. Problems include flooding and ponding caused by inadequately sized pipes, ditches, detention facilities, and widespread impervious soil layers

Furthermore, maintenance of the City ditch system has been deferred over the years causing failure of pavements. The City has transitioned to maintenance of ditches coupled with street repairs. Ditching in an urban environment poses great challenges for density and infill with street parking given ditches take up valuable area within the public right of way. Rain gardens are also a key feature to help address stormwater runoff.

Port Townsend's stormwater utility manages stormwater and surface water in the City limits. The boundaries of the City's stormwater service area are the same as the City limits.

The stormwater utility is the framework for policies, planning, development design standards, and capital improvement projects to maintain and restore the quality of Port Townsend's surrounding waters, improve drainage for the protection of both public and private infrastructure, and reduce flooding. The utility also provides the resources to operate a storm system maintenance program that includes cleaning catch basins, pipes, ditching, and other facilities, along with a street vacuum sweeping program.

As the City develops, greater demand is placed on the storm system maintenance program to provide planning, regulatory oversight, capital project implementation, and maintenance services it provides today. This will be specifically a focus area associated with densification as impervious area increases.

Electricity

Electricity is distributed in Port Townsend by Public Utility District No. 1 of Jefferson County (PUD). The PUD maintains a variety of transmission lines, distribution lines, and substations in the area for provision of power to local customers.

Solid Waste

While solid waste collection is managed by the City as part of the requirement of addressing sanitation, public health and safety, Jefferson County is responsible for disposal of collected solid waste. This means that the City is included within the Jefferson County Comprehensive Solid Waste Management Plan. Port Townsend's Solid Waste Utility administers the City's solid waste, recycling, and yard waste collection for all residents and businesses through a contract with a private service provider on behalf of the City. The City's Solid Waste Utility also develops and manages Port Townsend's recycling program, waste reduction, hazardous waste education, and special collection events.

Solid waste and recycling are collected every other week with yard waste collected on the opposing week so that each material is collected every other week. The collected waste is brought to Jefferson County's Transfer Station located near Jacob Miller Road.

Residents of unincorporated Jefferson County, as well as City residents, are allowed to use this facility for self-haul disposal.



Photo credits: City of Port Townsend.



Photo credits: SCJ Alliance.

All solid waste produced in Port Townsend is brought to the Klickitat County Roosevelt Regional Landfill. All recyclables collected from single-family, duplex, and multi-family residents are brought to Jefferson County's Recycling Center off of Jacob Miller Road, while yard waste from single-family and duplex residents is taken to the City's Compost Facility located on Jefferson County's site.

At this time, the capacities of the Jefferson County Transfer Station, the Roosevelt Landfill, Jefferson County's Recycling Center, and Port Townsend's Compost Facility are sufficient to meet current and future City needs.

Telecommunications

Telecommunications in Port Townsend include both wired and wireless telephone services, cable and satellite television, and high-speed broadband technologies. As telecommunications technologies have evolved, convergence of these technologies has occurred, resulting in multiple communication services migrating into consolidated networks.

Conventional telephone service in Port Townsend is provided by Lumen. Telephone facilities consist of transmission lines and switching facilities. Lumen currently uses both copper and fiber optic cable to provide telephone service and data/internet service.

Cable services are provided by Astound/Wave. Cable facilities consist of a microwave relay site and a branching trunk system of overhead and buried cable. Astound/Wave currently operates both copper and fiber optic cable to provide cable television, phone service via voice over internet protocol (VOIP), and data/internet service.

Northwest Open Access Network (NoaNet) provides high-speed broadband infrastructure in Port Townsend. NoaNet is a non-profit wholesale telecommunications provider currently operating a fiber optic network owned by Public Utility District No. 1 of Jefferson County. Other Internet providers have entered the local market, as well, with services offered via wireless 5G networks or satellite uplinks.

Cellular phone service is provided by a number of different providers. Cellular facilities consist of switching stations and antennas or towers that transmit and receive radio signals. Currently there are nine antennas located throughout the City.

Challenges and Opportunities

The implementation of Housing and Land Use goals and policies depend on the City's ability to provide and maintain utilities. Port Townsend's plats and inconsistent development make this challenging, but also offer options for organized, predictable development and preservation.

Challenges

Major challenges related to the provision of utility services include the following:

A Changing Climate

The City faces the challenge of responding to climate change both in designing facilities for changing sea levels and in adapting to changing weather patterns that impact water supply and quality and the hydrology of the City's wetlands and natural drainage ways. While the Stormwater Management Plan has identified relatively neutral effects from climate change, it is still worthwhile to prepare for changes and prevent degradation of the City's hydrology. For example, changes in hydrologic conditions such as seasonality will impact wetlands, rain gardens, and vegetation that interacts with our stormwater system. The City has a very unique stormwater and wetland relationship that other cities do not have. This is the result of preservation of existing wetlands over time, the presence of hardpan and soils that create perched wet areas, and the rain shadow. Development of a traditional piped drainage system that takes water away from wetlands could cause a wetland to dry up. This unique relationship will require special effort and potentially specific development standards to Port Townsend that address the interface of the stormwater system and wetlands.

The increased densities and lot coverage allowed under the 2025 Comprehensive Plan will necessitate an update to the Stormwater Management functional plan and the development of new strategies to address stormwater management.

Climate change impacts are considered in all utility upgrades given much of the City's utility infrastructure has a design life extending beyond the planning period. The City's recent sea level rise risk analysis report prepared in cooperation with the North Olympic Peninsula Development Council, illustrates impacts to both public and private infrastructure.

A Significant Backlog of Overdue Maintenance

Some of the City's water, sewer, and streets utility infrastructure is nearing the end of its useful life. Stormwater conveyance and flood capacity require ongoing maintenance. Additionally, many of the City water distribution pipes are substandard 1-2 inch "spaghetti" lines that need replacing and upsizing to provide reliable water supply and fire flow in neighborhoods.

A high priority of the City is to improve upon the operations and investment into the OGWS water supply system through the recent Water Supply Agreement with the Port Townsend Paper Mill. In general, the system has received relatively low investment over the past 60 plus years and the infrastructure's age poses reliability concerns.

A Pressing Need for Modernization

With rapidly changing technology and the desire for universal access to the internet and other services, the City faces the challenge of working with providers to extend the latest technologies and services to this community. Providers including the PUD are increasing system redundancy to increase resiliency following outages. Providing these services can be difficult in a geographically isolated location. However, it is important, making this both a challenge and an opportunity.

Changes in the Regulatory Environment

Since the 2016 periodic review, new regulations such as the NPDES Nutrient General Permit require Port Townsend to update its codes for wastewater treatment, water quality, and stormwater discharge. Complying with these regulations may require cost increases for ratepayers to help offset costs. While cost increases are problematic, these regulations are also an opportunity to improve water treatment and discharge in the City.

Opportunities

Planning for and providing utilities also offers key options for Port Townsend's future.

Planning for growth and fluctuations in demand

Although extending utility service into unserved areas is generally the responsibility of new development, the City must ensure that utilities are adequately sized and the overall system coordinated. The phasing of water and wastewater infrastructure, together with improvements to the local access street network, will also influence when, where, and to what intensity development may occur. While the City's past system of creating a tiering system was progressive, the application over the past 20+ years has been ineffective due to unavailable funding from the City. Instead of utilizing a tiering map, this Comprehensive Plan recognizes that density is desired through all zones and utilities must be sized accordingly. Future updates to the functional plans will use these new densities in combination with the visioning map that identifies nodes and focal areas for housing to plan for infrastructure.

Since lack of resources is likely to be a continual challenge for the City, strategies such as the creation of a revolving fund or other funding mechanisms to support housing infill are necessary.

Seasonal fluctuations in the City's population continue to present a challenge to utility infrastructure and rate planning. As a result, the City rate system has a high base fee to account for seasonally vacant houses. This base fee is required to sustain operations. Utility infrastructure such as a wastewater treatment plant has high fixed costs. Thus, even an empty house must pay their fair share of these costs for fiscal sustainability.

Community support

The City may seek funding mechanisms to assist in utility extensions or upgrades to support Comprehensive Plan goals such as promoting affordable housing, shaping neighborhood mixed-use centers, and enhancing economic development. Much of this will rely on strong community support to sustain short-, medium-, and long-term action.

Policy Initiatives

Utilities availability is vital for developers when deciding where, when, and whether to build. Safe and reliable utility service is important, too, for those who live and work in Port Townsend. Utility policies and availability must also support the Comprehensive Plan's other policy action, leveraging public investment to achieve community objectives.

Policy initiatives address multiple utility topics and, as illustrated in Chapter 11, often work in concert with policy direction expressed in this plan's other elements. These initiatives also are consistent with the policy direction, system design, and investment priorities where expressed in the City's applicable functional plans. Some of the utilities-oriented policies in this plan address:

Public Safety

The Comprehensive Plan sets policy related to utilities and public safety, touching on the water system's ability to suppress fires, provide safe drinking water, effectively dispose of wastewater, offer sanitation services for public health, and the application of best available science in planning, designing, and managing utility systems.

Utilities Investment

The plan recognizes the potent influence utility investment has on shaping growth and development patterns, prioritizing development in areas already served by water and wastewater utilities, and facilitating development and construction of higher-density housing to address the community's housing need. It also links infrastructure investment to economic development initiatives and continuing the partnership with the Port Townsend Paper Company.

Services Availability and Development

Concurrency is a growth management requirement, and the plan's policies call for the City to anticipate future demand and invest as appropriate to ensure utilities are in place in time to serve it and achieve adopted levels of service (LOS). The plan also adopts the various utility functional plans, calling for compliance with those plans, with various utility design standards, and with any regulatory requirements in place now and imposed in the future.

The plan emphasizes coordination with partner jurisdictions, particularly with respect to joint regional water planning via the Coordinated Water System Plan (CWSP) and to the potential limited extension of water and wastewater services beyond City limits.

Resource Preservation

The plan recognizes the importance of preserving and conserving the community's natural resources, calling on stormwater management practices to maintain runoff and ground water quality, initiating water conservation programs, adopting innovative and effective approaches to wastewater treatment, coordinating regionally through watershed planning efforts, and protecting the source, transmission, treatment, and storage of its domestic water.

Low-Impact Development

Acknowledging the importance of Low-Impact Development (LID) best practices, the City will strive to balance housing goals with LID practices for new streets, parking areas, and private development to incorporate techniques such as permeable pavements, green roofs, rain gardens, and bio-swales to maintain stormwater runoff at or below pre-development levels. In addition to managing runoff, LID strategies promote the preservation of native and appropriate non-native vegetation, encourage clustered development to minimize site disturbance, and support the use of drought-tolerant landscaping and energy-efficient site design. The plan also supports broader practices, including green building materials, passive solar orientation, rainwater harvesting, greywater reuse, and compact development patterns.

Education, incentives, and demonstration projects will be used to promote community-wide adoption of LID principles to reduce ecological impacts and enhance long-term resilience.

Energy Conservation and Resilience

The City supports utility strategies that reduce overall energy demand, lower greenhouse gas emissions, and enhance system resilience. This includes expanding weatherization and energy efficiency programs, supporting building renovations that reduce energy use, and encouraging the development of distributed and renewable energy sources, such as solar and microgrids. Utility infrastructure should be designed with climate adaptation in mind, anticipating long-term changes in temperature, precipitation, and sea level. Proactive energy planning strengthens the City's ability to maintain essential services during extreme weather events or other disruptions, while advancing the community's climate and sustainability goals.

The Climate Resilience Element and Implementation Element detail goals and policies to support energy conservation and climate resilience.

Cost-Effectiveness and Equity

The City is committed to ensuring that utility services are delivered in a manner that is both financially sustainable and equitable to all users. Policies call for a fair, transparent rate structure that reflects the true cost of service, while seeking to minimize financial burdens on low-income households. Capital investments will be evaluated for their return on investment (ROI), long-term operational savings, and alignment with the community's values. The City will also explore fair-share contributions from new development to ensure that utility expansions are shared by new development and by existing ratepayers. In particular, new development and the addition of new rate payers to the system result in distribution of fixed costs across more people, thereby lowering the rate burden on all. This is especially true for infill development and higher density housing such as multifamily because more users are served with fewer linear feet of utilities. The City rate models seek to find a balance between impacts of new development and the cost burden on rate payers resulting from the existing low-density rural development pattern of the City.

Implementation

To ensure that Port Townsend's utility systems support the community's growth, resilience, and sustainability goals, this Element identifies both near-term and long-term actions the City can take. Implementing this plan will require sustained investment, cross-departmental coordination, and strategic partnerships to maintain service levels, plan for future needs, and adapt to evolving technologies and climate realities.

The implementation table in Chapter 11 outlines specific steps the City will take to align infrastructure investments with land use goals, improve system efficiency, and proactively plan for future growth in a fiscally responsible and equitable manner. A summary of the main policies, organized by timeline, is entailed below.

Short-Term:

- ◆ The City will update the utility planning frameworks to align with the Comprehensive Plan's growth strategy through periodic functional plan updates, subarea planning, and updates to the engineering standards and development codes. Water, sewer, and stormwater infrastructure assessments will guide investment priorities, particularly in areas targeted for infill or redevelopment. Interagency coordination will be strengthened to support utility planning, while the City will improve tracking of system capacity and service gaps.

Mid-Term:

- ◆ To support housing and economic development goals, the City will prioritize utility extensions and upgrades in identified growth areas, including neighborhood nodes and corridors. It will begin evaluating City-owned infrastructure and facilities for opportunities to integrate green building practices, energy efficiency improvements, and renewable energy systems. The City will also define and evaluate service boundaries for unincorporated areas where future urban growth may occur, ensuring that infrastructure expansion aligns with long-term land use planning. Capital project funding will increasingly seek leverage through grants, partnerships, and cost-sharing mechanisms to enhance financial sustainability. The City will plan for the long-term upgrades necessary to implement this Comprehensive Plan.

Long-Term:

- ◆ The City will continue to monitor and adapt its utility system planning based on updated population forecasts, climate risks, and emerging technologies. This includes periodic updates to system plans for water, sewer, and stormwater utilities, as well as enhancements to asset management tools that guide long-term maintenance and replacement. Emphasis will be placed on life-cycle cost management, water conservation, and climate resilience to ensure systems remain efficient, sustainable, and responsive to evolving community needs. The City will also undertake a comprehensive assessment of utility fee schedules and revenue sources to ensure long-term financial stability and alignment with equity and sustainability goals. Specifically, efforts to minimize the financial impacts on future generations by not deferring investments will help affordability of living in Port Townsend over the long term.

By advancing these implementation steps, the City will ensure its utility systems continue to meet the needs of residents and businesses while supporting broader community values. (See Implementation table in Chapter 11 for schedule and full list of action items.)

Capital Facilities

Introduction

The Capital Facilities Element identifies and coordinates improvements to set and fulfill policy direction, accommodate orderly growth, and ensure capital improvements are provided when they are needed. The community expects quality services, and this element ensures their delivery.

Capital facilities are the community's infrastructure, integral to providing services for the community's anticipated population and employment. This element works in unison with the Plan's other elements. The Utilities Element includes private and public enterprises which supply Port Townsend with streets, water, sanitary sewer, solid waste management, AND storm drainage. Other elements also consider parks, City facilities, economic development and funding for housing support, electricity, telecommunications, and cable television. This element is focused mostly on the type, timing, and scale of public investment necessary to provide public services for anticipated demand through to the year 2045. Incorporated into this element is the bi-annual update to the Capital Facilities Plan as required by the Growth Management Act. The Capital Facilities Plan is adopted as amendment to the Comprehensive Plan and identifies in detail the City's Capital Facilities investments needs and funding over a 6-year period.

This element contains the overall policies and strategies for the provision of adequate public facilities and services. It includes policy direction for funding and ongoing budgeting, a selection process, and maintenance of capital facilities for economic development. This element also contains an inventory of existing and proposed capital facilities and identifies deficiencies in capital facilities and the actions necessary to eliminate such deficiencies.

The Capital Facilities Program, as described at the end of the element, includes the City's 6-year Capital Improvement Program and annual budget, as well as the functional Plans for various capital facilities and departments that are incorporated by reference into this element.




Photo credits: City of Port Townsend.

Connecting to Port Townsend 2045

The Capital Facilities Element coordinates capital improvements that supports the Introduction's vision of Port Townsend as a community valued for:

- ◆ the natural beauty of its surrounding seas, forests and mountains – how to fund services that allow for growth in developed areas instead of sprawl into undeveloped land;
- ◆ the integrity of its ecological functions and its stewardship of the environment – when and how we update and maintain systems that protect the environment from local pollution;
- ◆ its cultural resources, artistic and craft traditions, historic architecture and its pace and scale of life in a small city – support the Arts and Culture Plan;
- ◆ the marine trades, locally-rooted businesses and a resilient economy – work with other plans to support local businesses with services;
- ◆ meaningful work, family wage jobs, and affordable housing choices – fund and plan for infrastructure to serve employment and housing for all income levels in Port Townsend;
- ◆ multi-generational neighborhoods of differing income levels and life experiences – maintain safe infrastructure for all residents;
- ◆ and its creativity, cooperation, resourcefulness and strong community spirit – plan and fund reliable services that meet local needs.

Context

Port Townsend was founded before many other cities in Washington, meaning the infrastructure is older and in greater need of replacement. Many of its facilities (from Victorian-era public buildings to century-old water pipelines) require significant reinvestment. At the same time, the City's tax base is relatively limited, which constrains funding for capital projects. In recent years, City leadership has taken a holistic, long-term approach to financial sustainability, recognizing that simply deferring maintenance can lead to a "fiscal cliff," where infrastructure failure would force costly reactive spending. Instead, Port Townsend has embarked on proactive planning: asking residents about service priorities, appointing task forces, and developing strategic financial blueprints to guide future investments.

Proactively planning capital facilities is essential to provide necessary City-level services and infrastructure. It is particularly important to accomplish the affordable housing objectives described in the Housing Element and the Goals, Policies, and Implementation Element.

Infrastructure is a significant initial cost when developing housing, making it a hurdle for affordable housing development. This element and the Capital Improvement Program will both play a key role in directing investments in capital facilities and related infrastructure that supports housing in Port Townsend.



Growth Management Act Requirements

The Growth Management Act (GMA) requires that communities adopt Comprehensive Plans that are designed to guide orderly development and growth over the next 20 years.

The GMA requires fully-planning cities to adopt a Capital Facilities Plan element, addressing:

- ◆ An inventory of existing facilities
- ◆ Forecasts of future needs
- ◆ Proposed locations and capacities of new or expanded facilities
- ◆ At least a six-year plan for financing identified projects
- ◆ A policy to reassess land use if funding is inadequate.

Port Townsend has historically met this requirement through a biennial Capital Improvement Plan (CIP) adopted in conjunction with the budget, which outlines funded projects over a six-year period.

County-Wide Planning Policy (CWPP)

The Capital Facilities Element of the Plan must be consistent with the County-Wide Planning Policy for Jefferson County (Policy #2, "Promotion of Contiguous and Orderly Development and the Provision of Urban Services to such Development"). The relevant sections of that Policy are summarized below:

- ◆ The full range of urban governmental services at the adopted level of service standards will be planned for and provided within urban growth areas (UGAs), including water, sanitary sewer, piped fire flow, and stormwater systems.
- ◆ New development must meet the adopted level of service standards established for UGAs as a condition of project approval. Standards must include interim provisions for urban facilities identified in the Capital Facilities Plan. New development will be required to contribute its proportionate share towards provision of urban facilities identified in the Capital Facilities Plan.
- ◆ Urban services and facilities will not be extended beyond UGA boundaries unless needed to protect the public health or welfare or to protect an area of environmental sensitivity.
- ◆ The minimum design capacity for all planned capital facilities will be based upon the total population projected for the service area at the end of the 20-year planning period.

Capital Improvements Plan

The Capital Improvements Plan is the main tool to enact the Capital Facilities Element and meet GMA requirements. The Plan references level of service standards, revenue sources and provides a detailed description of projects and associated, secured and possible funding. The Capital Facilities Plan is a wholistic view of all the work identified in the Functional Plans and associated initiatives of the City. In 2022, the City expanded this approach by adopting a more comprehensive Capital Facilities Plan that, for the first time, included unfunded long-term needs and narrative context for each category of infrastructure. The 2025-2030 Capital Facilities Plan, adopted in December 2024, builds on this format, updating project lists with the latest information, removing projects completed by 2024, and highlighting new priorities. This Plan is incorporated by reference into the Comprehensive Plan. It draws from several specialized City plans, including the Water System Plan, General Sewer Plan, Stormwater Program, Parks and Open Space Plan, Transportation Functional Plan, and Six-Year Transportation Improvement Program (TIP), which provide detailed inventories and analyses. By consolidating all these inputs, the Capital Facilities Element offers a concise overview of Port Townsend's infrastructure needs and aspirations.

Documents Incorporated by Reference

Functional Plans are major components of this Capital Facilities Element. The following Functional Plans are incorporated by reference and may be consulted for more detailed information regarding existing and planned facilities, service standards, and facility development:

- ◆ **Six-Year Capital Improvement Plan** (2025-2030) – adopted yearly
- ◆ **City of Port Townsend Parks, Recreation and Open Space Functional Plan** (2025)
- ◆ **City of Port Townsend Active Transportation Plan** (2025)
- ◆ **City of Port Townsend Transportation Functional Plan** (2009)
- ◆ **Comprehensive Streets Program** (2023)
- ◆ **City of Port Townsend Water System Plan** (2019)
- ◆ **General Sewer Plan** (2024)
- ◆ **City of Port Townsend Stormwater Management Plan** (2019)
- ◆ **Gateway Development Plan**
- ◆ **Rainier Subarea Plan**
- ◆ **Public Art Plan**

Inventory

This section provides a summary of existing publicly owned capital facilities and services that are needed by the residents and businesses of the City. The descriptions are intentionally brief given a robust Capital Facilities Plan along with the City Functional Plans provides a comprehensive inventory of City owned and operated infrastructure.

Domestic Water

Port Townsend's municipal water system is robust and unique, sourcing high-quality surface water from the Olympic Mountains and delivering it through a pipe 30 miles by gravity to the City. Water is then filtered at the City's water treatment plant constructed in 2017. Distribution of treated water throughout the City and portions of the County is accomplished through a network of distribution pipes providing both domestic water and fire protection. Please refer to the latest version of the City's Water System Plan for further detail.

Sanitary Sewer

The City is responsible for an extensive wastewater utility system throughout the Urban Growth Area. The system includes a network of collections pipes, lift stations, a Wastewater Treatment Plant and Compost facility. For more information, please refer to the latest version of the City's General Sewer Plan.

Stormwater and Surface Water

Port Townsend's stormwater system consists of pipes, ditches, and natural drainage features that collect, manage, and convey runoff with the goal of protecting water quality in the coastal community. For more information, please refer to the latest version of the City's Stormwater Management Plan.

Transportation

Port Townsend's transportation system includes roads, sidewalks, bike/pedestrian facilities, public transit, and state ferry link, all designed to provide multimodal access throughout the community. For additional information, please refer to the City's Comprehensive Streets Program, the 2009 Transportation Functional Plan, and the City's most recent Six Year Transportation Improvement Program.

Fire and Emergency Medical Response

Fire and Emergency Services are provided by Jefferson County Fire Protection District No. 1, commonly referred to as East Jefferson Fire and Rescue (EJFR).

EJFR provides fire and emergency medical services (EMS) to the City of Port Townsend, as well as the unincorporated Jefferson County communities of Cape George, Chimacum, Irondale, Kala Point, Marrowstone Island, Port Hadlock, Paradise Bay, Shine, Bridgehaven, Mats Mats, Swansonville, Beaver Valley, South Point and Port Ludlow, Washington. About 74% of EJFR calls are for medical situations.

EJFR has a total of nine stations, five of which are staffed 24/7. EJFR is equipped with One Ladder, two Utility, an Antique Engine (1941 Chevrolet Pumper), an Air/Support, four Truck, five Tender, an Antique Engine (1955 Ford, six Brus) Battalion 11, 12, 13 & 14, seven Tender, seven Medic, seven Rescue, seven Brush, seven Marine, an Investigation Task Force Truck, eight Engine, and eight Aid.

Police

The Port Townsend Police Department (PTPD) provides community policing through problem solving, crime prevention, and law enforcement in the City, and backup for surrounding jurisdictions. The Police Department's operation center is located in the south wing of the Mountain View Classroom Building, a multi-use facility leased from the school district. This space contains a property and evidence room, a classroom, a physical fitness training room, a citizen police volunteer room, a squad room, and administrative space. Despite the facility's age, it meets basic needs. The location offers ample parking, an impound lot, and secure spaces for officers. The department maintains a small fleet of police vehicles, including patrol SUVs and command cars, and utilizes shared City resources for vehicle maintenance. In 2022, acoustic treatments were added to the station's lobby and work areas to enhance the functionality of the open-office layout.

As of 2025, PTPD is staffed by 16 commissioned officers (including the Chief, Deputy Chief, 2 Sergeants, and about 12 officers) plus four civilian support personnel. The department provides 24/7 patrol coverage, investigations, a school resource officer (in partnership with the school district), and community policing programs. Officers respond to approximately 8,000 calls for service annually, ranging from traffic enforcement and property crimes to assisting fire/EMS crews on medical calls. The service level goal is to maintain a rapid response within the City's compact 9-square-mile area, typically achieving response times of under 5 minutes in the central City. The police also coordinate with the Jefferson County Sheriff for backup and with neighboring law enforcement for major incidents.

General Government

Port Townsend's general government facilities include the administrative, public service, and maintenance buildings that support city operations, many of which are historically significant. The centerpiece is City Hall, comprised of two connected structures in downtown, the Historic City Hall (540 Water Street) and the City Hall Annex (250 Madison Street).

Beyond City Hall, Port Townsend owns and maintains several other general facilities. These facilities are part of the City's Capital Facilities Plan (2025–2030) and support essential services in fleet, facility maintenance, community programming, senior housing, office operations, and marine/shoreline activity. Please refer to the latest version of the Capital Facilities Plan for more information.

Parks and Recreation

The City of Port Townsend, along with other entities in City limits, manages extensive parks space, including about 189.2 acres of parkland and 26 properties ranging from street end retreats to large parks, along with over 31 miles of trails. The Parks department is also responsible for right-of-way landscaping maintenance and the extensive trail system. Please refer to the latest version of the Parks Recreation and Open Space Plan as well as the Capital Facilities Plan for more information.

Public Education

Port Townsend School District No. 50 services about 58 square miles and provides the city's K-12 public school needs using a network of school facilities which have undergone considerable modernization in recent history. The district enrolls approximately 1,170 students in three main school sites: Salish Coast Elementary, Blue Heron Middle School, and Port Townsend High School, as well as in the alternative program (OCEAN) and in a small co-op preschool. The district facilities are school centers and also community facilities, frequently used for events, performances, and recreation.

Essential Public Facilities

The Growth Management Act (GMA) mandates the inclusion in Comprehensive Plans of a procedure to identify and locate “essential public facilities” (WAC 365-195-340). “Essential public facilities” (EPFs) denotes large-scale or regionally significant infrastructure which is usually hard to locate as it faces opposition from the public. Such examples may comprise landfills, prisons, airports, or inpatient behavioral health facilities.

The GMA provides the local jurisdictions with the option to designate and locate essential public facilities (EPFs) through a process responsive to local needs.

The County-Wide Planning Policies (CWPP) of Jefferson County, in particular CWPP 4.1, establish a list of hard-to-site facilities to inform decision-makers, service providers, developers, and the public. The list is not definitive but is provided as a useful reference.

Facilities deemed essential public facilities consist of:

- ◆ **Local waste handling and treatment facilities** (e.g., landfills, drop-box sites, sewage treatment plants)
- ◆ **Airports**
- ◆ **State educational facilities**
- ◆ **Essential state public facilities**
- ◆ **Regional transportation and stormwater drainage infrastructure**
- ◆ **Utility facilities**
- ◆ **State and local correctional facilities**
- ◆ **Inpatient facilities** (e.g., mental health or substance abuse treatment centers)

GMA also mandates that EPFs be located in such a manner as to reconcile the public need with neighborhood compatibility. The County-Wide Planning Policies lay down eleven parameters for considering sites to be used as EPFs. The parameters consider matters such as the items relating to the compatibility with surrounding uses, availability of infrastructure and modes of transport, environmental limitations, availability of substitute sites, public protection, and distributive equity. The Comprehensive Plan sets policies to guarantee that critical public facilities are evaluated through an intentional, criteria-driven process and are compatible with close or surrounding land uses.

Challenges and Opportunities

Forecasting demand and matching public services and investment to keep pace with both growth and maintenance is a perpetual challenge for local jurisdictions. This section summarizes significant challenges for meeting these needs, and opportunities for providing effective capital facilities. More detail on both is provided in the Capital Facilities Plan.

Challenges

Capital Facilities are essential to Port Townsend's health and vitality. Planning, for, providing, and maintaining these facilities requires careful examination of tradeoffs, particularly with limited resources. Much of this work is accomplished through the Capital Facilities Plan. Key challenges identified in the 6-year Capital Facilities Plan include the following topics.

Siting Essential Public Facilities

While these facilities are "essential," they are not always easy to locate in a community. Regional cooperation is key to locating these facilities where they can adequately meet the communities' needs.

Port Townsend and Jefferson County recognize they are also generally of a regional nature, and the two jurisdictions have agreed to cooperate on a joint process to identify potential sites and then to work together – with the community – to decide on the most appropriate, preferred location. This can be both opportunity and challenge, ensuring adequate facilities are in place while also addressing community concerns about how potential negative impacts can be anticipated and mitigated.

Funding Limitations

The City developed a financial sustainability initiative in 2023 to recognize the continual inability for tax revenues to keep up with inflation. The current tax system relies on growth for governmental fiscal sustainability. The Comprehensive Plan guides appropriate growth strategies. Tax burden and utility rate burden are key considerations because they increase the cost of living in the city. These tax and utility rates must be balanced with desired level of service by the community. Grant resources vary throughout economic and political cycles at the State and Federal Levels and should be pursued whenever possible to help address capital facility needs. For more information, please refer to the latest version of the Capital Facilities Plan.

Opportunities

Quality of Life

Participants in the Port Townsend 2025 process defined several objectives as important to the quality of life in Port Townsend. These objectives are described within the Community Direction Statement contained in the Introduction of this Plan, which states “Our vision is that Port Townsend in 2045 is a healthy, affordable and caring community valued for:

- ◆ the natural beauty of its surrounding seas, forests and mountains;
- ◆ the integrity of its ecological functions and its stewardship of the environment;
- ◆ its cultural resources, historic architecture and its pace and scale of life in a small city;
- ◆ the marine trades, locally-rooted businesses and a resilient economy;
- ◆ meaningful work, family wage jobs, and affordable housing choices;
- ◆ multi-generational neighborhoods of differing income levels and life experiences;
- ◆ and its creativity, resourcefulness and strong community spirit.”

All these aspects of community development are dependent upon the provision of adequate capital facilities and utilities.

Concurrency

To serve new growth and development, the GMA requires that certain facilities and services be provided concurrent with new development. In the case of transportation improvements, a financial commitment to provide them within six years must be made. Facilities that are subject to concurrency in the City are transportation, water, wastewater, and stormwater. The Capital Facilities Plan details funding sources and the investment needed to provide this concurrency, describing current and upcoming projects.

Siting Essential Public Facilities

Although siting essential public facilities can be challenging, these facilities are also an important opportunity for community discussion, partnership, and provision of services. Port Townsend and Jefferson County recognize EPFs generally have a regional nature, and the two jurisdictions have agreed to cooperate on a joint process to identify potential sites and then to work together – with the community – to decide on the most appropriate, preferred location. This ensures adequate facilities are in place while also addressing community concerns about how potential negative impacts can be anticipated and mitigated.

Endangered Species Listings

Capital Facilities protect the environment through both regulation and treating potential sources of pollution.

The Washington Department of Fish and Wildlife Threatened and Endangered Species List identifies summer chum originating from Hood Canal and the Strait of Juan de Fuca as a threatened species. As of 2025, National Oceanic and Atmospheric Administration (NOAA) Fisheries listed 6 species in the Puget Sound and Hood Canal as threatened or endangered. Port Townsend has no salmon streams within its City limits, but is surrounded on three sides by a sensitive marine habitat and draws its water from rivers that are significant spawning grounds.

The US Forest Service and the City signed a 20-year renewal of three special use permits for the operation and maintenance of the municipal water diversions and transmission lines in 2009. One of the new permit conditions includes a requirement to maintain a 27 cubic feet per second (cfs) instream flow in the Big Quilcene River below the municipal water diversion. The minimum instream flow for the Little Quilcene River is 6 cfs through the diversion.

Endangered species listings could have profound importance on capital facilities planning, and necessitates the City's commitment to take utmost care of our natural systems.

The City has already taken important steps, including:

- ◆ **Capital Facilities** - The development of a wastewater treatment facility with secondary treatment, the creation of the Stormwater Utility preserving and enhancing natural drainage systems, reducing the rate of increase of toxic runoff related to automobile use through development of a non-motorized transportation system, and management of the drinking water system with the needs of fish in mind.
- ◆ **Regulation** - Passage of environmentally sensitive areas regulations, regulation of activities through the Shoreline Master Program, implementation of best management practices for development under the Engineering Design Standards Manual, and adherence to the controlled growth principles of the GMA.

In the future, the City will participate actively with other jurisdictions in the development and implementation of regional management plans for protection of the listed species, will continue to improve the protection offered by our regulations, and will implement the capital facilities projects called for in this element of the Plan to improve the wastewater, water, and stormwater systems of the City.



Photo credits: SCJ Alliance.

Policy Initiatives

The policy initiatives in the Capital Facilities Element reaffirm the City's long-term commitment to delivering timely, efficient, and cost-effective infrastructure and public services to support current and future demands. The policies and goals encompass facility planning, growth planning, infrastructure finance, service levels, and intergovernmental coordination. While several of these principles have long been a part of policy direction, the revised Element adds new priority to service coordination and integration, climate-responsive infrastructure planning and design, and equity in facility and service accessibility. The major initiative areas are listed below.

Integrated Planning and Growth Management

Capital facility planning has a close connection to land use and projected growth, providing adequate infrastructure to support new development. Policies direct the City to coordinate capital investment with planned development areas, phase improvements to encourage orderly development, and integrate facilities with levels of service adopted. This Periodic update replaces previous tiering policies, which were largely not implemented because the City lacked resources. This Plan provides more predictable and focused planning for infrastructure, which supports Land Use and Housing goals for density, infill, and mixed uses. Providing the infrastructure where and when needed is a shared responsibility of the City and developers.

Efficient Use of Resources

The Element facilitates the cost-effective utilization of public investment through shared facilities, conservation measures, and alternative technologies. Emphasis is placed on maximizing the capacity of current systems before adding or building anything new. The design considerations also favor facilities that are adaptable, energy-efficient, and resilient to evolving demands.

Service Equity and Access

Policies demand infrastructure that's responsive to, safe for, and accessible to all residents. The goal is to no longer have underserved neighborhoods. Guidance promotes the equal siting of necessary public facilities and services in accordance with the community's needs. The design of public facilities must contribute to a sense of place and community character.

Financial Feasibility and Accountability

Capital planning must be financially realistic. The Element requires that identifiable revenue sources support projects and that new development pays a proportionate share of the infrastructure it needs. Long-term operations and maintenance are considered during planning to avoid future funding gaps. The City also commits to regular Plan updates and fiscal reassessment to ensure consistency with funding availability and population trends

Intergovernmental Coordination

The policy framework reinforces collaboration with Jefferson County, service providers, and regional entities to ensure consistency across jurisdictional boundaries. Urban services are concentrated within the UGA, while rural areas remain low-intensity and appropriately serviced. The City participates in cooperative efforts to plan for essential regional facilities.

Meeting Level of Service Standards

A Level of Service (LOS) standard for capital facilities defines the acceptable performance or quality of a public facility. These standards are used to determine if a facility adequately serves existing and new development. The City's Capital Facilities Plan adopts Level of Service standards that must be met for these facilities.

Figure 6-1: Table of Water and Wastewater Level of Service Standards

Facility	Standard
Raw Water Supply	Sufficient capacity to fully serve customer demands
Raw Water Storage	A Minimum of 60 days of storage for City customer demands
Water System	A flow volume that meets peak demand and fire flows.
Wastewater System	A level that allows collection and treatment of peak wastewater flows and meets Dept. of Ecology criteria and compliance with the NPDES discharge permit at the Wastewater Treatment Plant and the State Waste Discharge Permit at the Compost Facility.

Figure 6-2: Table of Transportation Level of Service Standards

Road Type	Standard
Urban Arterial	F for streets meeting standards (Except SR20)
Other Roads w/in Urban Growth Area (UGA), but outside the City Limits	As set forth by Jefferson County
State Route 20	As set forth by Washington State Department of Transp.
Transit	Bus access within ¼ mile of any development of 50 homes or more
Active Transportation	1.) Access to a Connected Route within 1/4 of mile (6 city blocks) 2.) Direct Access to an ADA priority route for 20% of all housing units

Figure 6-3: Table of Public Facility Level of Service Standards

Facility	Standard
General Government Facilities	<ul style="list-style-type: none"> ▲ Facilities that are safe, meet applicable codes, and are fully accessible ▲ Facilities that are properly sized, designed for their intended purpose, and flexible to evolve to meet future changing demands
Fire & Emergency Services (Provided by Jefferson Fire and Rescue)	Average response time 8 minutes, 90% of the time for fire and medical calls in the City
Police Protection	Facilities and equipment sufficient to meet the demand for police services
Parks	<ul style="list-style-type: none"> ▲ 7.6 acres/1,000 population ▲ Local service standards for equitable access, distribution, and function as outlined in the City of Port Townsend Parks, Recreation and Open Space Functional Plan
Stormwater and Surface Water	A level of conveyance, detention, and treatment that meets as defined in the City's Stormwater Master Plan and City Development Standards

Investment Priority

Policy directs the City to consider the strategic influence of its infrastructure investments, prioritizing water, sewer, and streets improvements in locations and in a sequence to facilitate infill housing construction, development of its mixed-use neighborhood centers, and efficient use of infrastructure which is already in the ground. Projects which do not advance these top priorities – other than those to address public safety, respond to statutory mandate, or take advantage of available funding opportunity – will occur later in the planning cycle.

Financing Plan

Affording the capital facilities to serve the population is a fundamental planning consideration. Policy guidance directs the City to act in a fiscally sustainable manner, investing to meet current or anticipated demand and exploring options for efficient services provision. The City will review its capital programming annually as part of the local budgeting process and adjust capital investment to fit within fiscal constraint. The City will also update the Capital Facilities Plan bi-annually as required by GMA.

Please refer to the latest version of the Capital Facilities Plan for more information on planned improvements and associated schedules as well as revenue sources. Given the condition, design, and schedule of planned improvements as outlined in the City's various Functional Plans, there is sufficient financial resource available to support planned capital improvements.

Implementation

The Capital Facilities Element provides guidance for the City's annual update to its capital improvement program and transportation improvement program, ensuring the projects appearing on those lists conform to policy, community priority, and funding constraints. This is an existing, recurring implementation activity, and there are others, too, identified in Chapter 10, Goals, Policies, and Implementation.



Photo credits: City of Port Townsend.

Economic Development

Introduction

Economic health is a fundamental underpinning of successful community outcomes. Jobs, business success, income levels, housing affordability, and public services are all connected to the local, regional, and national economies. Government and business have a symbiotic relationship. Private business relies on government-provided services, such as public transportation systems, affordable housing, utilities, and education systems. Government relies on the tax revenue generated from private businesses to provide services. This means the Economic Development Element and implementation is important for all residents and businesses because a stable economy provides sustainable public services while decreasing the tax burden on individuals.

The tax system in Washington State is highly dependent on sales tax, which is challenging for cities' fiscal sustainability. When residents shop in other areas, such as Sequim or Silverdale, the City loses that tax revenue. Port Townsend's revenue is supported by sales taxes from visitors through the local tourism industry.

Economic development efforts also seek to strengthen the economy by providing more family-wage jobs. Port Townsend experiences an imbalance of wages and living costs primarily tied to a rapid increase in the cost of housing. Over the long term, Port Townsend seeks an economy which is balanced, diverse, and nimble enough to recover from extreme weather events, energy issues, and economic challenges. A diverse economy also provides a wider variety of job opportunities suited to all skill levels in the workforce.

This element was developed based on the 1996, 2011, and 2016 Economic Development Elements, local data, and public input. The Economic Development Council (EDC) Team Jefferson worked with City of Port Townsend through events, meetings, and collaborating on a survey of EDC members' goals and desires for commercial, industrial, and manufacturing land and opportunities within Port Townsend.

The purpose of this Economic Development Element is to provide guidance for maintaining, enhancing, and creating economic activity within Port Townsend consistent with the community's vision. This element presents an integrated economic development strategy, in conjunction with the policy framework and implementation actions presented in the Goals, Policies, and Implementation Actions Element.

Connecting to Port Townsend 2045

The Economic Development Element supports the Introduction's vision of Port Townsend as a community valued for:

- ◆ the natural beauty of its surrounding seas, forests and mountains – offering opportunities to enjoy this beauty through sustainable tourism;
- ◆ the integrity of its ecological functions and its stewardship of the environment – coordinate industry so it does not disrupt the local ecology;
- ◆ its cultural resources, artistic and craft traditions, historic architecture, and its pace and scale of life in a small city – recognize that these are assets which draw people to Port Townsend;
- ◆ the marine trades, locally-rooted businesses and a resilient economy – encourage innovation in Port Townsend over attracting new industries to come to Port Townsend;
- ◆ meaningful work, family wage jobs, and affordable housing choices – the Economic Development and Housing Elements work together so Port Townsend has a stably housed, resilient workforce;
- ◆ multi-generational neighborhoods of differing income levels and life experiences – collaboration between economic development and housing is key for the City's health and vitality;
- ◆ and its creativity, resourcefulness and strong community spirit – plan for creative resourceful local jobs.

Context

Port Townsend is distant from the major economic I-5 corridor, located on the Olympic Peninsula near the forests and fisheries which gave it its economic start. The City was founded with plans to become a major port city and transportation hub via railway. This motivated investment in the community's Victorian-era waterfront architecture and the speculative platting of the entirety of the City, far in advance of any development pressure. Pre-platting established road rights of way and legal lots that were generations ahead of any capability to build roads or supply urban infrastructure.

Subsequent eras of economic booms and busts shaped Port Townsend into a city that, as described in the Comprehensive Plan Introduction's vision, highly values "locally-rooted businesses and a resilient economy" along with "meaningful work and family wage jobs". The focus on an interconnected local economy is particularly important because Port Townsend is geographically isolated, a "peninsula at the end of the peninsula." Beyond regional economic trends and local values, Port Townsend has also been shaped by regulatory requirements and guidance.

Growth Management Act (GMA) Requirements

The GMA does not require jurisdictions to adopt an Economic Development Element without state funding. However, Port Townsend, like many jurisdictions has chosen to create and adopt an economic development element as described in Revised Code of Washington Chapter 36.70A.070(7): “An economic development element establishing local goals, policies, objectives, and provisions for economic growth and vitality and a high quality of life.”

Future land uses should be closely tied to a City's economic strategy. Accordingly, this Comprehensive Plan closely links and integrates with economic strategy to guide economic development appropriate for Port Townsend. The GMA provides some direction for incorporating economic development considerations into the Comprehensive Plan. Among the 14 planning goals contained within the GMA, one pertains specifically to economic development:

“Encourage economic development throughout the state that is consistent with adopted Comprehensive Plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.” (Chapter 36.70A.020(5) RCW).

County-Wide Planning Policies for Jefferson County (CWPP)

The Economic Development Element must also be consistent with the County-Wide Planning Policy for Jefferson County, specifically Policy #7, "County-Wide Economic Development and Employment." Policy #7, summarized below, recognizes the distinct roles of local government and the private sector:

The private sector should be primarily responsible for creating economic opportunity in Jefferson County. The responsibility of local government is to assure that economic development activities are carried out in a manner that is consistent with defined community and environmental values. In order to ensure such consistency, the Comprehensive Plan should clearly identify these values so that economic opportunities will not be lost due to confusion or unreliability of process.

Local government is also responsible for internal coordination of capital facilities, land use, and utilities, as well as external coordination with other entities, including the Port of Port Townsend and Jefferson County. The CWPP directs that the Comprehensive Plan give particular attention to the needs of nonservice sector businesses and industries and recognize that some businesses are best suited for the urban growth area (UGA) while others may be better suited for the rural unincorporated areas.

Challenges & Opportunities

The City's 1996 Comprehensive Plan was adopted during a time of rapid growth, development, and economic expansion in Washington State. The 2011 and 2016 Plans learned from the Great Recession, responding to slowing economic expansion and lowered population growth. The impacts of COVID-19 pandemic and increase of remote work are still being assessed, but have had an impact on smaller remote cities such as Port Townsend. Finally, an ongoing economic shift is increased retirements as many people in the Baby Boom generation leave the workforce. This was accelerated by the COVID-19 pandemic and related retirement incentives. Labor shortages are a problem for all industries. These fundamental changes must shape Port Townsend's economic development planning, particularly when considering how to support the community values of economic diversity and resilience, enhancement of household incomes, and compact community structure to limit stresses on the community's infrastructure.

Challenges

The issues shaping the earlier Plans still exist today, different in terms of specific events but sharing similar themes. The Implementation section of the Economic Development Element summarizes steps to address these issues, while the Goals, Policies, and Implementation Chapter details how the City will guide future economic development in Port Townsend.

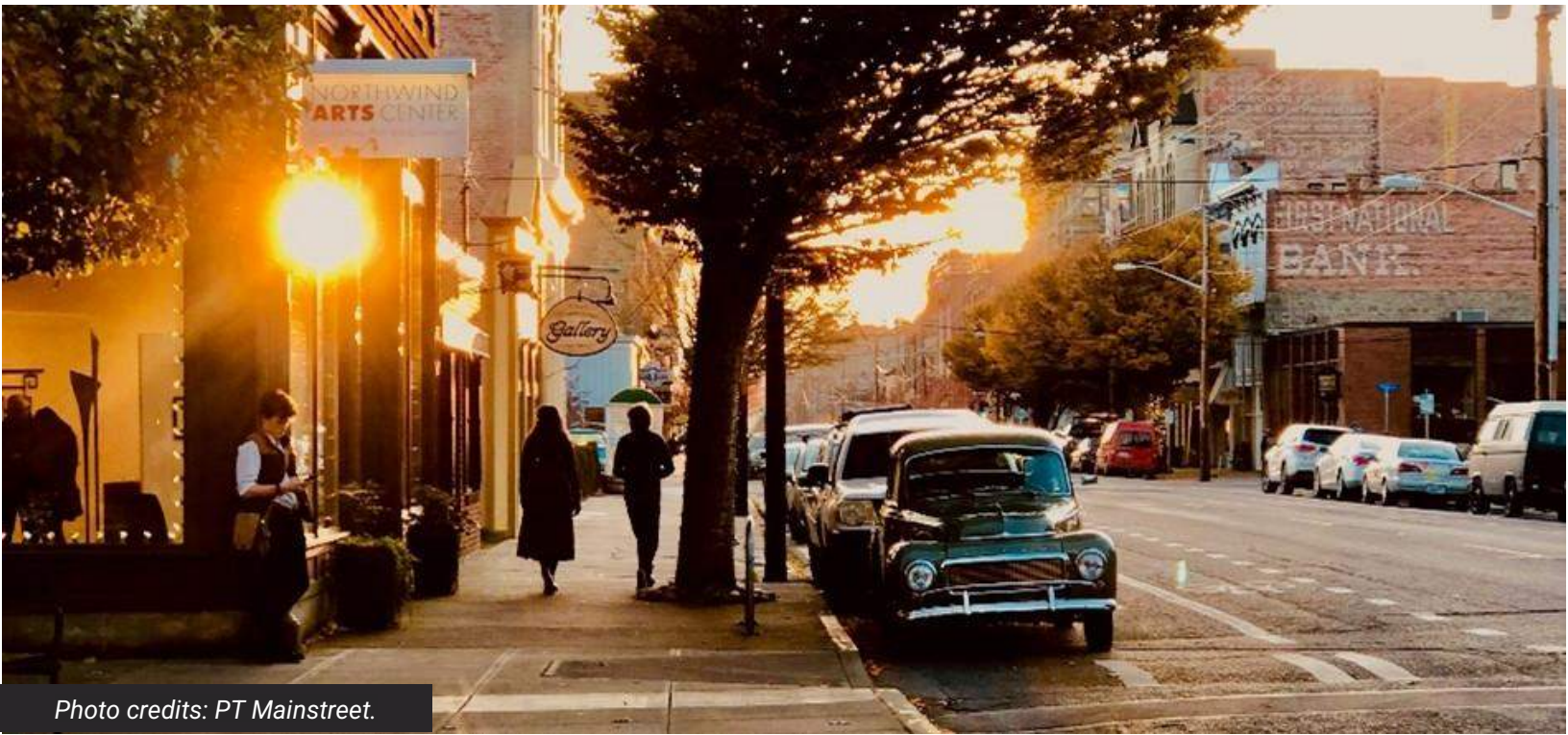


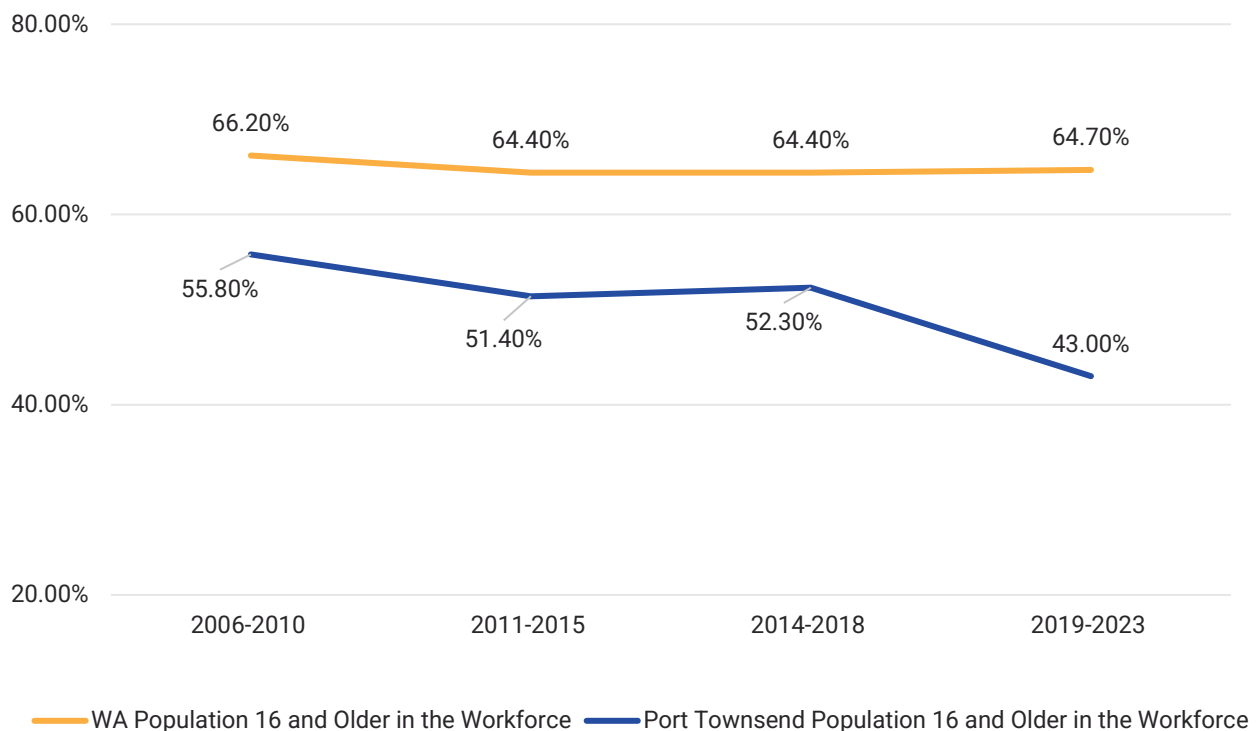
Photo credits: PT Mainstreet.

Decreasing Workforce and Aging Population

American Community Survey Table CP03 Comparative Economic Characteristics reports that a decreasing percentage of Port Townsend's population aged 16 and older are in the workforce. Port Townsend's percentage of population in the workforce has generally been 10% to 13% lower than the state average. That difference has increased steeply since the previous Comprehensive Plan was adopted in 2016, with Port Townsend's percentage of people in the workforce falling more than 20% below the state average. During that same period, the state's workforce population increased 0.3% while Port Townsend's workforce fell 9.3%.

Key Point: The decreasing number of workers in the population makes it difficult for local employers to attract, hire, and maintain enough employees.

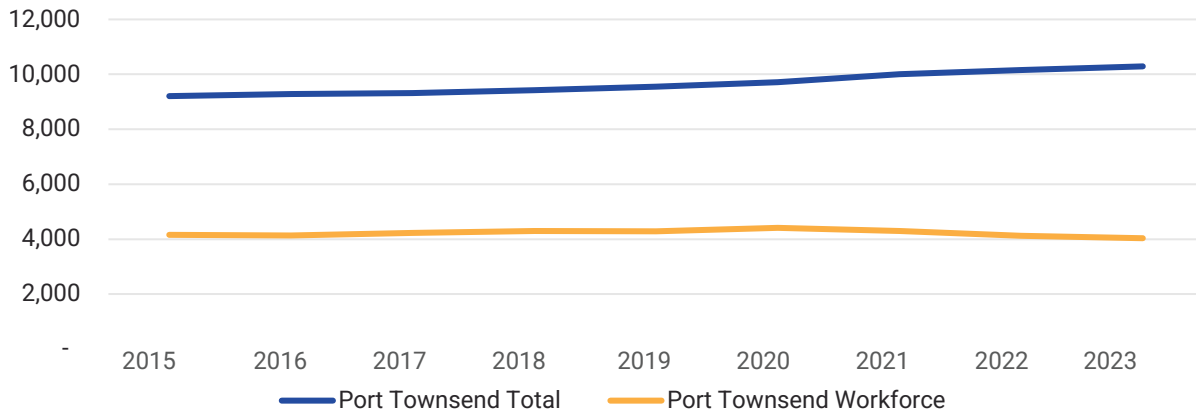
Figure 7-1: Percentage of Population Aged 16 and Older in the Port Townsend and Washington State Workforces (2006-2023)



Source: American Community Survey [Table CP03 Comparative Economic Characteristics](#)

The shrinking workforce is not caused by decreases in the overall population. In fact, decreases in the workforce were concurrent with population growth in Port Townsend.

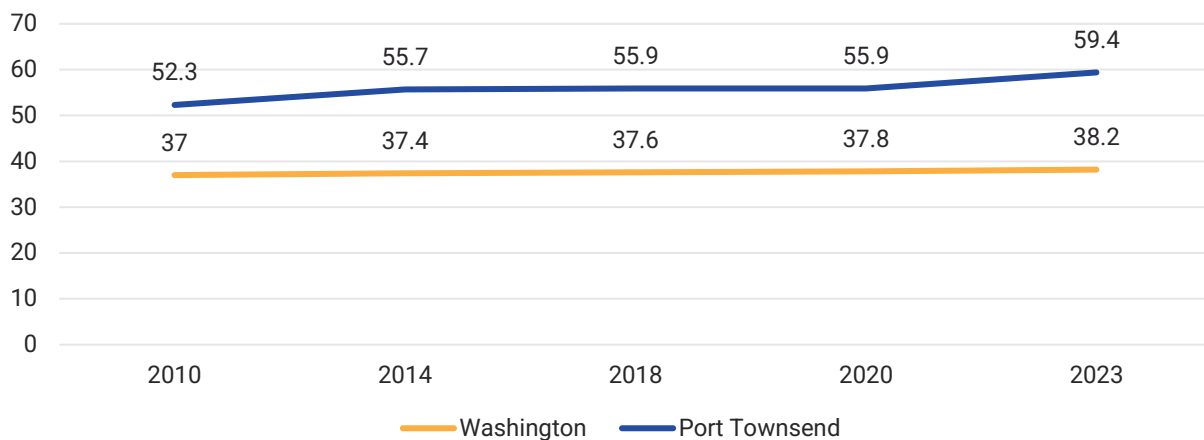
Figure 7-2: Port Townsend Total Population and in the Workforce (2015-2023)



Source: American Community Survey [Table CP03 Comparative Economic Characteristics](#) and [Table S0101 Age and Sex](#), 2015 to 2023.

A contributing factor is that Port Townsend has a higher-than-average percentage of residents who are 65 or older. The 2023 American Community Survey's 5-Year Estimate reports that 41% of Port Townsend residents are age 65 and over versus a statewide average of just 16.3% ([Table S0101](#)). This trend is not new, with Census data showing that Port Townsend's average age has been 15-20 years older than the state average since at least 2010. The difference between state and Port Townsend average ages has increased in the last 5 years, with the most recent estimate showing that the average age in Port Townsend is 21 years older than the state average.

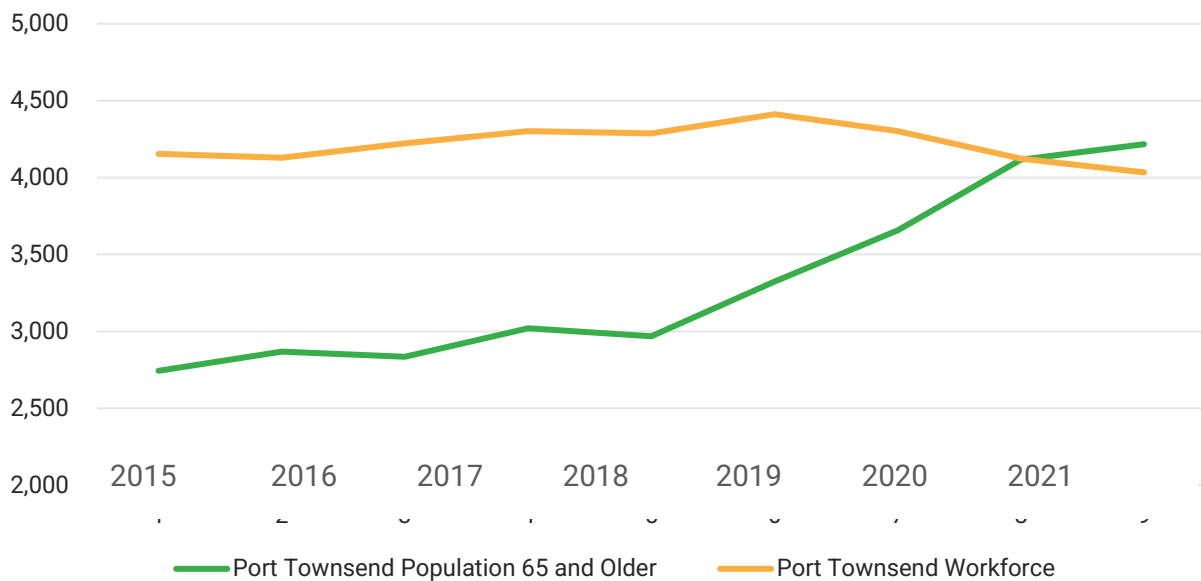
Figure 7-3: Port Townsend and WA State Average Population Age (2010-2023)



Source: [American Community Survey Table S0101 Age and Sex](#).

It is important to note that many residents in Port Townsend continue working or volunteering past the age of 65, making age an imperfect measure for how long people remain in the workforce. However, it is unlikely that workers and volunteers in this age range will remain in the workforce over the Comprehensive Plan’s 20-year planning period. Further, comparing ACS Table S0101 Age and Sex with Table CP03 Comparative Economic Characteristics shows that as of 2022 and 2023, there are more residents 65 years old or older than there are workers living in Port Townsend.

Figure 7-4: Number of Residents Aged 65 and Older Compared with Number of Residents in the Workforce in Port Townsend (2015-2023)



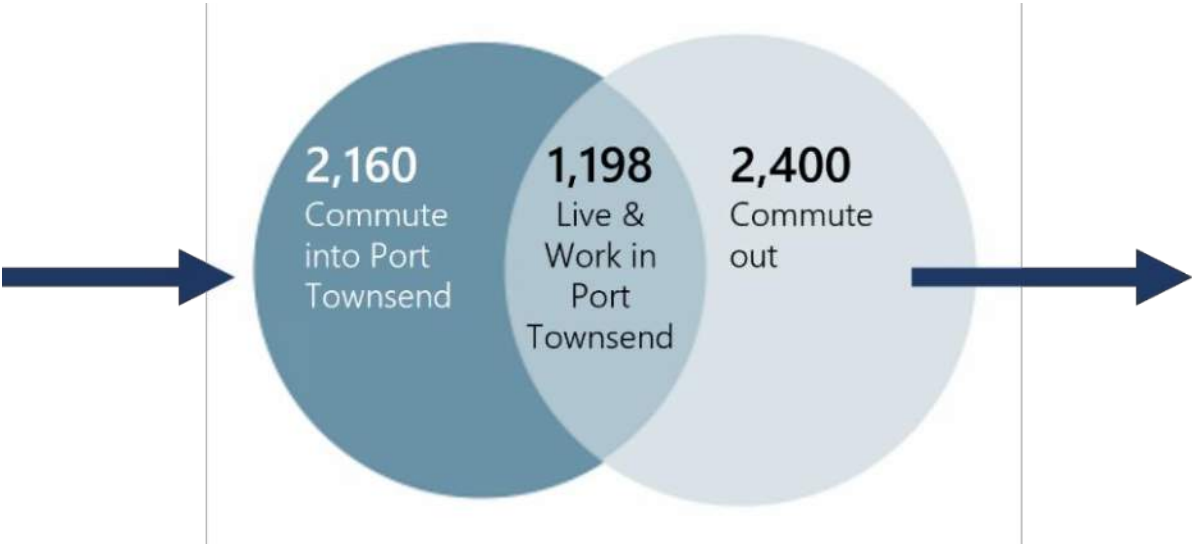
Source: American Community Survey [Table CP03 Comparative Economic Characteristics](#) and [Table S0101 Age and Sex](#), 2015 to 2023.

Port Townsend’s population must include people who work. Including workers aligns with Port Townsend’s vision of “neighborhoods of differing income levels and life experiences.” Having a local workforce is also essential for economic resilience. Per the U.S. Census Bureau Longitudinal Employer-Household Dynamics (LEHD) via Census OnTheMap, 2,160 workers commute into Port Townsend from other jurisdictions. Long commutes leave workers with less time for their personal lives and may disincentivize them to continue working in Port Townsend. In-person jobs become vulnerable to transportation issues, which can be more common in a geographically isolated city. Telework can also become more risky as electrical or internet interruptions at either the worker’s home or the employer’s main office can stop work. Relying on a commuting workforce instead of creating opportunities for a local workforce has negative consequences for workers, their employers, and Port Townsend’s economic vitality.



Displacement of working residents from Port Townsend is a significant concern. An additional complication is that working residents in Port Townsend do not only work within City limits. Data from the U.S. Census Bureau Longitudinal Employer-Household Dynamics (LEHD) via Census OnTheMap also shows that 2,400 Port Townsend residents either commute out of the City or telework for an employer outside of Port Townsend. Only 1,198 people both live and work within Port Townsend.

Figure 7 5: Number of Workers Commuting into Port Townsend, Working and Living in Port Townsend, and Coming out of Port Townsend



Workforce-aged residents and older residents are likely competing for a limited number of housing units. American Community Survey 2023 [Table B19037](#) Age of Householder by Household Income in the Past 12 Months (in 2023 Inflation-Adjusted Dollars) shows that in both Washington state and Port Townsend, householders between 25 to 44 and 45 to 64 years of age have the highest household income. While higher average incomes can assist workforce-aged residents in securing housing, it is worth noting that Port Townsend’s limited housing supply contributes to high housing costs and other costs of living, meaning that even higher-income households face challenges finding housing.

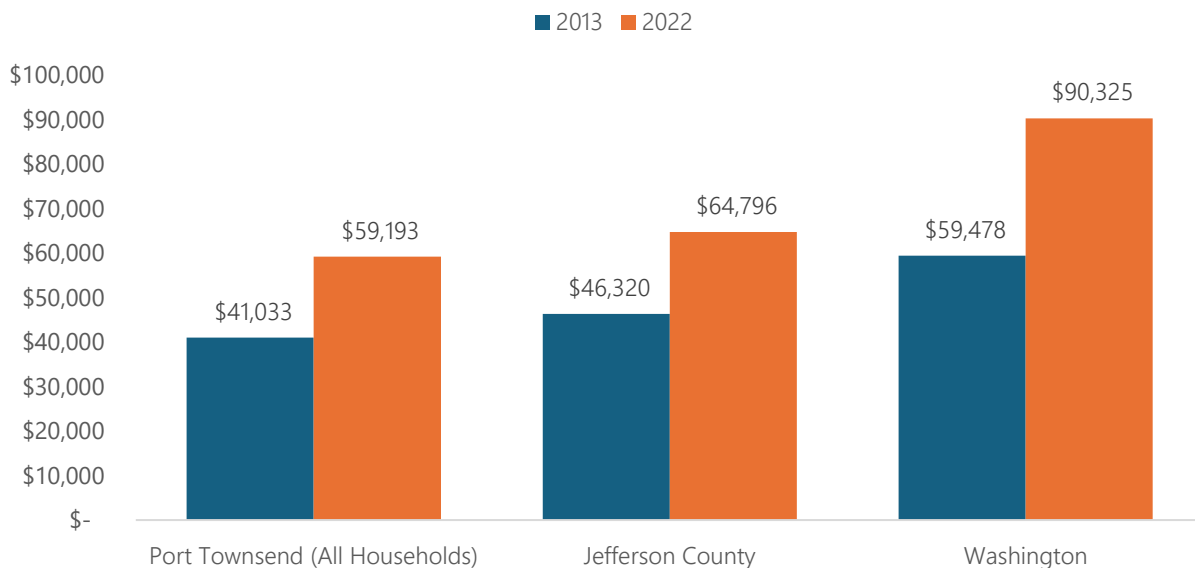
COVID Consequences

The COVID-19 Pandemic was a major public health crisis that also brought about lasting changes in the ways in which people work. These technological and social innovations have endured, with remote work enabling many in the workforce, including Port Townsend's workforce-aged population, to live in places other than in the town in which they are employed – without the need to commute long distances daily. With these advancements, more businesses and their employees are locating based on quality of life rather than for convenient access to a major transportation corridor. This means that businesses in Port Townsend are now competing for employees with businesses far away from Port Townsend.

Household Incomes

Per American Community Survey's 2022 5-Year Estimate, Washington State's median household income was \$90,325 per year, Jefferson County's was \$64,769 and Port Townsend's the median household income was \$59,193.

Figure 7-6: Median Household Income in Port Townsend with Regional Comparison (2013 & 2022)



Source: US Census Bureau 5-Year ACS, Table S2503.

Lower wages are attributable in large part to under-representation of trade sector employment –in higher wage jobs as with manufacturing, professional, and technical services.



Photo credits: SCJ Alliance.

Currently, Port Townsend has a higher percentage of lower-wage occupation jobs than the rest of the state. Retail and accommodations, including lodging and food service, are major employers because Port Townsend is a tourist destination. Incomes in Port Townsend generally do not support homeownership, showing that contrary to the vision described in the Comprehensive Plan's Introduction, working residents do not have "family wage jobs."

Land Inventory

Appropriately zoned land with full municipal infrastructure is critical to accommodating new higher wage employment. This land is scarce, generally located in areas already developed with existing commercial, industrial, or institutional uses. While there is undeveloped land zoned for commercial, industrial, manufacturing, and mixed uses, some of these parcels do not have infrastructure within the City. The number of industrial and manufacturing parcels are more limited. The extension of roads, sidewalks, water, and sewer lines are the responsibility of developers, which requires a significant initial investment before these projects could be built. Participants in the joint City of Port Townsend and EDC Team Jefferson survey reported that they do not have funding to absorb these initial costs.

Renting Commercial or Manufacturing Spaces

The challenges of renting commercial or manufacturing spaces were consistently reported by local business-owners who participated in the joint City of Port Townsend and EDC Team Jefferson survey. There is not sufficient data on the number of available commercial and/or manufacturing rental units, making it difficult to calculate vacancy rates. Unlike residential rentals, which are usually advertised in a variety of physical and online spaces that are accessible to realtors and prospective tenants, there is no single source of information on commercial or manufacturing rental properties in Port Townsend. While some building owners choose to post the listing to sites available to the public, others advertise by word of mouth or signs in the building's window. Many participants shared that finding a rental for their business depended on knowing people, either the property owner or a connected party. These challenges become more pressing as costs increase, particularly rent costs for the space. While City staff do not have jurisdiction over rental listings, staff can work with EDC Team Jefferson to identify tools that may help local businesses and entrepreneurs. For example, survey participants were interested in more information on renovations and permitting for commercial spaces.

Insufficient Housing Affordable to the Workforce

Per public engagement, a survey of local employers by Housing Solutions Network, and Census data on incomes, the biggest barrier to business and the workforce is the lack of housing units at attainable prices.

The Housing Element directs policy to increase the supply of housing that is affordable to all households, particularly housing that is intended to serve those earning less than 120% of the area median income. The Land Capacity Analysis conducted during the 2025 Periodic Review found that while there is adequate vacant land zoned for housing, there is a gap between what local households can afford and what the market will provide. This finding is further supported by Housing Solutions Network's 2024 survey and the joint City-EDC Team Jefferson 2025 survey, where employers reported that housing costs had made it difficult to attract and retain staff. The difficulty of housing Port Townsend's workforce is creating more partnerships between local government and the private sector, such as development regulations allowing employer-provided housing in traditionally non-residential zones. Washington's requirement to plan for housing by all income segments further underscores the need for housing that is not provided by the current market. The lack of housing affordable to the workforce increases displacement of working-age residents and families, creating more reliance on a commuting workforce.

Infrastructure Funding

Port Townsend will be forced to rely even more heavily on local sources of revenue as state and federal funding of community services and capital improvements becomes increasingly difficult to obtain. City's water, sewer, stormwater, and streets systems can expand only at considerable cost, and system maintenance still requires resources.

Competition with Global Market

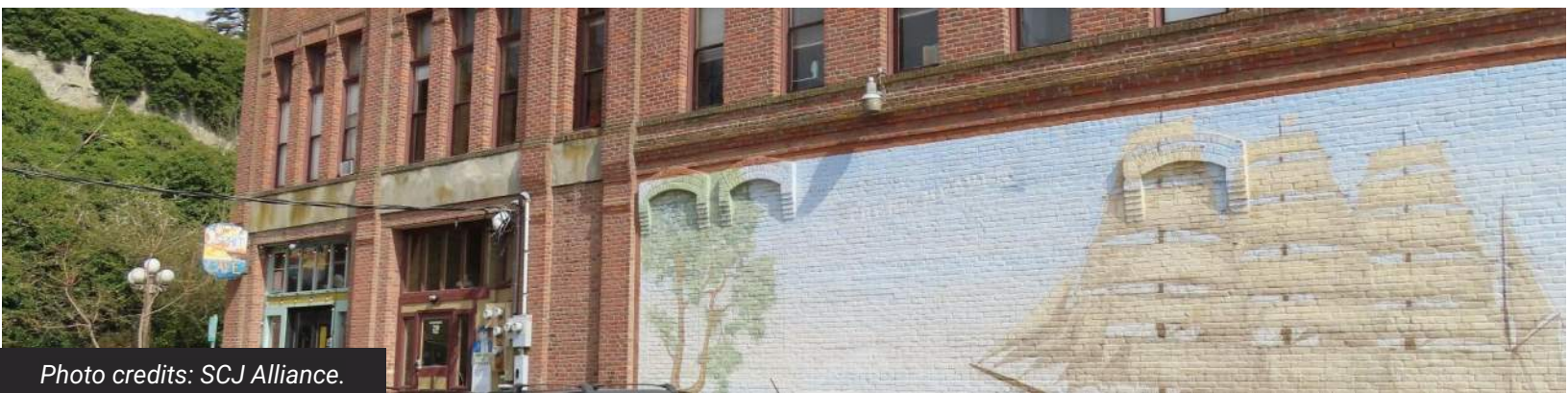
Port Townsend is a small city, but it is connected to a global marketplace. Limits to electrical energy and transportation make the community vulnerable to economic disruptions, and the impacts of climate change – a global phenomenon – influence capital investment, strategic business positioning, and the degree to which companies can tolerate adapting to changing conditions. Competition with online businesses is also challenging for local businesses due to economies of scale.

Opportunities

Community

A key theme of the 2025 Periodic Review was identifying how Port Townsend has adapted through changing circumstances. Participants shared stories about how Port Townsend has been resilient and creative. This resilience has included successful economic drivers that are profitable, employ local workers, and provide goods and services to residents. It also includes locally-important, often volunteer- or barter-based, economies. For example, per US Census categorizations, the Port Townsend employment industry with the most employees is “educational services, and health care and social assistance” (ACS 2023, [Table CP03 Comparative Economic Characteristics](#)). This industry includes people who work in the healthcare system, a major local employer, while also including members of the “care economy” who provide care and assistance for people of all ages. Another example of a locally important economic industry is agriculture. Despite the Census reporting that 2% of Port Townsend residents are employed in “agriculture, forestry, fishing and hunting, and mining,” many farmers, gardeners, and other agricultural workers have commented on their role in sharing food through donations to the Jefferson County Food Bank and Port Townsend School District. The community’s creativity in creating and maintaining important local economies is vital to Port Townsend’s future economic development.

The vision outlined in the Introduction shares that the Port Townsend of 2045 will be “a healthy, affordable, and caring community valued for the marine trades, locally-rooted businesses and a resilient economy; meaningful work, family wage jobs, and affordable housing choices.” There will likely be disagreements about how to achieve this vision, but historically Port Townsend’s employers, workers, and industries have contributed to community resiliency. The true opportunity looking forward is to develop local capacity to reduce dependency on outside businesses. Such capacity building can come in the form of building upon assets, providing a welcoming environment to business, incubation, training, and locally sourcing work when possible. One such example is the opportunity for a local business to develop and fill the need for multifamily development builders and developers.



Sustainable Infrastructure Investments

City initiatives described in the Capital Facilities and Transportation Element, such as the PT Sustainable Streets Circulation Plan, detail how Port Townsend will plan for and focus infrastructure. This will make more efficient use of City resources that benefit Port Townsend's economy and in particular housing development.

Housing the Workforce

Improving Port Townsend's economic resilience by housing the workforce is a uniting goal for the public and private sectors in Port Townsend. There are opportunities to build on these partnerships, such as the 2023 updates to development regulations allowing employer-provided housing in traditionally non-residential zones. Planning for and facilitating housing for all income levels is a central focus of the 2025 Periodic Review. As housing policies and regulations are implemented, local businesses will benefit as a greater percentage of residents are interested and able to work in Port Townsend. Reducing displacement of working-age families will also increase the number of potential customers as these residents find it easier to shop where they live and work, instead of going to other jurisdictions for their shopping. One such opportunity to address both the need for housing and business space for new or small businesses is the development of live-work housing. Live-work facilities offer the opportunity for housing and business costs to be combined. Employer-provided housing is a related trend nationally and may need to be more prevalent in Port Townsend. Buildings with commercial and residential spaces can be developed in mixed use districts as well as light industry. An additional opportunity is partnering with Jefferson County to support live-work development in the light industry area of Glen Cove.

Global Connectedness

The City has the opportunity to expand and develop emerging economic sectors. The City's Historic Downtown waterfront and the Port of Port Townsend continue to serve the tourist economy and marine trades respectively. Health services are expanding (notably improvements by Jefferson Healthcare) and new economic sectors are emerging. EDC members have shared that e-commerce has opened doors for them to run creative businesses in Port Townsend and ship their products worldwide. Other opportunities include investment into the Upper Sims Way subarea, education at Fort Worden Lifelong Learning Center, and facilities that support the growing local food economy. Many world-renowned artists and craftspeople call Port Townsend home, giving the City an outsized reputation as a place for creative production and artistic excellence. Community interest in developing and using renewable energy sources also presents an opportunity.

Policy Initiatives

Regional, national, and global economies have had a much greater impact on the local economy than economic development plans and policies adopted by local jurisdictions. When local government has been involved, its leadership in promoting economic development has usually been limited to several key areas, including:

- ◆ Land use (i.e., zoning development standards, permit processing);
- ◆ Public facility and infrastructure investments (e.g., utilities, transportation improvements, public safety, parks, visitor amenities, etc.); and
- ◆ Marketing cooperation and coordination with other entities (e.g., Jefferson County, Port of Port Townsend, Economic Development Council (EDC) Team Jefferson, citizens and property owners, businesses, etc.).

Like these earlier efforts, the City's economic development strategy also focuses on these key areas:

- ◆ Policies call for Port Townsend to have an adequate supply of appropriately zoned land to support future commercial and manufacturing development. This includes working with the County to improve enhance industrial opportunities in Glen Cove due to the lack of industrial lands in the City limits.
- ◆ Direction guides the City in streamlining its permit processing system to provide more timely, fair, and predictable permit processing. When implemented, these measures will help to ensure that the City will not miss opportunities for economic development due to delay or uncertainty of process. This applies to all scales of development, from new commercial facilities, to renovation permits for storefronts, to issuing business licenses.
- ◆ Policies will ensure appropriate public services and facilities are in place support economic development.
- ◆ Policies concerning improving the relationships between housing and economy.
- ◆ Policies foster cooperation and coordination with entities at the state, regional, county, and local level. These provisions ensure that government agencies and other entities will work together to develop and implement consistent strategies that promote the economic health and diversity of the area.

Land use policy promotes the development of mixed uses in many of the community's commercial districts, including the intent to create mixed-use neighborhood centers at the intersections of community arterial streets over the next 20 years. To meet these employment targets, a healthy business climate needs to be nurtured in Port Townsend. This can be done by building on Port Townsend's economic development potentials and addressing constraints.

The Comprehensive Plan's Goals, Policies, and Implementation Element builds on these established components of economic development strategy. The element articulates a course of action that will support local job skills, bolster several sectors of our local economy, and improve our telecommunications infrastructure. This Plan seeks to maximize our potential for future economic growth in a manner that is consistent with community and environmental values. Major areas of emphasis within the Plan include:

Training/Education

Building and diversifying our economic base must begin with support for the survival and expansion of local business. It is equally vital to support existing businesses and new businesses. New businesses cannot replace current economic drivers, but they can enhance our economic base. The unifying principle of the strategy lies in improving the skills available in our labor force.

Port Townsend possesses many highly educated individuals. However, some residents' job skills are not directly relevant to Port Townsend's economic sectors. To address this situation, the strategy envisions a three-step scheme for improving workforce skills.

The first step involves maintaining and expanding the capacity to provide rapid turnaround training for workers. This can be accomplished by obtaining additional funding for the Economic Development Council (EDC) or education partners to establish training facilities. The mission should be specific: to provide short course vocational and certification training programs to enhance competence of employees in the marine trades and retail sales sectors. This can also be accomplished by coordinating in-house training to expand or enhance job skills.

The second step requires working with partners to develop local engineering/manufacturing capability. To facilitate this, the City can work with higher education institutions to identify curricula and degree programs which promote Port Townsend's economic vision. Examples of possible degree programs include two-year Associate's Degrees in engineering. Additionally, the Rainier Subarea might serve as the location for technologically sophisticated and environmentally friendly incubator industries that could offer educational opportunities. This can also be expanded to include studying the feasibility of locating a four-year institution in Port Townsend, coordinating with others in the process.

The final step involves supporting Washington State Parks and other economic and educational entities in the development of a Lifelong Learning Center at Fort Worden which focuses on the creative economy and the arts as a driver of quality of life and integral piece of Port Townsend's identity and economic future. This is particularly important since the Port Townsend location of Peninsula College closed, removing a vital educational opportunity.

Marine Trades

The Introduction envisions the "working waterfront" continuing to shape Port Townsend's future.

The potential for expansion of the marine trades sector of our local economy is considerable. The largest obstacles to growth of this industrial sector include: a lack of appropriately located and zoned vacant land and a lack of Port infrastructure to service larger and increased numbers of boats. The Economic Development Council's economic development strategy indicates that added moorage, water-side work space, large capacity lifts and haul-out facilities, and Port-area improvements are necessary to allow expansion. Completion of the 300-ton enhanced haul-out facility has gone a long way toward alleviating existing infrastructure needs.

City leadership has a crucial role in promoting the skills available in Port Townsend's marine trades workforce, advocating for coordination between the Port, the boatbuilding and maritime trades organizations, and others, and planning for additional transient mooring. The City should continue to play a key role in encouraging the marine trades economy. One important step the City took was to plan and zone to promote marine-related commerce and industry in specific shoreline areas as part of the Shoreline Master Program Update. Equally important is the City's role in cooperating with the Port of Port Townsend to develop and implement master plans for Port properties that are consistent and coordinated between the two governing bodies.

An additional opportunity for local partnership is with Jefferson County in supporting the success of a Local Area of More Intensive Rural Development (LAMIRD) at Glen Cove. This area is immediately outside Port Townsend City limits and adjacent to the Rainier Subarea. Glen Cove and the Rainier Subarea will both benefit from the development of a sewer lift station on Mill Road, creating opportunities for businesses to support regional marine trades and other light industry opportunities. Supporting marine trades and manufacturing in Glen Cove would also align with current interest in low-cost areas for manufacturing space.

Diversified Manufacturing & Small Business

The economic development strategy envisions Port Townsend as a hub of eastern Jefferson County's economy and employment, with a diversity of commercial and industrial activities thriving and providing employment opportunities for residents. The strategy also envisions that cottage-based industries and low impact light manufacturing will have a strong presence in the community.

Small manufacturers and emerging technologies deserve special attention in the City's strategy for two principle reasons. First, small manufacturers are able to more rapidly respond to changes in the marketplace.



Photo credits: SCJ Alliance.

Economic diversity can be strengthened if we have a variety of small companies doing different things, rather than one large company doing one thing. Having a variety of employers and fields instead of relying on a few large industries would lessen the negative impact of any one employer going out of business or moving out of the City. That in turn makes the local economy more resilient and more secure. Second, small scale diversified manufacturing has a tremendous potential to generate additional employment opportunities. Statistics indicate that for every one manufacturing job created, five more jobs are created in support services and other manufacturing.

For these reasons, the City's strategy seeks to assist in the identification and support of small scale "clean" industry and cottage-based industries that are appropriate to Port Townsend's resources and vision. The strategy also describes the City's role as "facilitator" in encouraging industries to pursue joint marketing opportunities that could lead to exportation of local goods and services throughout the global economy.

The Creative Economy

Washington has the country's highest share of creative economy GDP, but one of the lowest rates of government investment. Here in Port Townsend, the share of creative sector jobs has fallen by 1.1% in the last five years. Port Townsend's reputation as a desirable travel destination and place to live – as well as its local retail, tourism, and trades economy – is integrally tied to arts and culture. The Port Townsend Creative District Arts and Culture Plan, which was funded by the City and developed through a robust six-month engagement process with artists and sector leads in 2023, will help to guide strategies to forward this initiative's vitality.

The City has made an investment in supporting this essential part of the community's economy and identity by bringing the Port Townsend Creative District under its management in 2025. The Creative District program of the Washington State Arts Commission (ArtsWA) provides resources and support to bolster creative economic development. The City will continue to leverage this new asset by working closely with ArtsWA to advocate for creative economy investments, including the State's Cultural Access Program. It should add to the value creatives bring to the community by offering smoother pathways for collaboration between the City government and artists and revitalizing the 1% For the Arts program.

By recognizing the arts' unique ability to enhance resident and visitor experience across economic sectors, the City will both build economic opportunities and open doors for community engagement.

Community Retail

The City's economic development strategy recognizes service industries, including retailing, are a vital part of the economic and community landscape. In Jefferson County, about 14% of all jobs are in either the wholesale or retail trades. While many of these jobs do not provide the “family wage” envisioned in the Introduction, or create additional support industries like manufacturing jobs, the service industry still provides many meaningful employment opportunities, fulfills community shopping needs, and boosts local government revenues.

The vision statement and the City's economic development strategy both recognize the importance of retail trades to our local economy and quality of life. The community vision places special emphasis on building the strength and vitality of existing businesses and minimizing retail sales leakage to neighboring jurisdictions. Amazon and delivery services have returned much retail trade tax revenue back to Port Townsend compared to residents traveling to Sequim or Silverdale for retail needs. However, delivery-based services are not necessarily local businesses. Given this reality trend of the past 20 years, the community must adapt accordingly. Experienced based retail trade is a cornerstone of places like farmers markets or historic downtowns. Answering how Port Townsend can increase its experience based retail trade may be a worthwhile strategy.

One significant role local government can play in promoting community retail trades lies in providing and maintaining public infrastructure and improvements in commercial districts throughout town. In this regard, the City has placed special emphasis on implementing the Port Townsend Gateway Development Plan and developing mixed-use neighborhood centers. They entail comprehensive public improvements to improve the quality of the physical link between public and private spaces in the commercial districts along the Sims Way/Water Street corridor from the Ferry Terminal to the City limits and in those mixed-use districts where a compact form serves pedestrians and cyclists.

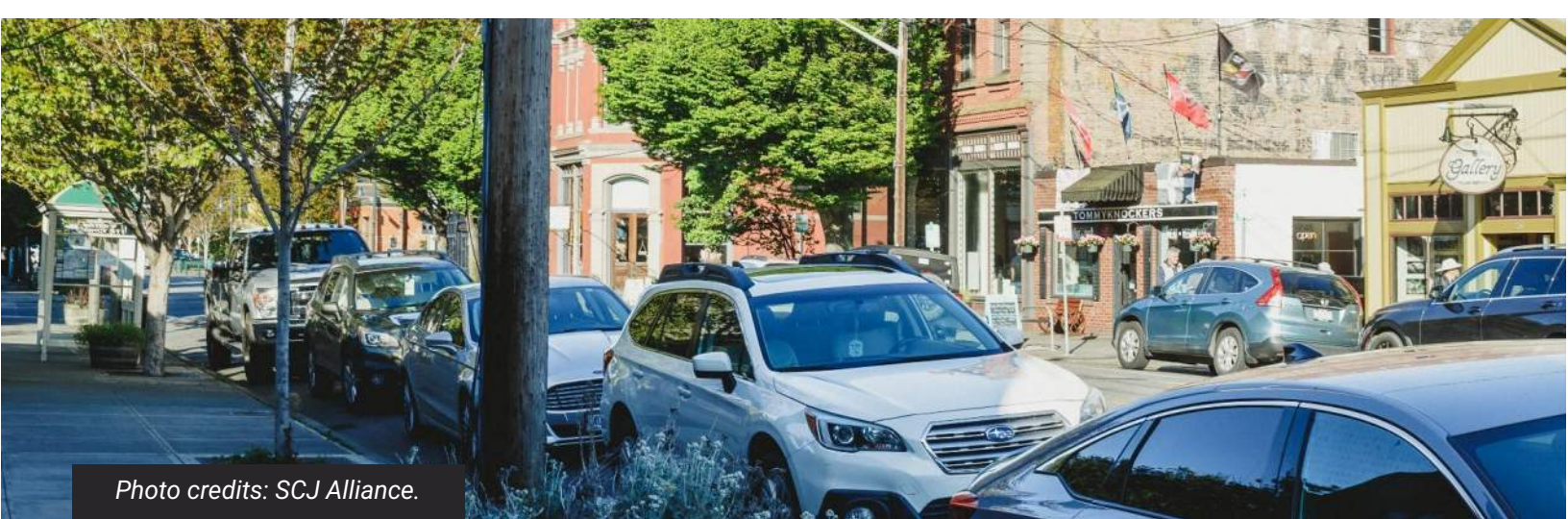


Photo credits: SCJ Alliance.

Tourism

The City's strategy focuses on managing and integrating tourism into the economy while safeguarding the unique qualities that bring residents and visitors to Port Townsend in the first place.

Tourism is a major economic driver in Port Townsend, and is particularly important because the City's remote location makes other industries challenging. Where many jurisdictions struggle to create a tourism industry, Port Townsend benefits from the established tourism industry bringing money into the local economy. Additionally, tourism proved to be a significant resiliency factor during COVID given people changed travel habits to local opportunities rather than air travel.

Port Townsend is a significant asset to the Northwest as a destination and place where people can enjoy our unique cultural mix of historic diversity in people and environment.

To improve upon tourism benefits, additional lodging options are needed. Many visitors only make day trips to Port Townsend due to the lack of lodging.

For many years, the City and community at large have promoted the Washington State Ferry system with some desiring improved boat access. A push to encourage visitors to come to Port Townsend via boat rather than car has been also been a focus for many years. Recently, small cruise boats have added to the economic vitality of Port Townsend without bringing additional vehicle trips and parking demands.

Many residents feel that peak season tourist volumes in Port Townsend are at or near the saturation point. Additionally, surveys indicate that preservation of the heritage, culture, and environment of Port Townsend is critical to the community. Accordingly, the focus of the strategy is maintaining and enhancing sustainable year-round opportunities for visitation. Reducing the "seasonality" of the tourist industry could reduce the fluctuation in income, employment, and tax revenues in the retail and service sectors. Additionally, reducing seasonality could diminish downtown parking demands and overall conflicts between residents and visitors. Tools for reducing seasonality could include supporting year-round festivals and events that attract visitors, a focus on building a robust arts community that attracts visitors for cultural experiences, and continuing work with the Lodging Tax Advisory Committee, which invests in sustainable tourism.

Commercial Historic District

There are three important areas where City government can support the Commercial Historic District.

First, the City plans for the provision and maintenance of appropriate public improvements in the Commercial Historic District. The quality of the physical link between public and private spaces is crucial to the proper functioning of the Commercial Historic District and its businesses. Public improvements should help create an inviting environment for shoppers, with clearly marked streets, convenient shopping places, well-lit sidewalks and good pathways between parking areas and stores. Public improvements should provide basic infrastructure and services in a manner that is visually compatible with the nature of the functions they support. The City should develop a comprehensive public improvements program that is tailored to the specific needs of the district while reinforcing private projects.

Second, the City's Plan should continue to improve upon parking management to meet the needs of customers, merchants, employees, visitors, and residents. It should be regulated to encourage turnover of customer spaces. In order to ensure well designed, maintained, and managed parking in the Commercial Historic District, the City should revisit the 2004 Downtown Parking Management Plan, 2016 parking inventory, and the proposed 2024 parking pilot. Continued work on parking management would be undergone with public involvement, particularly from residents, workers, and property owners in Historic Downtown.

Parking management is a highly controversial topic with desires ranging from creating pedestrian malls via closing downtown streets to building parking garages. Many communities have steered away from parking garages due to the extreme costs and environmental and associated environmental challenges. The City and Jefferson Transit developed a park and ride facility at the Haines Place terminal that is highly under utilized. Incorporating new modes of transportation such as bike and car shares along with promoting walk on the ferry trips, are ways to increase economic activity without building costly parking garages.

Finally, the City should continue to assist the Port Townsend Main Street Program in strengthening the Commercial Historic District's existing economic base and gradually expanding it, acknowledging the level of economic and cultural activity occurring there. The City, in conjunction with the Port Townsend Main Street Program, continue work to enhance diverse resident- and visitor-based commercial activities and community events in the Downtown.

Telecommunications

Telecommunications in Port Townsend include both wired and wireless telephone services, cable and satellite television, and high-speed broadband technologies. It is important to upgrade telecommunications infrastructure to support home-based personal and professional service businesses. With two main internet providers and NoaNet/PUD fiber system, the challenge becomes distribution and connectivity rather than capacity.

The City will play an important role in researching and identifying aspects of infrastructure that must be upgraded in order to make Port Townsend a feasible location for online-based businesses moving to our area.

Implementation

Without concrete targets, it is difficult to monitor the success of an economic development strategy. The overall goal of the strategy is to foster a net increase of family wage jobs, those paying a wage or salary which allows an individual or family to purchase a home within Port Townsend, feed and clothe a family, pay for medical care, take a vacation, save for retirement, and afford college education.

The implementation table in Chapter 10 outlines specific steps the City will take to align economic development investments and actions with its economic development policy initiatives, coordinating with other Plan priorities and establishing a foundation for specific, trackable, and pragmatic action. These implementation steps, combined with the policy initiatives, constitute the community's economic development strategy.

Short-term:

- ◆ Early actions include master planning for the mixed-use neighborhood centers and in preparing or updating master plans for the marine trades districts, and to review and update the Capital Facilities Plan to ensure industrial land availability is a high priority for infrastructure investment. Related to mixed-uses, there will also be a focus on workforce housing. Local partnerships for regional economic development strategies to diversify the economy will also begin in this time period. Additional short-term action involves studying and implementing an appropriate incentives program to assist local business creation and expansion, particularly in navigating various land use permit processes. This will also include an assessment to determine adequate land supply for industrial uses and an attendant rezoning process, if warranted. Finally, the City plans to consider currently permitted home-occupations and determine additional appropriate commercial uses in residential zones.

Mid-term:

- ◆ In the medium term, the City can work with local businesses to identify targeted online classes and training that would be beneficial to Port Townsend's economic development. The City can also lead a feasibility study for a four-year institution, coordinating with other schools and stakeholders to study and, if appropriate, promote the siting of a new higher education college or university in Port Townsend. This can include a broad campaign to enlist the help of deans of instruction across the Washington university system, state-level education administrators, local community and economic development groups, local school districts, and others. To support light industry, the City will continue working with Jefferson County to provide sewer service to Glen Cove.

This phase will include coordinating with EDC Team Jefferson to develop and distribute economic and development information about Port Townsend for prospective businesses, a listing of all available funding sources for economic development efforts, and a study of local market conditions to identify additional retail opportunities and a strategy to realize them. Work with EDC Team Jefferson may also include a review of regulations on hotel lodging to support the tourism industry and ensure that visitors are able to stay in Port Townsend during their visit.

Long-term:

- ◆ Longer term implementation actions include investment into utilities for master planned areas per the Capital Facilities Plan. The City may work with EDC Team Jefferson to continue their manufacturer's roundtables. Other long-term work includes exploration of off-season event possibilities to expand our tourism reach, and ongoing coordination with the PT Main Street program to promote downtown events, parking programs, management, and marketing, and coordination with local utility providers to identify and remedy service deficiencies. To measure the impacts of this work and current trends, there will be periodic assessments of trends and progress.

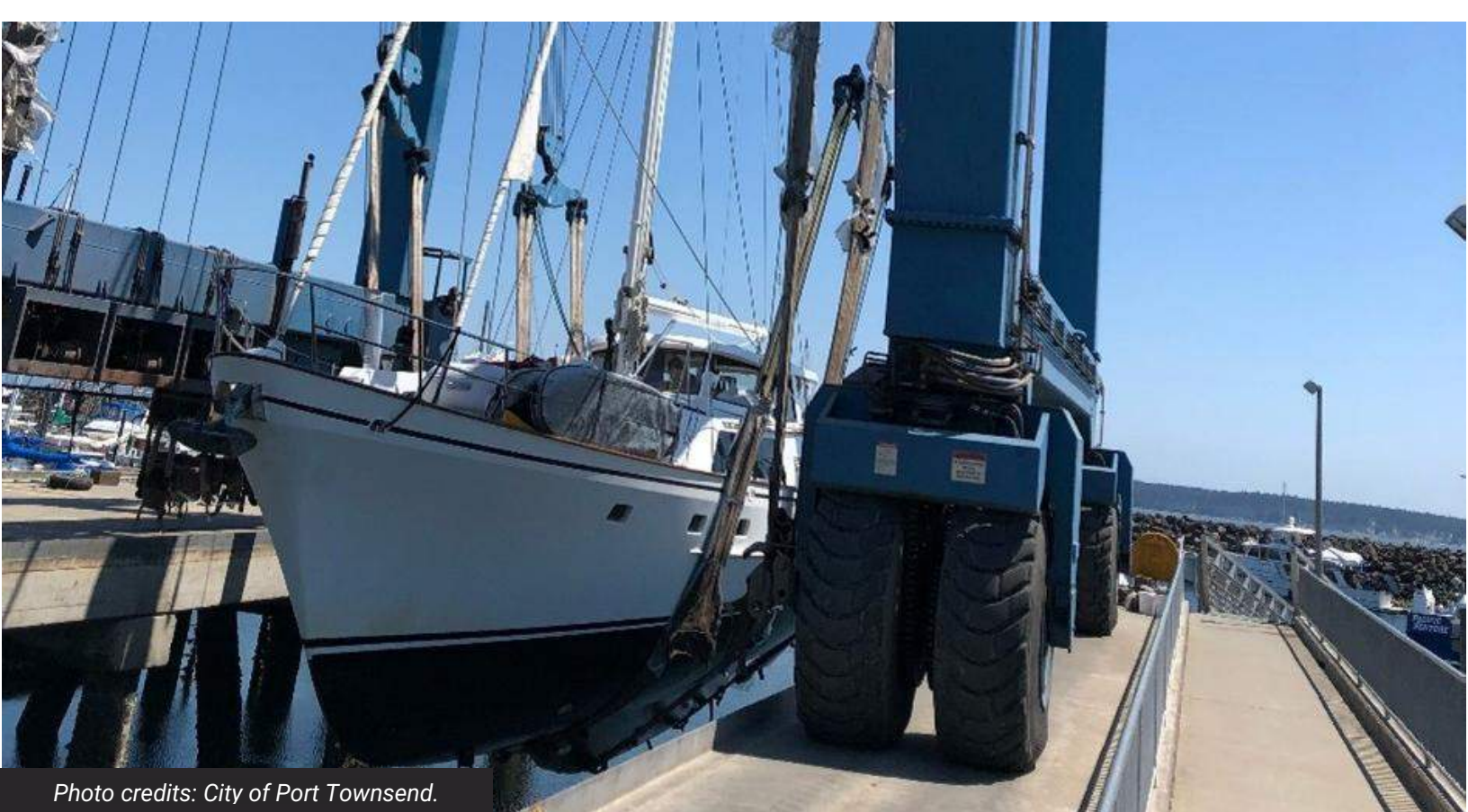


Photo credits: City of Port Townsend.



Climate

Introduction

Port Townsend's climate is more consistent and temperate than its local and global neighbors. However, Port Townsend is increasingly experiencing the effects of a changing climate. Seasonal drought, increasing fire risk, wildfire smoke from surrounding areas, more intense rainstorms, and occasional flooding are becoming more frequent and severe. Its coastal setting also exposes Port Townsend to a range of climate-related hazards, including coastal erosion, storm surges, and sea level rise. Seasonal temperature variations, dependence on mountain snowpack for water, the City's limited access routes for moving people and goods, and geographic isolation as a peninsula at the end of a peninsula, also play significant roles in shaping its climate risk profile.

These changes threaten the physical infrastructure of the City, such as roads, utilities, and historic waterfront properties, and the social fabric, local economy, and ecological systems that residents value.

The Climate Resilience Element focuses on responding to, not preventing or minimizing, climate change. This focus reflects state guidance on differentiating between climate change mitigation and climate change resilience. It also recognizes that Port Townsend alone cannot change the course of climate change. The Comprehensive Plan still has climate policy directing the City to lessen or control the extent to which Port Townsend's activities and investments contribute to climate change. This includes policy to reduce or manage greenhouse gas emissions, reduce or manage vehicle miles traveled, encourage non-motorized transportation, and increase the urban tree canopy to mitigate heat island impacts. The Implementation Element has these policies and more details.

The Climate Element provides a policy roadmap for Port Townsend to prepare for, respond to, and recover from the impacts of climate change. It references Jefferson County and Port Townsend's joint 2011 Climate Action Plan, Jefferson County's draft Climate Element, and the community's work to systematically assess the City's vulnerabilities to climate hazards and to use that information to guide land use, infrastructure investments, emergency planning, and public policy in a way which strengthens community resilience.

This element supports the following key objectives:

- ◆ Identify priority climate hazards such as drought, reduced snowpack, sea level rise, extreme precipitation, and flooding, and understand their potential impacts on community systems.
- ◆ Assess the vulnerability of people, places, infrastructure, and natural systems in Port Townsend to these hazards.
- ◆ Support data-informed decision-making for future planning and development, ensuring that climate risk is considered in zoning, capital projects, and emergency preparedness.
- ◆ Advance equity and environmental justice by ensuring that frontline and vulnerable populations, including seniors, low-income households, and people with disabilities, are considered and supported.
- ◆ Comply with new state planning requirements for climate change and resilience under Washington's Growth Management Act.

By identifying and addressing current and future climate risks, Port Townsend can avoid or reduce damages, protect public health and safety, and maintain the livability of the community. This Plan also serves as a foundation for cross-sector collaboration, bringing together local government, regional partners, tribal governments, nonprofits, and residents to foster a shared approach to climate resilience.

Connecting to Port Townsend 2045

The Climate Resilience Element plans how the City can adapt to and survive climate change, aligning with the Introduction's vision of Port Townsend as a community valued for:

- ◆ the natural beauty of its surrounding seas, forests and mountains – identify and enact ways to protect these natural features;
- ◆ the integrity of its ecological functions and its stewardship of the environment – recognize ecological functions that are at risk and regulate to mitigate harms from climate change;
- ◆ its cultural resources, artistic and craft traditions, historic architecture, and its pace and scale of life in a small city – recognize community assets and use policy to protect them from the changing climate ;
- ◆ the marine trades, locally-rooted businesses and a resilient economy – support local industries in being more resilient to climate change;
- ◆ multi-generational neighborhoods of differing income levels and life experiences – neighborhoods that are affordable to all and are resilient to climate change improve public health;
- ◆ and its creativity, resourcefulness and strong community spirit – work with the networks of people in Port Townsend to increase resilience and sustainability.

Context

Port Townsend has a long history of environmental stewardship and climate leadership. Environmental activism has shaped the City, and continues to direct how policy is written and implemented. Port Townsend has been part of regional planning efforts to identify how jurisdictions on the Olympic Peninsula can work together in preventing and mitigating the impacts of climate change. The analyses and direction of these past projects shaped this Comprehensive Plan.

The Climate Element builds on the work of those earlier initiatives. It reflects the latest scientific understanding, community priorities, and intergovernmental collaboration. It is also designed to be a living document—updated as new data, climate conditions, and community needs emerge.

In short, this Climate Resilience Plan serves both as a local planning tool and a compliance framework to meet new state mandates. It positions Port Townsend to act decisively in the face of climate uncertainty and to protect its people, economy, and ecosystems for future generations.

Requirements

Washington State has adopted a suite of new policies requiring cities and counties to formally address climate change in local planning. Most notably, House Bill 1181 (2023), encoded as RCW 36.70A.070(9), amended the Growth Management Act (GMA) to mandate that jurisdictions planning under the GMA must incorporate a climate element into their Comprehensive Plans when updated after June 2024.

The Washington State Department of Commerce has issued draft guidance outlining what must be included in these climate elements. Key requirements include:



1. Climate Adaptation:

- ▲ Identify and plan for climate-exacerbated natural hazards such as flooding, sea level rise, wildfires, drought, and extreme heat.
- ▲ Conduct a climate vulnerability assessment to evaluate how people, infrastructure, and ecosystems are affected
- ▲ Adopt goals, policies, and strategies to increase climate resilience and reduce future risks.

2. Climate Mitigation: This is not required for Port Townsend, but the City has chosen to undertake these elements.

- ▲ Inventory and reduce greenhouse gas emissions through land use, transportation, and energy policies.
- ▲ Establish targets and performance metrics for emissions reduction and track progress over time.

3. Equity Integration:

- ▲ Use the Environmental Health Disparities Map and other tools to identify overburdened or vulnerable populations.
- ▲ Ensure that frontline communities are meaningfully engaged in planning processes and benefit from climate adaptation investments.

4. Interjurisdictional Coordination:

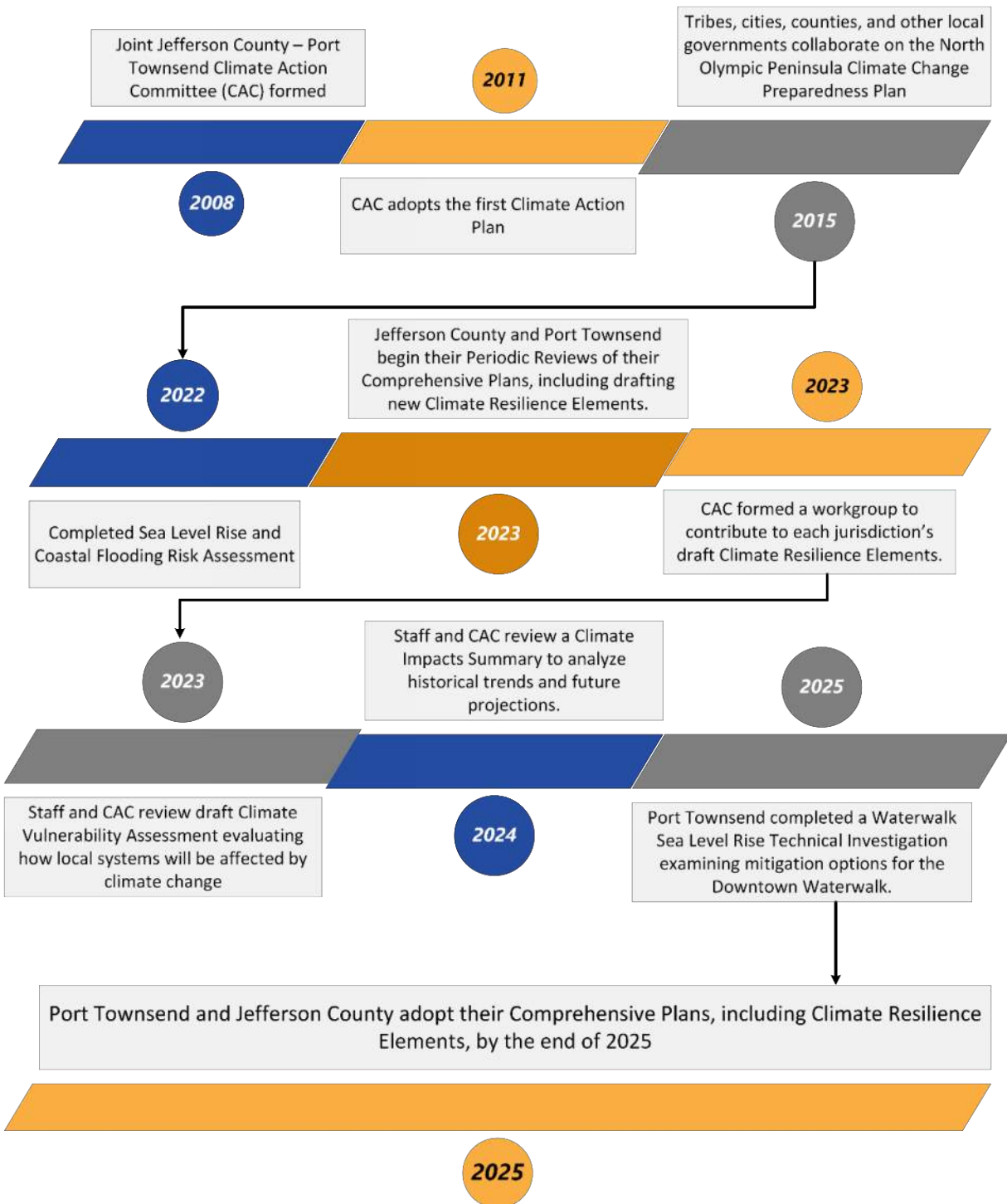
- ▲ Collaborate with regional governments, tribes, utilities, and community organizations to share data and align planning across boundaries.

These requirements align with the state's broader Climate Commitment Act, which aims to reduce greenhouse gas emissions statewide while supporting a just transition. For Port Townsend, integrating these standards into the Climate Resilience Plan ensures not only regulatory compliance but also access to state funding and technical assistance for resilience projects.

Timeline

Port Townsend and Jefferson County have already initiated climate resilience planning. This includes plans and analyses specific to each jurisdiction, and partnering with other organizations to identify resources, vulnerabilities, and strategies for mitigating climate change. Many of these plans apply to both jurisdictions, or were created through joint work. This timeline summarizes relevant work by key stakeholders leading up to the 2025 Comprehensive Plan's Climate Resilience Element.

Figure 8-1: Climate Resiliency Timeline





Reference Material

In addition to the documents described in the timeline, the Port Townsend Climate Resilience Element also refers to other local plans and state-provided tools for analyzing climate assets, vulnerabilities, and mitigation options. Significant plans are summarized below:

Jefferson County Hazard Mitigation Plan

The Jefferson County Hazard Mitigation Plan (HMP) outlines the region's strategies for reducing risks from natural hazards such as flooding, wildfires, earthquakes, and severe storms. It identifies vulnerable infrastructure and populations, sets hazard mitigation priorities, and ensures eligibility for federal hazard mitigation funding. This Plan directly informs the climate resilience strategy by highlighting the intersection of climate change and natural hazard risks—especially those expected to worsen due to future conditions, such as more intense rainfall and coastal flooding.

Jefferson County Climate Impacts Summary

This 2024 report synthesizes climate science and projections specific to Jefferson County. It provides detailed assessments of expected changes in temperature, precipitation, sea level rise, drought, wildfire risk, and other key hazards. The summary integrates both global climate models and local observations, making it a vital source for understanding localized climate impacts. It served as a foundational scientific reference throughout the resilience planning process, ensuring that projections and risk assessments were aligned with the latest research.

City of Port Townsend Comprehensive Plan

The Comprehensive Plan serves as the city's long-range guide for land use, infrastructure, housing, transportation, and natural resource management. The new Climate Resilience Element is designed to integrate into the City's ongoing Comprehensive Plan update. This alignment ensures that climate adaptation strategies are institutionalized in land use policies, capital investment decisions, and zoning regulations.

City of Port Townsend Climate Action Plan

Adopted in 2011 in partnership with Jefferson County, the Climate Action Plan set early goals for greenhouse gas emissions reductions and community sustainability. While primarily focused on mitigation, it included preliminary adaptation objectives and helped catalyze broader climate planning in the region. The resilience plan builds upon this legacy by shifting focus toward adaptation and hazard preparedness, while reinforcing the city's long-standing climate leadership.

Washington State Department of Commerce – Climate Explorer Tool

The Climate Explorer Tool provided by the Washington State Department of Commerce offers interactive maps and datasets related to climate vulnerability, environmental justice, and hazard exposure. It was used to identify socially vulnerable populations, analyze exposure to sea level rise and heat, and support alignment with state requirements under House Bill 1181. The tool helps ensure that the Plan meets regulatory standards and is responsive to equity and resilience priorities outlined by the state.

Data Used

The City has consulted several data sources to better understand current and anticipated future climate conditions and the likely consequences of climate change.

Climate Models & Projections

- ◆ University of Washington Climate Impacts Group
- ◆ Climate Toolbox (Northwest Climate Adaptation Science Center)
- ◆ Climate Resilient Washington Report
- ◆ Tribal Climate Tool

Historical Climate Trends

- ◆ NOAA – National Centers for Environmental Information (NCEI)
- ◆ NOAA Tides & Currents – Port Townsend Tide Gauge (Station 9444900)

Drought and Wildfire Conditions

- ◆ National Integrated Drought Information System (NIDIS)
- ◆ USDI Geological Survey and USDA Forest Service

Regional and Local Assessments

- ◆ North Olympic Peninsula Climate Change Preparedness Plan (NODC 2015) <https://irp.cdn-website.com/6c85e905/files/uploaded/The%20NOPRCD%20Climate%20Change%20Preparedness%20Plan%20for%20the%20North%20Olympic%20Peninsula.pdf>
- ◆ Pacific Northwest Climate Projection Tool, Rogers & Mauger 2021 / Chegwiddden et al. 2017 (University of Washington) <https://ciq.uw.edu/resources/analysis-tools/pacific-northwest-climate-projection-tool/>
- ◆ Sea Level Rise & Coastal Flooding Risk Assessment (City of Port Townsend, 2022) https://cityofpt.us/sites/default/files/fileattachments/engage_pt/page/20561/porttownsended_sea_level_rise_report_final_12132022.pdf
- ◆ Jefferson County Draft Climate Vulnerability Assessment (2023) <https://jeffersoncountypublichealth.org/1778/2025-Climate-Resilience-Planning>
- ◆ Climate Impacts Summary (Jefferson County 2024) <https://jeffersoncountypublichealth.org/1778/2025-Climate-Resilience-Planning>
- ◆ Jefferson County Community Wildfire Protection Plan (2024) <https://jefferson-county-cwpp-jeffcowa.hub.arcgis.com/>
- ◆ Draft Technical Memorandum City of Port Townsend Sea Level Rise Resiliency (2025) https://hdp-us-prod-app-ahbl-engage-files.s3.us-west-2.amazonaws.com/3017/4061/5181/23-08209-000_TM_SeaLevelRiseResiliency_20250226.pdf

Community Assets in Port Townsend

Port Townsend’s resilience will depend on how its community assets – from physical infrastructure to social systems – withstand and adapt to climate stressors. Below we examine several categories of community assets in and near Port Townsend, analyzing their exposure and vulnerability to the key hazards discussed (drought, reduced snowpack, sea level rise, windstorms, extreme precipitation, and flooding). The examples were selected by the Climate Action Committee to summarize types of assets that are both important and face unique challenges from climate change:

Figure 8-2: Summary of Port Townsend Assets by Sector, with Examples

Sectors	Example Location
Agriculture & Food Systems	Port Townsend Farmers Market, Jefferson Land Trust Agricultural Conservation Areas, Food Bank Growers Gardens, community gardens, and other private businesses that produce or sell local food.
Buildings & Energy	Historic Downtown Port Townsend, Fort Worden State Park, Public Utility District (PUD), Port Townsend Library, Port Townsend schools, Jefferson Transit Center at Haines Place
Cultural Resources & Practices	Carnegie Library, Charles Pink House, Rothschild House Museum, Jefferson Museum of Art & History, Northwind Art Center, Key City Public Theatre, Centrum at Fort Worden, Port Townsend Marine Science Center, public parks and open space identified in the PROS Plan, Tribal Sites, Wooden Boat Festival & Northwest Maritime Center
Economic Development	Major employment centers including healthcare, paper making, the maritime industry, service industry, government, and other employers.
Ecosystems	Kah Tai Lagoon Nature Park and surrounding parks, Fort Worden State Park, Fort Townsend State Park, Larry Scott Trail, Chetzemoka Park, North Beach, and Quimper Wildlife Corridor
Emergency Management	Jefferson County Emergency Operations Center, Jefferson Healthcare Hospital, East Jefferson Fire and Rescue, Mountain View as a Potential Emergency Command and Shelter Site, Fort Worden as a Potential Emergency Shelter Site, Port Townsend Ferry Terminal
Health & Well-being	Jefferson Healthcare Hospital & Clinics, YMCA of Jefferson County, Castle Hill Medical Plaza, Port Townsend Food Bank, Jefferson County Public Health Department, Port Townsend Community Center
Transportation	Transportation routes identified in the Transportation Element, including the Port Townsend Ferry Terminal, Jefferson Transit Haines Street Park and Ride, Larry Scott Trail, Sims Gateway Transportation Project, Water Street & Downtown Core, Port Townsend Boat Haven Marina, and Cappy's Trails
Waste Management	Jefferson County Transfer Station, Port Townsend Recycling Center, Port Townsend Composting Pilot Program, Marine Debris Cleanup Programs, Hazardous Waste Collection Events (Jefferson County Public Works)
Water Resources	Big Quilcene River Watershed, Port Townsend Water Treatment Plant, Chimacum Creek, Port Townsend Stormwater Management System, Glen Cove Industrial Area Water Treatment

Zoning & Development	Historic Downtown & Waterfront District, Upper Sims Way Corridor, Fort Worden State Park & Lifelong Learning Center, Rainier Street & Howard Street Development Zones
Agriculture & Food Systems	Port Townsend Farmers Market, Jefferson Land Trust Agricultural Conservation Areas, Food Bank Growers Gardens, community gardens, and other private businesses that produce or sell local food.

Challenges and Opportunities

Port Townsend faces a variety of climate change stressors while also having key resources for climate resilience. The following subsections outline central challenges and opportunities for Port Townsend’s climate resilience. These challenges and opportunities shape climate policy.

Challenges

This section summarizes the most critical anticipated impacts as identified by the community and technical assessments include changes in hydrology (drought and snowpack decline), rising sea levels, more extreme weather events (heavy rainfall), and associated flooding and wildfire. It is not an exhaustive list of anticipated climate impacts, but it does describe the impacts that are most likely to affect Port Townsend during the 20-year planning period. Below is an outline of how each key climate stressor is expected to affect Port Townsend’s environment, infrastructure, and community.

Drought

Drought is a top concern due to its effect on water supply and wildfire risk. Port Townsend’s water system is already stressed in dry summers. Further decreases in summer rainfall and snowpack will amplify water scarcity. Drought also impacts agriculture and increases the likelihood of wildfires in surrounding areas, making it a multifaceted hazard.

Summer drought conditions are expected to become more frequent and severe. Port Townsend is in the eastern part of Jefferson County, an area already prone to summer dryness. Approximately 13% of eastern Jefferson County has experienced moderate drought, with an additional 34% classified as abnormally dry. Summertime precipitation is projected to decrease sharply (by roughly 21% by late-century under high emissions), intensifying summer drought stress.

Drier summers will reduce soil moisture and stream flows, increase irrigation needs, and elevate wildfire risk in the surrounding region. Even though the westside of the Olympic Mountains capture heavy rainfall, Port Townsend's water supply depends on watersheds vulnerable to prolonged dry spells.

The city's primary water sources are the Big Quilcene watersheds in the Olympics (via a 29-mile pipeline), which relies on winter rains and snowmelt. With diminished summer rain and declining snowpack (see below), late-summer water shortages could become a significant concern. Drought conditions can also dry out forests and vegetation, leading to more frequent burn bans and heightening the risk of wildfires and smoke impacting the area. Out-of-region fires may generate smoke and poor air quality locally.

A warmer, drier climate will strain water resources, agriculture, and ecosystems, making drought one of Port Townsend's most pressing climate challenges.

Extreme Heat

Per the Washington State Department of Health, the 2021 Western North American heat dome was a "long-duration, unprecedented heat wave throughout the Pacific Northwest." National Oceanic and Atmospheric Administration data shows that in the week prior to the heat dome, the temperature in Port Townsend ranged from a minimum of 53 degrees to a maximum of 71 degrees, with an average temperature of 58.96 degrees. During the heat dome, the temperature ranged from a minimum of 65 degrees and a high of 96 degrees, with an average temperature of 78.05 degrees. The heat dome was not an isolated incident. Per the National Centers for Environmental Information, Jefferson County's average temperature increased by 1.7 degrees Fahrenheit from 1895 to 2024. While Port Townsend's summers are mild compared to other areas in Washington, summer temperatures are expected to continue rising. The effects of extreme heat are dangerous, particularly for humans. The Washington State Department of Health reports that extreme heat is the deadliest weather-related hazard in the United States.

Wildfire

The Climate Mapping for a Resilient Washington tool provided by the University of Washington's Climate Impacts Group shows that Port Townsend is likely to have 8 more days of high risk of wildfire during the 20-year planning period when compared with the average based on 1971-2000 data. In 2024, Jefferson County and Port Townsend have jointly adopted a Community Wildfire Protection Plan (CWPP) to address the risk of wildfire.

The CWPP's web map shows that the majority of Port Townsend has a high risk, with areas of moderate and low risk and a large area of extreme risk to the west of Kearney Street, North of Woodland Avenue, and east of Baker Street.

In addition to the risks posed by fire within city limits, Port Townsend is also vulnerable to smoke from wildfires in other areas. Wildfire smoke is a serious public health risk that is not bound by jurisdictions, frequently crossing the national border between the United States and Canada. Regional cooperation to reduce wildfires is necessary to address the hazard of wildfire smoke.

Reduced Snowpack

Diminishing mountain snowpack is essentially a “slow-moving drought” threat. With less snow in the Olympics, summer stream flows Port Townsend relies on will drop. This hazard is prioritized because it underpins water availability in the dry season and affects ecosystem health. The community recognizes that drought caused by reduced snowpack can impact water supplies and streams, and place additional stress on agriculture, food production, and ecosystem health.

The city’s water supply is tied to snow in the Olympic Mountains. Reduced mountain snowpack is a critical climate impact for the region. Warming winters are now causing more precipitation to fall as rain rather than snow in the Olympics, and spring snowpack has been trending downward. Climate models project substantial declines in April 1st snowpack by mid-to-late century in the Cascades and Olympics. In some scenarios, snowpack could be less than half of historic levels.

Snowpack acts as a natural reservoir, slowly releasing water in spring and summer. Diminished snowpack, coupled with earlier snowmelt, will lead to lower summer stream flows and reduced recharge of the rivers and creeks feeding local water supplies. For Port Townsend, that means the Big Quilcene River and other sources may carry less water during the dry season, just as demand peaks. The result could be water shortages or the need for strict summer water conservation. Port Townsend’s Water System Plan addresses this risk through the Water System Analysis and Watershed Protection Program.

Reduced snowpack also impairs hydroelectric power generation in the region (most Northwest hydropower relies on snow-fed rivers). Lower summertime hydropower potential could indirectly affect Port Townsend through higher electricity costs or reduced grid reliability in summer. Additionally, less snowpack and warmer stream temperatures stress salmon and aquatic ecosystems, a cultural and economic concern for communities around Port Townsend.

An additional economic concern is that industries in Port Townsend, particularly the Paper Mill, are reliant on water. Reducing or rationing available water would hit these industries before they impact residential use, potentially leading to the temporary or permanent closure of industry jobs. The loss of reliable mountain snowpack undermines water security, electricity availability, and ecosystem health, making it a significant vulnerability for Port Townsend’s resilience.

Sea Level Rise

Sea level rise (SLR) is one of the most visible long-term existential threats to Port Townsend. By mid-century, higher tides and storm surges could regularly flood parts of downtown and low-lying neighborhoods. The city has prioritized this hazard by conducting a detailed risk assessment in 2022. Sea level rise's potential to displace businesses and residents, damage infrastructure, and cause coastal erosion makes it a critical hazard.

The City's tide gauge has recorded only a slight rise in sea level (~0.17 ft total since the early 1970s, once local land uplift/subsidence is factored). However, global sea levels are rising at an accelerating rate, and future projections for Port Townsend's coast show significant increases by 2050.

Under a mid-range (50% probability) scenario with high greenhouse gas emissions, Port Townsend could see roughly 0.8 feet of sea level rise by 2050. More pessimistic scenarios (upper-end projections) indicate up to ~1.0 ft by 2050 (17% probability), and worst-case "1% chance" scenarios approach 1.5 ft by 2050. Even the moderate estimates would permanently inundate low-lying areas and dramatically increase the frequency of coastal flooding.

Port Townsend's historic downtown, which sits just above current high tide lines, faces chronic tidal inundation in the coming decades without adaptation. Sea level rise (SLR) will also exacerbate coastal erosion of bluffs and beaches, threaten critical infrastructure (roads, ports, utilities) near the waterfront, and lead to saltwater intrusion into aquifers and soils. Very high tides ("King Tides") occasionally flood sections of the city's shoreline. With an extra 1–2 feet of sea level, moderate storms could produce damaging floods regularly. These concerns prompted the City's 2022 Coastal Risk Assessment, which identified assets at risk from sewage pump stations to the Port of Port Townsend marina under various SLR scenarios. In summary, rising seas are expected to increase coastal flooding frequency, degrade shoreline ecosystems (like salt marshes and shellfish beds), and necessitate costly adaptations to protect Port Townsend's downtown and waterfront heritage.

Extreme Precipitation

Intensifying rain events and associated flooding are identified as a key hazard pair. Heavy rainfall can lead to flash flooding and slope failures. The community has experienced more frequent "pineapple express" storm systems delivering torrents of rain in short periods. Because these events strain stormwater infrastructure and can flood homes and businesses, they rank high on the list of hazards to mitigate. Managing extreme precipitation is crucial to avoid increased stormwater and flooding.

Climate change is expected to bring more intense rainfall events to the Port Townsend area, especially during the winter months. Total annual precipitation may not change drastically, with the Northwest possibly experiencing a slight increase of eight percent by the late century. However, the distribution of the rain will shift. Winters will be wetter, and summers will be drier.

Heavy downpours and storm events are projected to become more severe and frequent. In Jefferson County, winter precipitation could increase by approximately 14% by 2099 under a high scenario, and models consistently show an increase in the frequency of days with heavy rainfall. This means there is a greater likelihood of intense rainstorms which can overwhelm stormwater systems.

Port Townsend's hilly terrain and drainage infrastructure will face challenges from sudden, intense rain. Urban runoff could cause flash flooding on streets and in low-lying neighborhoods, and storm sewers might overflow. The Climate Impacts Summary notes heavier winter rainfall will elevate risks of landslides and erosion in the region. Steep slopes and bluffs around Port Townsend (such as those near Fort Worden or along coastal bluffs) could see more frequent shallow landslides when soils become supersaturated. Another concern is water quality. Heavy rains can increase pollutant runoff, overwhelm the wastewater treatment plant, and cause septic systems to fail.

Extreme precipitation events present a growing threat of flooding and slope instability, meaning Port Townsend must prepare for heavier rainstorms even as total rainfall remains variable.

Flooding

Flooding, whether from extreme rain or rising seas (or a combination), is a priority hazard encompassing many of the above issues. The distinction of flooding as a standalone priority underscores how damaging high water can be to Port Townsend's economy and safety. Coastal flooding threatens the downtown economic center and historic sites, whereas stormwater flooding can occur in many parts of town.

Community discussions often revolve around maps of flood-prone zones now and in the future, reflecting a shared understanding that flood risk is growing and must be proactively addressed. Responses might include upgrading culverts, enhancing "green" infrastructure, or possibly constructing flood defenses.

Flooding in Port Townsend can occur from multiple causes, such as high tides and storm surge along the coast, heavy rainfall overwhelming drainage facilities, and overflow of rivers/creeks in the water supply watersheds.

Climate change will worsen all these types of flooding. Sea level rise will make coastal flooding much more frequent. Areas which rarely flood today could be under water regularly by mid-century. Storms which would have had a negligible effect in the past may, with sea level rise, inundate streets and buildings. The Jefferson County Climate Element Gap Analysis warns increased precipitation intensity is causing more riverine and stormwater flooding, which damages property and infrastructure and can trigger landslides. The City is updating its stormwater management plans to handle larger volumes, but older parts of town have pipes sized for historical rainfall, not expected future extremes.

King tide flooding already provides a preview of coastal inundation, occasionally flooding the Boat Haven area and Water Street waterfront. Climate projections indicate that what is currently a 100-year coastal flood event could occur far more often by the late century due to sea level rise. Emergency managers are particularly concerned about a scenario of concurrent hazards – for example, a winter windstorm driving a storm surge into Port Townsend Bay while 2 inches of rain fall in 24 hours. This kind of compound event could produce severe flooding.

In addition to hazards that are created or worsened by climate change, there are existing hazards to consider during planning. This short list of environmental hazards summarizes hazards that, while not demonstrably linked to climate change, still shape Port Townsend. These hazards are included in the Climate Element because they must be considered for adapting to climate change, to prevent contradiction between plans for worsening and existing hazards.

Windstorms

Port Townsend has a history of storm damage and power outages. Public workshops for hazard planning have consistently highlighted wind as a top concern.

A severe windstorm can have city-wide impacts overnight – knocking out communications, blocking roads, and causing property damage. While climate change’s influence on windstorms is uncertain, the community prioritizes preparedness for wind events because of their sudden onset and high impact.

Severe windstorms are a familiar hazard in the Puget Sound region, and Port Townsend is no exception. Intense wind events (often autumn or winter cyclones) have historically caused extensive damage. The Columbus Day Storm of 1962 brought wind gusts of over 80 miles per hour to Port Townsend.



Photo credits: City of Port Townsend.

There is not yet scientific consensus on how wind speeds may change on the Olympic Peninsula due to climate change. However, even if storm frequency remains the same, the impacts of windstorms may worsen because of compounded factors.

For example, sea level rise could allow wind-driven storm surge to exacerbate high tides, causing greater flooding. Heavier winter rains may saturate soils, making trees more prone to toppling in high winds. If summers become drier, trees could be stressed or dead (from drought or pests), increasing their susceptibility to fall in high winds.

The combination of wind events, coastal flooding, and tree weakness may result in more frequent power outages and infrastructure damage. Port Townsend's above-ground utility lines and many historic buildings are vulnerable to extreme wind. Recent wind events have caused multi-day electricity outages in Jefferson County and disrupted land and sea transportation, blocking roads and interrupting ferry service.

While climate change's effect on windstorm frequency is uncertain, they remain a priority hazard for Port Townsend because of the significant damage they can inflict on the power grid, buildings, and transportation network.

Earthquakes

FEMA's National Risk Index Map shows that most of Port Townsend has a relatively moderate risk of earthquakes, with the southernmost census block's risk being relatively high. This is supported by the US Geological Survey's Quaternary Faults Map, which shows a number of moderately constrained faults around Port Townsend, largely in the Strait of Juan de Fuca.

Tsunamis

FEMA's National Risk Index Map reports that each census block in Port Townsend has a different tsunami risk. The block ranging from north of Discovery Road and west of San Juan Avenue has a very low tsunami risk. The block outlined by the San Juan to 19th Street, 20th Street, Benton Street, Franklin Street, Adams Street, Jefferson Street, Quincy Street, and the shoreline has a relatively low risk of tsunamis. The remaining census block, covering the southernmost area of Port Townsend, has a relatively moderate tsunami risk.

Tsunamis should be considered in conjunction with planning for sea level rise and flooding, as a higher average water level means that inundation from tsunamis can likewise reach higher areas.

Opportunities

While Port Townsend is facing significant climate challenges, it also benefits from sustainability initiatives and a legacy of environmental action. Below is an outline of opportunities and actions to strengthen Port Townsend's resilient environment, infrastructure, and community.

State Regulations

Washington State currently has political support and funding for climate resilience programs, and is regulating to support environmental justice. Per state law, elements of Comprehensive Plans must have specific goals, policies and programs that:

- ◆ Identify, protect and enhance natural areas to foster resiliency to climate impacts, as well as areas of vital habitat for safe passage and species migration.
- ◆ Identify, protect and enhance community resiliency to climate change impacts, including social, economic and built environment factors that support adaptation to climate impacts consistent with environmental justice.
- ◆ Address natural hazards created or aggravated by climate change, including sea level rise, landslides, flooding, drought, heat, smoke, wildfire and other effects of more hazardous temperature and precipitation patterns.
- ◆ Prioritize actions that benefit overburdened communities that will disproportionately suffer from compounding environmental, economic, and social impacts and that will be most impacted by natural hazards due to climate change.

Organized Community

Port Townsend specifically, along with Jefferson County and the wider Olympic Peninsula, is home to many people and organizations working to manage effects of climate change, minimize local impacts, increase resilience, and manage ecological functions.

For example, the Climate Action Committee has set ambitious greenhouse gas emission reduction targets, which Jefferson County and Port Townsend have adopted. The initial 2011 reduction goals were updated by a 2024 joint resolution of the Board of County Commissioners and the Port Townsend City Council. The current emission reduction targets are 58.7% reduction from 2018 baseline levels by 2030 (absolute) and 95% below 2018 levels by 2050 (absolute) (City Resolution 24-021) This resolution also approved increasing sequestration of greenhouse gas emissions to a 20% increase above the 2011-2016 baseline of 1.64 Million Metric Tons of CO₂ (MMTCO₂)/year, up to 2.0 MMTCO₂ by 2030.

Many neighborhoods and community groups conduct hyperlocal disaster preparedness planning and training, ensuring that residents know how to prepare for disasters, where to assemble, and how to offer aid to neighbors.

Port Townsend youth are particularly organized in support of climate resilience, with groups like Students for Sustainability successfully mobilizing for a vehicle idling ban in the City.

Local government has also worked to foster climate resilience in Port Townsend. The City Library won a grant to make the public library a Climate Resiliency Center with air conditioning and air filtration. Libraries are well positioned to address the needs with increasing summer heat and wildfire especially for our most vulnerable populations.

Expanding collaboration between these groups and local governments will be key to offering general education about climate planning. This also creates opportunities to engage with workers who enact climate policies.

Disaster Preparedness

Climate change increases the frequency and severity of disasters. Jefferson County's Department of Emergency Management provides proactive planning and resources for hazards and disasters, including in Port Townsend. The Department of Emergency Management plans for, administers, and executes a comprehensive program of disaster mitigation, preparedness, response and recovery. This includes coordinating volunteers, who work throughout Jefferson County in groups including Community Emergency Response Team (CERT), Jefferson Search and Rescue (JSAR), Jefferson County Incident Management Team (IMT) Medical Reserve Corps (MRC), and Volunteer Emergency Communications (VECOM).

Funding

Local and state funding is becoming more essential to fund climate resilience projects. Washington State's Climate Commitment Act funded the creation of this Climate Resilience Element, and will be an important funding source in implementing climate resilience programs. Cross-jurisdiction grant applications may be an important tool for improving regional resilience. The City will consider preparing plans, such as a Climate Adaptation Plan, to support the creation and funding of climate resilience projects.

Policy Initiatives

The Climate Element's policy initiatives conform to the state's climate guidance, suggesting policy to address buildings and energy, cultural resources and practices, economic development, emergency management, health and well-being, ecosystems, transportation, agriculture and food systems, waste management, water systems, and zoning and development. All of the climate-related goals and policies are incorporated into Chapter 10's consolidated policy framework. While much of the City's policy direction is consistent with what already exists in adopted policy, there are new areas of emphasis, including:

Impact Reduction

Climate policy incorporates a variety of directives to lessen or control the extent to which Port Townsend's activities and investments contribute to climate change.

This includes policy to reduce or manage greenhouse gas emissions, reduce or manage vehicle miles traveled, encourage non-motorized transportation, and increase the urban tree canopy to mitigate heat island impacts.

Hazard Awareness

Policy is included to increase public awareness of natural events which may result in hazards, influencing actions to prepare for climate events through design and behavior. This includes education on ways to mitigate the impact of hazards and how to respond to disasters, including areas for assembly and shelter.

Resource Conservation

Climate policy also calls for the conservation of natural resources, principally energy, water, and trees, to reduce per capita consumption, increase building and municipal systems efficiencies, and pursue local and regional creative conservation strategies.

Resilience to Change

The Plan acknowledges the dynamic nature of the climate, anticipating it will change over time in various ways. In some cases – as with critical infrastructure – policy may suggest “hardening” it to withstand sea level rise, flooding, or wind. In other cases, policy may suggest a more adaptive approach, calling for new design approaches to make buildings more flexible in the face of changing conditions or a type of “managed retreat” from locations where anticipated climate impacts may be great enough to suggest eventual relocation of some activities. Managed retreat is complex because many historic buildings cannot be relocated.

Implementation

Adopting a Climate Resilience Element continues Port Townsend's legacy of addressing climate hazard preparedness. Port Townsend must implement this element to ensure the City will sustainably support anticipated growth under new ranges of environmental conditions. A full list of climate resilience goals, policies, and actions are available in Chapter 10. The implementation table in that chapter includes specific steps the City will take to align infrastructure investments with climate goals, improve system efficiency, and proactively plan for future growth in an environmentally sustainable, fiscally responsible, and equitable manner.

The following implementation actions summarize near-, mid-, and long-term actions the City can take for climate resilience.

Short-Term:

- ◆ The City will begin using the PT Sustainable Streets Plan described in the Transportation Element to guide the development and maintenance of public rights of way. The City will update the utility planning frameworks to align with the Comprehensive Plan's growth strategy, including incorporating Low-Impact Development (LID) practices into engineering standards and development review. Water, sewer, and stormwater infrastructure assessments will guide investment priorities, particularly in areas targeted for infill. Air quality will continue to be analyzed when reviewing applications for new development. Investment priorities will also consider equitable relief from climate impacts, particularly through cooling centers. Interagency coordination will be strengthened to support school, fire, and library facility planning, while the City will improve tracking of system capacity and service gaps. This will include collaboration with the Department of Public Health on climate related threats, such as heat and wildfire smoke. The City will also implement updated industrial pretreatment requirements to better protect water quality and ensure compliance with state and federal regulations.

Mid-Term:

- ◆ To align climate resilience with housing and economic development goals, the City will prioritize utility extensions and upgrades in identified growth areas, including neighborhood nodes and corridors. Port Townsend will collaborate with the Jefferson County Department of Emergency Management and local groups to offer education on hazards and how to respond to disasters, including preparation tips and assembly areas. The City will also consider developing a Climate Adaptation Plan, which would support Port Townsend in planning for and applying for funding to support climate resilience projects. Supporting walkable developments is key to reducing the climate vulnerabilities of spread-out, suburban style development. Port Townsend staff will also promote access to weatherization and energy efficiency services through community organizations and Jefferson PUD. City staff will begin evaluating City-owned infrastructure and facilities for opportunities to integrate green building practices, energy efficiency improvements, and renewable energy systems. The City will use the Sea Level Rise Technical Investigation to mitigate impacts on areas vulnerable to inundation.

Long-Term:

- ◆ The City will continue to monitor and adapt its utility system planning based on updated population forecasts, climate risks, and emerging technologies. This includes periodic updates to system plans for water, sewer, and stormwater utilities, as well as enhancements to asset management tools that guide long-term maintenance and replacement. Emphasis will be placed on life-cycle cost management, water conservation, and climate resilience to ensure systems remain efficient, sustainable, and responsive to evolving community needs. The City will continue monitoring sea level rise and its impacts, and plan and implement long-term solutions. City staff will work with the CAC and community organizations to conduct climate resilience outreach and education.

Parks, Recreation, & Open Space

Introduction

The consideration of parks, recreation, and open space is integrated into this Comprehensive Plan update in most elements, as these spaces are of core importance throughout many aspects of life in Port Townsend.

The City of Port Townsend is updating its Parks, Recreation, and Open Space (PROS) Plan, providing a detailed inventory, analysis, and direction for the City of Port Townsend's parks over the next six years to ten years. The PROS Plan, and its subsequent updates, will be considered part of the Parks, Recreation, and Open Space Element of the Port Townsend Comprehensive Plan. The updated plan, reflecting amendments generated as part of the comprehensive planning process, is attached in the Appendix. Updating the PROS plan as part of this periodic update has the potential to extend the qualification of the PROS plan for Recreation and Conservation Office (RCO) grant programs, extending the life of the PROS plan from six to 10 years.

Approximately 9.29% of Port Townsend's population responded to the 2025 PROS survey, sharing what kinds of park improvements they most wanted to see. The survey was useful but had demographic limitations, particularly limited responses for school-aged residents and families with young children. To reach more community members, Port Townsend staff conducted additional outreach through the Port Townsend Library Summer Reading Program.

Participants in the survey and community conversations shared they want to see more walking and biking trails and increased environmental conservation efforts. In addition, the recreation programs or activities that were most highly desired were undeveloped natural areas/open space, urban trails/sidewalks, and protected bike lanes for recreation and commute. These results provide a basis for the future park priorities and improvements focused on within this element and the PROS Plan.



Connecting to Port Townsend 2045

Port Townsend deeply values its parks, recreation, and open space. In Port Townsend's 2045 vision, two of the first points highlight the importance of parks and open spaces. The vision states that Port Townsend in 2045 is a healthy, affordable, and caring community valued for:

- ◆ the natural beauty of its surrounding seas, forests, and mountains;
- ◆ the integrity of its ecological functions and its stewardship of the environment;
- ◆ its cultural resources, historic architecture and its pace and scale of life in a small city

The vision goes on to say that to achieve this vision, Port Townsend will foster a healthy lifestyle by providing plentiful parks and open space linked by trails to encourage interactions with nature and urban wildlife and provide facilities and spaces to support the arts and culture.

Challenges & Opportunities

The community engagement process throughout the PROS Plan update identified many specific challenges and opportunities for parks, recreation, and open space in Port Townsend. These challenges and opportunities are further detailed in the PROS Plan, but the top themes for challenges and opportunities are as follows:

Challenges

- ◆ Lack of park access for residents on the West side of Port Townsend - 2025 PROS Survey results point specifically to the southwest. This is an area where many young families live who would use parks more frequently if parks were more accessible.
- ◆ Facilities are aging, especially some playgrounds, and require expensive maintenance. Playgrounds and other park facilities need updates to ensure they are ADA accessible.
- ◆ Lack of awareness of all park spaces. Many residents are unaware of the location or variety of park facilities available to them, potentially traveling farther than they need to access a park.

Opportunities:

- ◆ One of the greatest assets in Port Townsend is the vast open space that exists between City, County, and State Parks as well as publicly accessible open space owned by other entities such as the Jefferson Land Trust. Adding the pre-platted rights of way and other publicly accessible areas such as marinas and the Maritime Center, the City has over 51% open space of publicly accessible land. This is phenomenal and preserving this open space with the sustainable streets plan and continued efforts to preserve Cappy's Trails and enhance parks is a critical element to balancing housing and density goals in creating a livable community.
- ◆ The community's desire for native plantings and natural features. The Port Townsend community wants to have more native plantings and natural features in their parks. Embracing these options can lead to less maintenance demand while also providing what the community wants. Underutilized park areas can be repurposed to accommodate native plantings or other natural features.
- ◆ The legacy of active and potential parks system volunteers. Port Townsend is a community that values volunteerism. Having community members who are excited to volunteer in the parks creates opportunity to have people engaged in maintaining and improving the parks system.

Policy Initiatives

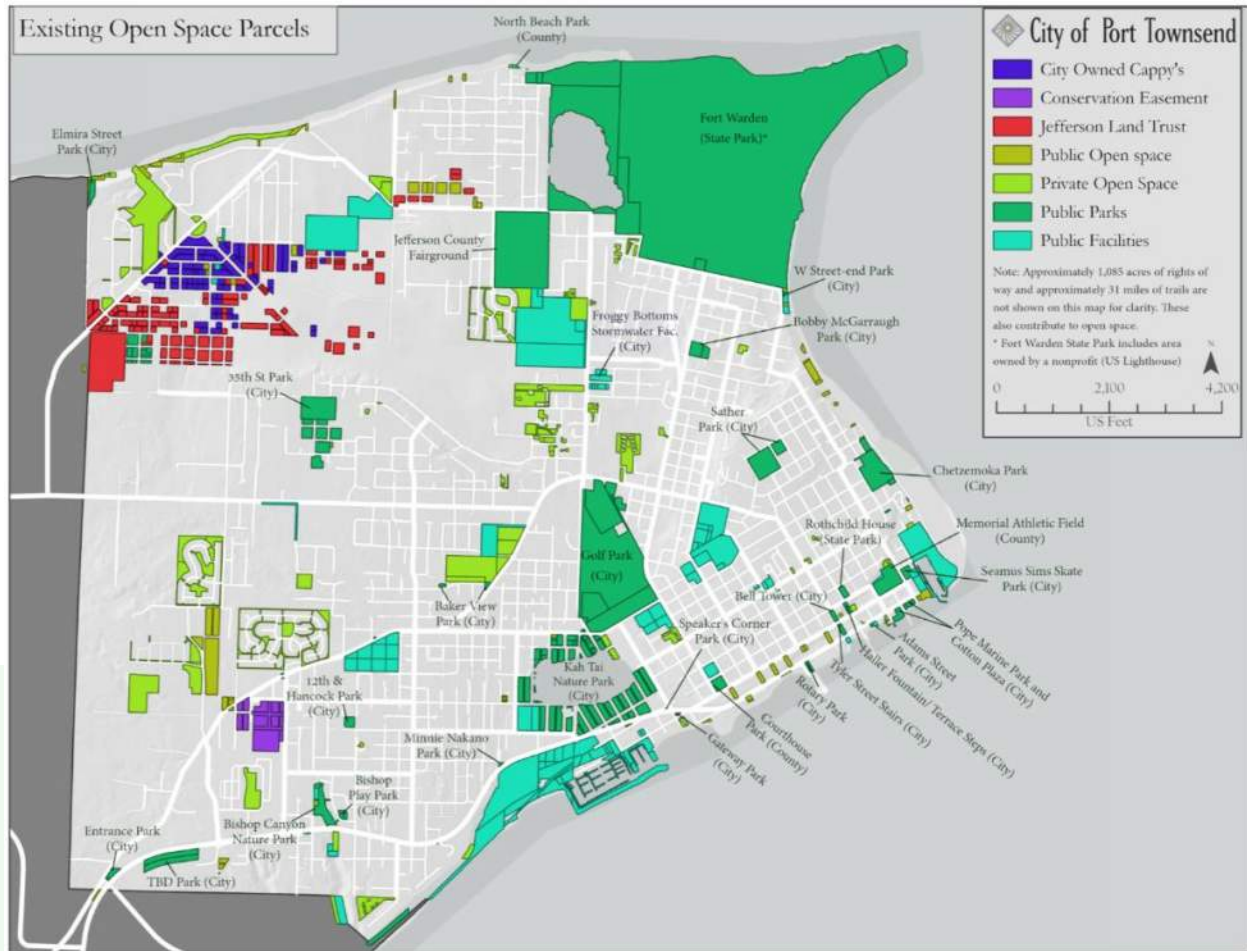
Goals and policies appear in the comprehensive plan policy framework and in the PROS Plan, in alignment with community desires. Some of the main themes within the policy framework related to parks include:

Open Space and Trail Network Development

The Comprehensive Plan emphasizes preserving, improving, and creating comprehensive open space and amenities through the Parks Recreation and Open Space functional plan. The current focus is on improving access for all people, including youth and families, by updating the level of service. The following map and table illustrate the inventory of open space. While the figure does not include rights of way or street ends, Port Townsend residents value rights of way for trail corridors, tree preservation, and small streets and thus rights of way in the pre-platted city become an important consideration to include in the open space inventory. In order to further past values and re-emphasize City codes, the City of Port Townsend considers all rights of way as "opened", meaning that the public has asserted its interest in undeveloped rights of way for preservation of trees, open space, and trails. This is a significant distinction from other cities who typically only consider rights of way as opened when utilities or streets have been developed.

The figure on the following page (**Error! Reference source not found.**) illustrating all the publicly accessible open space is further illustrated in the table of acreage (*Figure 9-2, Page 219*) estimates.

Figure 9-1: Open Space Map



Source: Port Townsend GIS.

Figure 9-2: Table of Publicly Accessible Open Space Acreage

Open Space	Parcel Acreage
Cappy's	30.4
Conservation Easement	13.3
Nonprofit (US Lighthouse)	4.8
Jefferson Land Trust	63.0
Open space	24.5
Private Open Space	112.3
Public Facilities	176.9
Public Parks	552.7
Sub Total	977.9

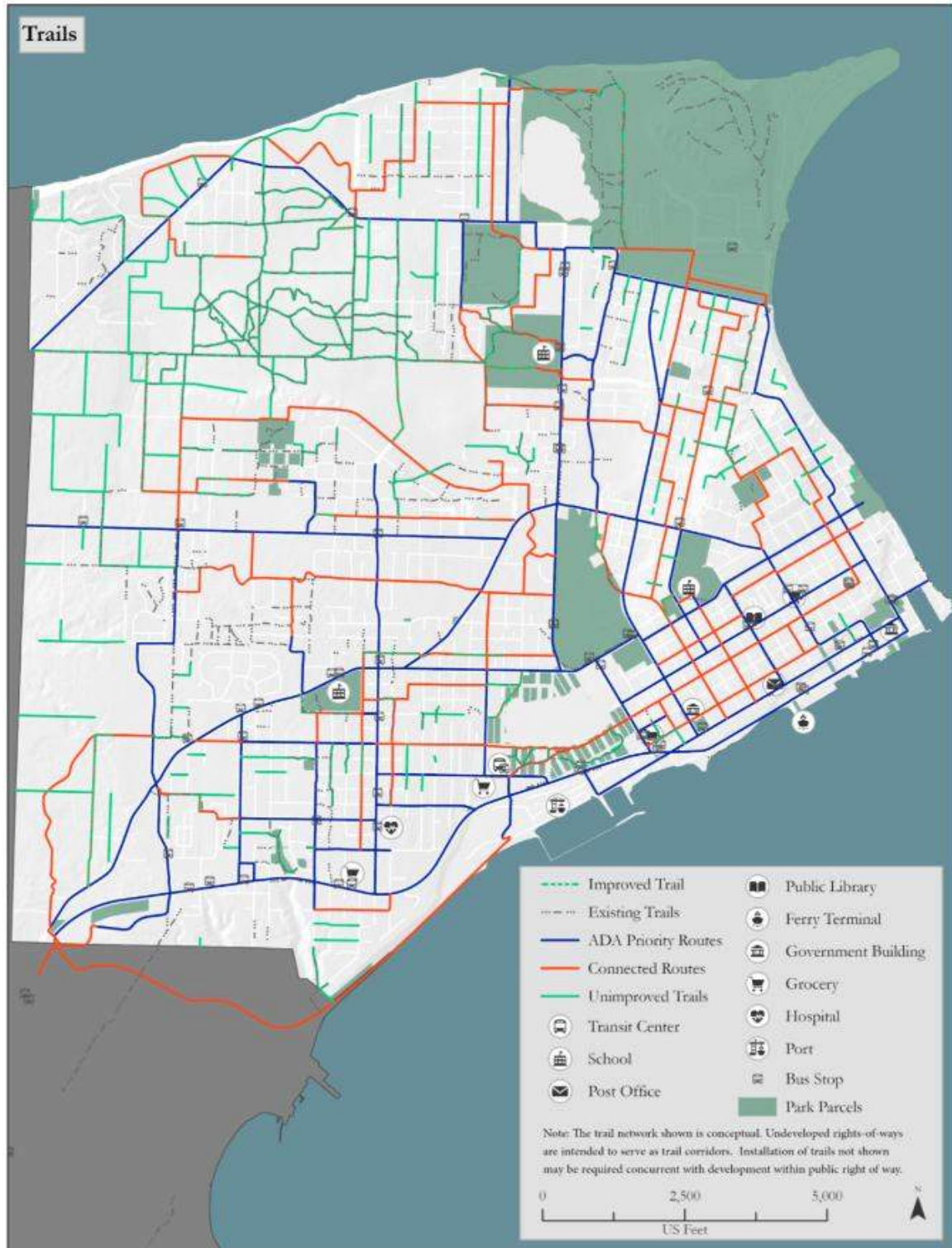
Streets and Right-of-Way	Parcel Acreage
Total ROW in City	1074.02
Total Streets Maintained by city in the future (sustainable streets plan)	710.11
Total ROW Saved without Streets	363.94

Wetlands	Parcel Acreage
Potential Wetlands*	244.2

Totals	Acres
Total Open Space (Including Rights of Way)	2296.1
Total Area of the City	4463.0
Total Open Space (Including Rights of Way) Percentage	51.4%

Source: Port Townsend GIS>

Figure 9-3: Trails Map



Source: Port Townsend GIS

Port Townsend residents and visitors want to see parks and open spaces connected by a trail network, and for a trail network to be available for them to travel throughout Port Townsend (see *Figure 9-3 on the previous page*).

Equitable and Inclusive Access

Comprehensive Plan policies aim to ensure equitable access to parks and recreation facilities, including accessible design and access for people with disabilities. Developing neighborhood parks in underserved areas is an important priority. A key theme throughout PROS Plan engagement is the need for more park access on Port Townsend's west side. In particular, the PROS Plan describes how the City plans to have parks with family friendly amenities within 1/4 mile to ten-minute walk from residential neighborhoods.

Partnerships and Regional Coordination

Port Townsend parks can be strategic in what they offer, complementing existing and popular programs in nearby communities and Jefferson County. Planning alongside other community entities ensures people have access to a variety of recreation facilities, activities, and programs.

Maintenance, Funding, and Planning

There are ongoing maintenance needs for parks, recreation, and open space in Port Townsend. The Community Services Department, which houses the parks division works with other City departments to ensure parks and trails receive the care they need. The Comprehensive Plan policy framework makes it clear where goals and policies can be worked on by multiple departments and highlights the need for collaboration.

Protection of Natural Resources

Many policies are tied to conservation and environmental protection through parks and open space. Parks can be used as tools for ecosystem preservation and stormwater management.



Photo credits: SCJ Alliance.

Element Implementation

Adopt the 2025 PROS Plan

Ensure that the PROS Plan aligns with this Comprehensive Plan and the Growth Management Act. The PROS Plan includes extensive community engagement and identifies community needs, desires, and a plan for implementation. Working in coordination with this plan will be the most effective way to positively impact parks, recreation, and open space in Port Townsend.

Coordinate with City Departments

Ensure that park planning is integrated with land use, transportation, and climate initiatives. Park goals and policies will be most effectively implemented in coordination with other city initiatives.

Position for and Seek Grant Funding

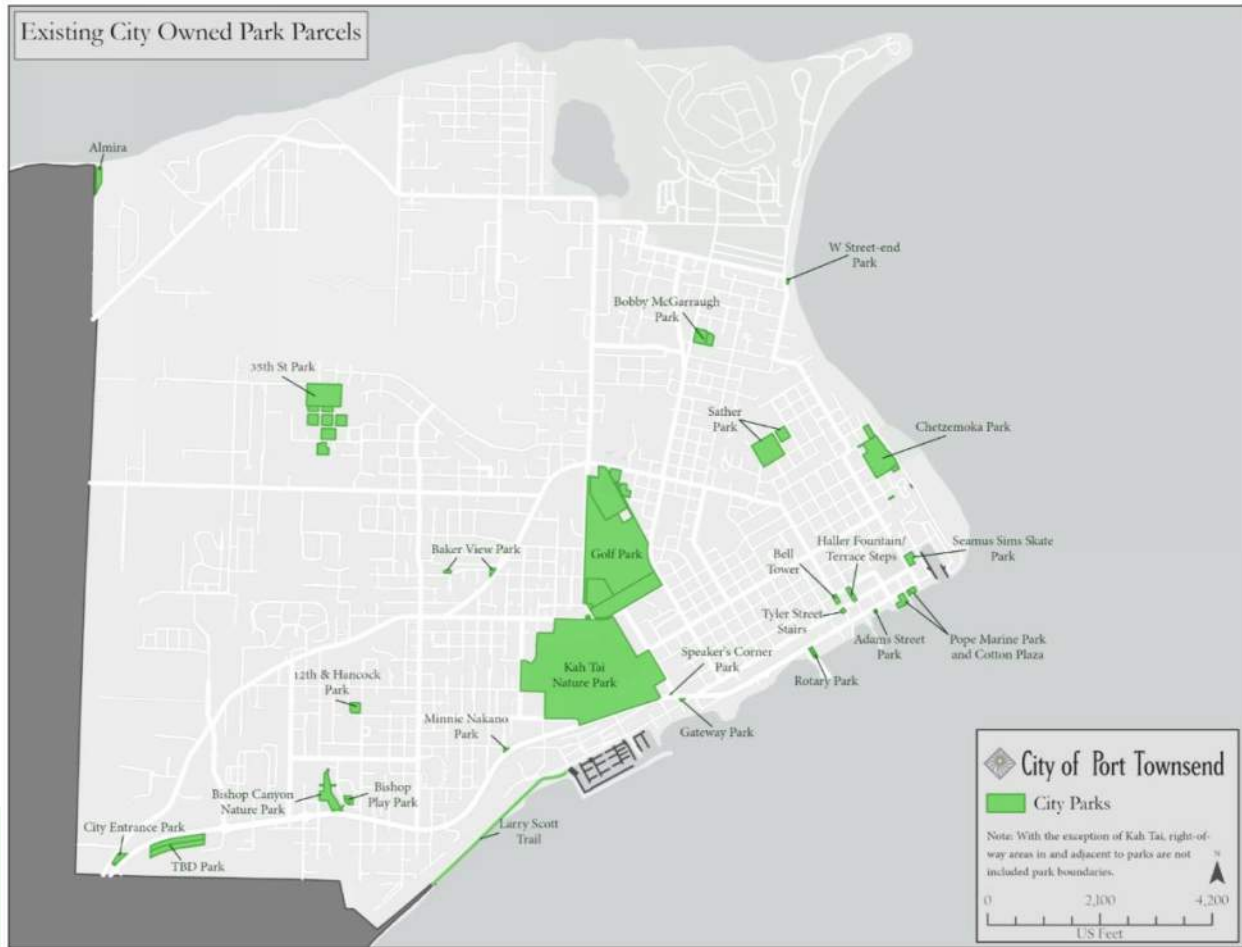
Identify and prioritize projects for funding through state, federal, and private grant opportunities. Maintain alignment with funding eligibility criteria, such as RCO standards, to enhance the City's ability to leverage resources for parks improvements.

Inventory City-Owned Property for Parks Purposes

Regularly inventory City-owned land to evaluate opportunities for new park spaces, especially in areas that are underserved based on level-of-service standards. This inventory can identify property that may be used or enhanced to serve future park and recreation needs. The following figure (*Figure 9-4*) illustrates the distribution of City owned parks, which compared to *Figure 9-1* (*Page 218*) is quite small relative to open space owned by other entities.

One of the key efforts historically has been to expand and preserve the Cappy's Trails area. Through work with the Parks, Recreation, Trees, and Trails Advisory Board, the following figure illustrates a future park area that is based on current Land Trust and City ownership as well as topography. The area is designated in the vision map as a future park area (see *Figure 9-5, Page 224*). This plan designates the goal and direction to exercise legal tools to acquire and preserve this area from development.

Figure 9-4: City-Owned Parks



Source: Port Townsend GIS

Update the PROS Plan as Appropriate

Continue to evaluate community needs and make periodic updates to the PROS Plan to accurately reflect the community. This will help ensure the plan remains relevant to all residents.

Explore a Recreation Program

With the new City Community Services Department explore as staff capacity allows gradually integrating more recreational programming and lifelong learning opportunities for all ages with a focus on youth through parks, recreation, library, and arts and culture.

Nurture a Volunteer and Stewardship Program

Support and expand existing community volunteerism in parks by developing volunteer programs and opportunities.

Figure 9-5: Cappy's Trails – Future Park



Implementation

Port Townsend has a variety of tools and actions for implementing the Comprehensive Plan. Previous Comprehensive Plans organized ways to implement the Plan into goals, policies, and actions, and placed them into each element of the plan. Organizing these implementation tools by element duplicated policies and created contradicting actions. The 2025 Comprehensive Plan recognizes that all implementation actions work together, frequently supporting more than one element. This Comprehensive Plan organizes all goals, policies, and actions into a single chapter for easier use and cross-referencing. This element describes these goals, policies, and actions greater detail than previous elements. The Implementation Element provides the plan's policy framework to guide decisions and lists specific programs to implement the plan's policy initiatives. It also summarizes key legislation and how the City works within a wider planning context to implement the Port Townsend Comprehensive Plan.

The City shall review this Element to monitor and report progress on implementing these goals, policies, and actions.



Photo credits: SCJ Alliance.

Regulatory Context

Port Townsend's Comprehensive Plan works within national, state, regional, and local laws and regulations.

Growth Management Act

The Washington Growth Management Act requires the City to examine a breadth of policy in its long-range planning, setting direction for land use, housing, transportation, capital facilities, utilities, climate resilience, and other goal/policy topics relevant to ways in which the community manages anticipated population growth.

The Act is dynamic and changes with annual legislative sessions altering the state's requirements of local jurisdictions. Since the last Periodic Review in 2016, changes to the Act introduced requirements for housing, climate change, and capital facilities planning. Further changes are likely, and the City will continue to update its Comprehensive Plan in response.

Regional Plans

The City must remain involved in and honor regional planning efforts because many of the issues impacting Port Townsend's future also impact the region (or are generated regionally). Some of these have or will result in adopted plans, and some involve ongoing efforts to address specific issues. The following are examples of regional planning organizations or issues that the City is involved with:

Peninsula Regional Transportation Plan

The Peninsula Regional Transportation Organization (PRTPO) includes all of Jefferson County and Clallam, Kitsap, and Mason counties, and coordinates transportation planning and investment at the regional level. PRTPO will review and certify the Comprehensive Plan, verifying its policy direction, transportation planning, and capital investments are consistent with regional transportation priorities. This is an essential step to qualifying for transportation grants for local transportation projects.

Countywide Planning Policies

Jefferson County – in cooperation with the City of Port Townsend, the Jefferson County Public Utility District, and Port of Port Townsend – adopted and updated countywide planning policies.

These policies are intended to guide coordination among the county’s jurisdictions to ensure consistency and alignment between local and regional policy priorities. Topics in the countywide planning policies relate to managing growth in urban growth areas, joint City/County planning, essential public facilities, transportation facilities, housing, economic development, fiscal impact, tribal coordination, and implementation.

Implementation Tools

The following detail typical implementing activities used by Port Townsend:

Functional Plans

Port Townsend adopts plans which guide specific infrastructure investments. These plans drill down into the details necessary for implementation and include the investments required to enable the City to take concrete action to implement its Comprehensive Plan policy priorities. Some of these plans are jointly adopted with Jefferson County.

A list of functional plans with links to the latest adopted plans is available in the Introduction.

Annual Budget

The City’s budgeting process is a yearly opportunity to evaluate its progress in advancing planning initiatives, investing energy and resources to accomplish the plan’s goals. While many of the Comprehensive Plan’s policy initiatives revolve around land use and development, the budgeting process provides an opportunity to examine other ways in which the City can dedicate resources to examine fiscal policy, capital spending, staffing levels, and other aspects of its operations to complement plan implementation activities.

Zoning and Subdivision Ordinances

The policies of this Comprehensive Plan help establish a guiding framework from which to develop prescriptive ordinances and zoning maps. These establish regulations and standards for land uses and establish property division procedures. Washington law requires that all zoning and subdivision ordinances be in accordance with the adopted Comprehensive Plan.

Capital Improvement Program/Transportation Improvement Program

The Port Townsend Capital Improvements Program (CIP) and Transportation Improvement Program (TIP) are six-year financial outlooks for public improvements needed to accommodate future growth and implement long-range planning. They are enacted as a guideline for public investment of needed facilities and the generation of funds to pay for them.

Ongoing Planning Efforts

In addition to actions directly implementing plan policies, the City of Port Townsend recognizes the need to maintain ongoing efforts, including:

1. Coordinating comprehensive and other City-led plans with the regional planning efforts of Jefferson County, other local jurisdictions, and with work by appropriate state agencies.
2. Reviewing and updating municipal codes to ensure conformance and consistency with the Comprehensive Plan and other master plans.
3. Evaluating the relationship between Plan activities, development patterns, service costs and municipal revenues.
4. Analyzing alternative financing approaches to minimize cost burdens while continuing to provide quality public infrastructure and services.
5. Ensuring that technical information on planning issues is available in an accessible, easy-to-use format for the public.
6. Updating all connected City plans, including any sub-area plans.

Plan Amendments

Port Townsend regularly reviews and updates its Comprehensive Plan to remain useful and relevant. The goals and policies within the Comprehensive Plan are commitments, but they can also evolve to reflect the best foreseeable direction at a given point in time.

The City also recognizes citizen involvement is an integral part of Comprehensive Plan updates, and it will consider plan amendments as part of larger community conversation. This is built into the City's planning policy, and it is also a Growth Management Act requirement. The Act also dictates these amendments can be made no more frequently than once per year.

During annual amendments, the City shall review this Element to monitor and report progress on implementing goals, policies, and actions.

Capital Funding Sources

The City can implement its policy through direct investment. Federal, state, regional, and local funding often combines to provide infrastructure, underscoring the need to understand what resources are available and how community priorities align with the objectives of fund availability.

Funding options currently available to municipalities in Washington for implementation of public improvements include – but are not limited to – the following, each of which is designed to advance stated objectives:

- ◆ Community Development Block Grant (CDBG)
- ◆ Connecting Housing to Infrastructure Program (CHIP)
- ◆ Development impact fees
- ◆ Enterprise funds
- ◆ Franchise fees
- ◆ General funds
- ◆ General obligation bonds
- ◆ Heritage Capital Project Grants
- ◆ Library Capital Grants
- ◆ Local Improvement Districts (LID)
- ◆ Low Income Housing Tax Credit (LIHTC)
- ◆ Permits/licenses
- ◆ Private foundations and donations
- ◆ Real Estate Excise Tax (REET)
- ◆ Revenue bonds
- ◆ State and federal grants, such as Recreation and Conservation (RCO) grants
- ◆ Tax Increment Financing (TIF)
- ◆ Transportation Benefit District (TBD)
- ◆ User fees
- ◆ Washington State Housing Trust Fund (HTF)

Policy Framework

The policy framework is the City's comprehensive guide to long-range planning direction. It contains the goals and policies developed through this process, updating the goals and policies from the community's 2016 planning efforts. While much of this Plan's direction is similar to the 2016 plan, this framework has a new policy structure.

This framework consolidates all the Plan's goals and policies into a single, combined policy reference. Earlier Comprehensive Plans offered goals and policies in each of its separate elements, leading to redundancy, partial overlap, and some conflicting priorities between the elements. The policy analysis involved in preparing this framework revealed a more efficient, internally consistent approach, leading to this combined policy framework which actively integrates element-based goals and policies and emphasizes the interrelatedness of the Comprehensive Plan's element topics.

The following sections are a three-part goal, policy, and implementation action framework, moving from the most general reference to the most specific. First is the Goals Table, which states each goal by its ID number, lists the elements to which it applies, and provides the number of each policy proposed to help achieve it.

The second part of the policy framework, the Policy Table, is more detailed. It states each policy, the element to which it applies, and the numbers of each corresponding goal the policy is intended to help achieve. The third part is the Implementing Programs, specific actions that can be taken to support the goals and enact the policies. The Implementing Programs are in the next subsection.

All goals and policies are numbered sequentially. The numbering and order of items in no way indicate City priority or relative importance.

Policy Framework Map

The table below serves as a generalized map for the policy framework, listing the various planning topics the plan addresses, the goals related to each topic, and the policies which relate to each individual goal. The following tables on goals, policies, and implementation actions offer more detail.

Figure 10-1: Policy Framework Map

Topic	Goal	Policy
Focused growth where best served	1	1, 2, 3, 56, 57, 126, 351, 354
Critical areas, shorelines, and resource lands	2	3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 23, 35, 122, 125, 127, 130, 131, 149, 160, 161, 166, 169, 172, 187, 192, 200, 207, 275, 278, 300, 321, 333, 354, 355, 368, 369, 407, 408, 409, 447, 463, 464, 467, 470, 471, 483, 484, 488, 494, 497, 515
Stormwater management	3	14, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 172, 176, 380, 463, 464, 467
Stormwater management and quality	4	12, 31, 32, 33, 34, 35, 176
Stormwater facilities maintenance and investment	5	36, 37, 38, 39, 40
Stormwater facilities maintenance and investment	6	36, 37, 38, 40
Air quality and GHG emissions	7	18, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 195, 197, 205, 221, 368, 453
Population growth and housing affordability for all income groups	8	59, 60, 61, 62, 63, 64, 65, 73, 74, 75, 76, 77, 71, 73, 188, 189, 190, 193, 512, 517
Affordable housing distribution/availability	9	59, 62, 63, 65, 74, 76, 77, 71, 72, 73, 74, 75, 76, 500, 502, 512, 517

Housing type and price variety	10	22, 59, 62, 63, 73, 76, 77, 77, 78, 79, 80, 81, 82, 83, 84, 194, 517
Conserving existing housing stock	11	59, 75, 79, 85, 86, 87, 88, 89, 90, 194, 435, 448, 451
Low-income and special needs housing facilitation	12	59, 63, 74, 76, 71, 72, 73, 74, 75, 76, 82, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 194, 197, 330, 448, 452, 517
Jobs-housing balance	13	59, 74, 76, 76, 99, 100, 101, 128, 202, 209
Higher-density housing	14	59, 60, 61, 62, 64, 65, 73, 74, 76, 71, 73, 76, 77, 78, 79, 80, 81, 82, 83, 84, 102, 103, 104, 137, 140, 142, 194, 202, 218, 242, 245, 247, 263, 311, 319, 320, 447, 481
Housing element implementation and monitoring	15	57, 59, 60, 65, 67, 74, 77, 78, 79, 120, 183, 185, 191, 429
Racially disparate impact rectifying and mitigation	16	189
Mixed-use centers	17	18, 56, 57, 59, 60, 93, 96, 133, 135, 226
Availability of commercial and manufacturing land	18	57, 64, 95, 97, 98, 114, 115, 116, 117, 118, 151, 153, 167, 217, 247, 301, 309, 489
Manufacturing development and diversification	19	1, 56, 57, 107, 108, 109, 110, 111, 112, 117, 118, 153, 167, 229, 373
Walkable, transit-oriented mixed-use centers	20	1, 39, 45, 50, 87, 99, 107, 134, 195, 197, 215, 217, 219, 225, 231, 233, 255, 257
Essential public facilities, environmental justice, and compatibility	21	1, 56, 57, 138, 139, 140, 141, 142
Essential public facilities and regional collaboration	22	6, 47, 50, 142, 170, 264, 274, 278, 281, 377, 495, 498
Public services, facilities, and utilities available and consistent with plan	23	16
Public and tribal involvement in decision-making process	24	1, 18
Permit processing	25	68, 178
Transportation system balance	26	50, 56
Interagency coordination re: transportation system	27	18, 39, 45, 47, 50, 59

Arterial connectivity, safety, character, and accessibility	28	18, 39, 45, 47, 50
Multimodal street system	29	1, 39, 45, 47, 50, 57
Interconnected, safe pedestrian/bike system	30	64, 497, 216, 225
Transportation system resilience	31	21, 22, 45
Multimodal transportation options	32	215, 217, 231, 251
Transit and park-and-ride access and use	33	18
Ferry access and use	34	233, 237, 238, 239, 243
Parking strategies coordination	35	4, 5, 13, 18, 29, 30, 32
Transportation LOS standards	36	30
Transportation system funding	37	30
Municipal energy efficiency and fleet modernization	38	30, 148, 165, 273
Potable water safety and availability	39	30
High-quality water and efficient distribution	40	30, 145, 148, 165, 273
Water system planning integration	41	30
Water conservation	42	297, 298, 299, 300, 301, 302, 306, 510
Potable water quality	43	147, 165, 297, 298, 299, 300, 301, 303, 304, 305, 306, 307, 308, 309, 351, 357, 360, 488, 505
Water system fiscal sustainability	44	298, 299, 300, 301, 302, 303, 304, 305, 307, 308, 438, 510
Wastewater collection and treatment	45	19, 309, 310, 311, 312
Coordinated wastewater planning	46	19, 158, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 437, 439
Allocation of wastewater system costs	47	158, 315, 316, 317, 318, 319, 321, 322

Telecommunications utilities	48	496
Cable and wireless technologies	49	101, 155, 156, 159, 162, 163, 184, 208, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 488
Electrical service and facilities	50	82, 162, 163, 166, 183, 184, 185, 334, 335, 336, 338, 339, 343, 399, 401, 488, 517
Alternative energy sources and efficiency	51	340, 341, 342, 343, 344, 345, 346, 347, 348, 488, 491, 507, 509, 510
Solid waste management	52	1, 57, 340, 344, 345, 349, 350
Solid waste reduction and climate change	53	340, 341, 343, 350
Solid waste community involvement and waste reduction	54	341
Capital facilities phasing and timing	55	19, 37, 38, 57, 86, 94, 143, 146, 160, 187, 241, 242, 264, 265, 280, 291, 307, 335, 351, 352, 353, 354, 355, 356
Level of service for capital facilities	57	146, 417, 165, 253, 254, 256, 274, 282, 287, 297, 303, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 374, 441, 477
Concurrency	58	1, 253, 265, 320, 360, 361, 362, 369
Fiscal management of capital facilities	59	290, 292, 294, 295, 296, 304, 309, 310, 311, 312, 363, 364, 365, 366, 367, 368, 375
Capital facilities and consistency	60	57, 62, 257, 262, 264, 273, 274, 278, 307, 320, 329, 354, 370, 371, 372, 373, 378, 388, 448, 449, 473, 475
Public facilities and utilities in UGA	61	116, 146, 147, 151, 153, 154, 167, 202, 297, 303, 308, 320, 328, 354, 373, 407, 433, 439, 446
Balanced, diversified, stable local economy	62	8, 95, 121, 122, 123, 137, 167, 376, 379, 380, 396, 397, 398, 399, 400, 401, 404, 405, 406, 407, 408, 409, 435, 516
Education and living wage jobs	63	92, 320, 376, 379, 380, 381, 382, 383, 384, 385, 386, 393, 404, 410, 436, 467
Marine trades economy	64	113, 379, 387, 388, 389, 390, 391, 392, 393, 394, 395, 410
Commercial, manufacturing, and small business support	65	108, 109, 110, 111, 112, 114, 115, 118, 153, 167, 229, 376, 373, 401, 436, 490
Clean, low-impact industry and climate-aligned business	66	107, 108, 116, 151, 308, 399, 401, 402, 403, 404, 490, 492
Small and medium-sized business development	67	121, 123, 126, 137, 153, 400, 401, 490

Year-round, sustainable tourism enhancement	68	231, 376, 380, 405, 410, 411, 412, 432, 490
Commercial Historic District	69	80, 182, 247, 379, 410, 413, 414, 415, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 434, 480, 491, 511
Historic and cultural resources preservation	70	102, 379, 410, 414, 434, 435, 450, 459, 463, 479, 480, 511, 512
Business preparation for climate impact	71	18, 39, 44, 45, 47, 53, 54, 162, 166, 183, 184, 186, 285, 286, 338, 339, 403, 488, 489, 490, 491, 492, 493, 497, 498, 499, 502, 511, 514, 517
Telecommunications infrastructure and connectivity	72	314, 316, 320, 400, 437, 438, 439, 496
Trail network planning	73	217, 228, 256, 257, 258, 259, 261, 271, 361, 440, 441, 442, 443, 444, 445, 446, 447, 450, 451, 452, 470, 471, 472, 473, 474, 486, 487, 504
Parks and rec facilities and programs equity	74	61, 441, 442, 443, 444, 446, 447, 448, 449, 450, 451, 452, 459, 470, 471, 486
Responsiveness to evolving community parks and recreation needs	75	12, 59, 61, 62, 134, 149, 217, 411, 441, 442, 443, 444, 445, 450, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 484, 485, 486, 487, 504
Parks and recreation funding	76	440, 443, 444, 454, 479, 481, 482, 483, 484
Parks, environmental stewardship, and cultural awareness	77	102, 440, 443, 444, 482, 483, 484, 485, 511,
Adaptability to renewable energy opportunities and resilience to extreme weather	78	4, 15, 23, 27, 29, 30, 31, 32, 33, 39, 39, 44, 45, 52, 53, 54, 55, 60, 162, 490, 507
Community access to energy conservation	79	47, 200, 219, 435, 436
Environmental justice and access to climate education	80	39, 44, 47, 52, 53, 54, 78, 102, 196, 355,
Climate change and culturally significant assets	81	8, 102, 108, 258, 379
Reserved	82	--
Climate preparedness, response, and recovery	83	52, 53, 54, 55, 102, 488
Climate-related health threats	84	39, 44, 46, 52, 53, 54, 66, 102, 184

Natural ecosystem and urban forest conservation and restoration	85	5, 6, 7, 15, 20, 379,
Emissions and air pollution reduction	86	39, 41, 42, 43, 44, 46, 49, 50, 102
Ecosystem protection and restoration	87	4, 5, 6, 7, 10, 11, 12, 13, 14, 15, 16
Electric vehicle infrastructure	89	24, 517
Local food system resilience	90	8, 182, 349, 350, 488, 489, 490, 612, 516
Freshwater and coastal water systems safeguarding	91	10, 11, 13, 15, 16, 20, 102, 499, 500, 505, 510, 514.
Energy and water conservation	92	5, 6, 16, 30, 39, 44, 47, 50, 102, 499, 500, 505, 510
Water quality and climate-resilient shoreline management	93	10, 11, 12, 14, 15, 16, 459, 497, 506, 511
Transition to clean, renewable energy sources	94	217, 419, 420, 421, 422, 423, 424, 425, 427, 429, 430, 650, 658, 660



Photo credits: SCJ Alliance.

Goals by Planning Element, Cross-Referenced with Policies

Figure 10-2: Goals by Planning Element

#	Goal	Land Use	Housing	Transportation	Utilities	Capital Facilities	Economic Development	Parks and Recreation	Climate Resilience	Policy
G1	Focus growth towards areas that can support development considering existing land uses, availability of infrastructure and facilities, and environmental constraints, while also reducing sprawl and supporting vital, connected neighborhoods.	X	X	X	X	X	X	X	X	1, 2, 3, 56, 57, 126, 351, 354
G2	Protect, sustain, regenerate, and manage Port Townsend's natural resource lands, shorelines, and environmentally sensitive areas for present and future generations, in balance with providing for allowed growth and development.	X	X				X	X		3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 23, 35, 122, 125, 127, 130, 131, 149, 160, 161, 166, 169, 172, 187, 192, 200, 207, 275, 278, 300, 321, 333, 354, 355, 368, 369, 407, 408, 409, 447, 463, 464, 467, 470, 471, 483, 484, 488, 494, 497, 515
G3	Provide a fully functional, achievable, and sustainable stormwater system that is integrated into the landscape, supports envisioned growth, protects residents, and nurtures the environment.	X		X	X	X			X	14, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 172, 176, 380, 463, 464, 467

G4	Protect and manage stormwater quality using current design practices and standards to minimize the impacts of land use development and stormwater runoff on natural systems, fish and wildlife habitat, and public health.				X					12, 31, 32, 33, 34, 35, 176
G5	Maintain <u>and improve</u> stormwater facilities <u>and drainage system capacities</u> to ensure their proper and intended <u>water quality and quantity</u> functions <u>through future conditions</u> .			X	X					36, 37, 38, 39, 40
G6	Provide financial resources to appropriately operate <u>and maintain</u> the <u>natural and built</u> Stormwater Utility and construct capital improvements.				X	X			X	36, 37, 38, 40
G7	Preserve the quality of Port Townsend's air as one of its unique physical resources.	X							X	18, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 195, 197, 205, 221, 368, 453
G8	<u>Plan for and support development of sufficient amounts and types of housing, both rental and ownership, for all income levels, while supporting and creating welcoming residential neighborhoods</u>	X	X							59, 60, 61, 62, 63, 64, 65, 73, 74, 75, 76, 77, 71, 73, 193, 512, 517
G9	Promote the provision of affordable housing throughout all geographic and economic segments of the community. <u>Create diverse, inclusive housing opportunities throughout the City by integrating multi-family, special needs, and affordable</u>	X	X							59, 62, 63, 65, 74, 76, 77, 71, 72, 73, 74, 75, 76, 500, 502, 512, 517

	<u>housing into all neighborhoods.</u>								
G10	Promote a variety of housing choices opportunities to meet the needs of Port Townsend residents and preserve and encourage socio-economic diversity economic segments of the community, especially low- and moderate-income households	X	X						22, 59, 62, 63, 73, 76, 77, 77, 78, 79, 80, 81, 82, 83, 84, 194, 517
G11	Conserve, improve, <u>and restore</u> the City's existing housing stock, <u>including preserving subsidized affordable housing.</u>		X						59, 75, 79, 85, 86, 87, 88, 89, 90, 194, 435, 448, 451
G12	Identify locations for and facilitate the development of housing opportunities for low income and special needs populations.	X	X						59, 63, 74, 76, 71, 72, 73, 74, 75, 76, 82, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 194, 197, 330, 448, 452, 517
G13	Promote a greater balance between housing and employment opportunities, <u>recognizing that an adequate supply of affordable housing is directly linked to economic development.</u>	X	X						59, 74, 76, 76, 99, 100, 101, 128, 202, 209
G14	<u>Promote multi-nodal development of higher-density and transit-oriented mixed-use centers and districts that integrate residential and commercial uses to reduce vehicle dependence, enhance walkability, and support vibrant, resilient communities</u>	X	X						59, 60, 61, 62, 64, 65, 73, 74, 76, 71, 73, 76, 77, 78, 79, 80, 81, 82, 83, 84, 102, 103, 104, 137, 140, 142, 194, 202, 218, 242, 245, 247, 263, 311, 319, 320, 447, 481
G15	<u>Implement Housing Element goals in a manner that is effective, efficient, and transparent. Use appropriate monitoring techniques to ensure effective</u>								57, 59, 60, 65, 67, 74, 77, 78, 79, 120, 183, 185, 191, 429

	<u>implementation and revise policies or actions where gaps and unsatisfactory outcomes exist.</u>								
G16	<u>Rectify and mitigate racially disparate impacts, displacement, and exclusion in local housing.</u>								189
G17	Encourage compact, mixed-use development to support livability and sustainability. Promote the development of neighborhood-scale mixed-use centers that integrate residential and commercial uses to reduce vehicle dependence, enhance walkability, and support vibrant, resilient communities aligned with sustainable land use policies.								18, 56, 57, 59, 60, 93, 96, 133, 135, 226
G18	Provide adequate commercial land to support commercial and manufacturing development and conveniently <u>serve community needs and values.</u>	X							57, 64, 95, 97, 98, 114, 115, 116, 117, 118, 151, 153, 167, 217, 247, 301, 309, 489
G19	Promote opportunities for manufacturing development and diversification of the local economy in a manner that efficiently uses community attributes and natural resources and minimizes impacts on the environment.	X					X		1, 56, 57, 107, 108, 109, 110, 111, 112, 117, 118, 153, 167, 229, 373
G20	Encourage the creation of mixed-use centers that combine commercial and residential land uses, providing an opportunity to develop areas in Port Townsend that are transit-oriented and pedestrian friendly and offering opportunities for affordable housing, convenience	X							1, 39, 45, 50, 87, 99, 107, 134, 195, 197, 215, 217, 219, 225, 231, 233, 255, 257

	shopping, and quality design. <u>Facilitate the development of walkable, transit-oriented mixed-use centers.</u>								
G21	Ensure that essential public facilities will be allowed in locations appropriate for the services provided and the people served, while assuring compatibility with <u>environmental justice</u> and the surrounding development and the natural features of the surrounding land, water, and vegetation.	X				X			1, 56, 57, 138, 139, 140, 141
G22	Ensure efficient and equitable siting of essential public facilities through cooperative and coordinated planning with Jefferson County and other jurisdictions within the region.	X		X	X	X			6, 47, 50, 170, 264, 274, 278, 281, 377, 495, 498
G23	Ensure Plan for the provision of sustainable, resilient capital facilities and utilities to address current needs, planned growth and development, and climate change, consistent with the <u>Land Use Comprehensive Plan</u> .	X	X	X			X		16
G24	Establish and maintain City decision processes that include the informed, active participation of all those affected <u>and engage in good faith collaboration and participation with tribal and City planning processes for those federally recognized Indian tribes whose reservation or habitual and accustomed lands lie within Jefferson County.</u>	X							1, 18
G25	Facilitate predictable, responsive, timely, and efficient permit processing.	X	X				X		68, 178

G26	Promote a balanced, affordable, reliable, convenient, and efficient transportation system that supports the Land Use Element and Community Direction Statement of the Port Townsend Comprehensive Plan.			X						50, 56
G27	Coordinate the planning, construction, and operation of transportation facilities in coordination with the programs of Jefferson County, Washington State Department of Transportation (WSDOT) Highways and Ferries Divisions, the Peninsula Regional Transportation Planning Organization (PRTPO), the Port of Port Townsend, Jefferson Transit Authority, and utility providers, as well as other agencies and jurisdictions.	X	X	X	X		X			18, 39, 45, 47, 50, 59
G28	Provide Plan for and develop a connected arterial and collector street network that is planned, designed, constructed, and operated for safe travel for all users with efficient mobility and access to and within Port Townsend.	X		X					X	18, 39, 45, 47, 50
G29	Develop a local street system that accommodates multiple modes of transportation with design standards that may vary depending upon individual neighborhood characteristics. Promote a local street system that accommodates multiple modes of transportation.	X		X	X		X	X	X	1, 39, 45, 47, 50, 57
G30	Create a safe and convenient environment for walking and bicycling through the construction and maintenance	X		X					X	64, 497, 216, 225

	of a connected network of pedestrian and bicycle facilities, which are integrated with streets and other transportation facilities. Promote a safe and convenient environment for walking and rolling.									
G31	<u>Ensure that Port Townsend's transportation system, including roads, sidewalks, trails, transit routes, and supporting infrastructure is designed and maintained to withstand and recover rapidly from the impacts of extreme weather, coastal flooding, landslides, and other climate-exacerbated hazards, while supporting safe, low-emissions mobility options for all residents.</u>								X	21, 22, 45
G32	<u>Expand sustainable transportation access and reduce reliance on single-occupancy vehicles. Advance multi-modal transportation options, including walking, biking, and transit, while integrating climate considerations into infrastructure design to lower emissions and increase resilience.</u>			X	X				X	215, 217, 231, 251
G33	<u>Encourage regulations, strategies, and programs that promote Increase transit and park-and-ride use and link transit to alternative modes within Port Townsend.</u>			X						18
G34	Encourage and promote Ferry System programs that improve service to Port Townsend, improve accessibility, and reduce impacts from vehicular traffic.			X						233, 237, 238, 239, 243

G35	Encourage the City, transit, and private interests to establish coordinated parking strategies to achieve overall transportation goals and to ensure that parking standards do not act as a deterrent to new development or redevelopment. Encourage parking strategies that promote overall transportation, <u>climate</u> , housing, and land use goals.	X		X		X				4, 5, 13, 18, 29, 30, 32
G36	Set appropriate level of service standards to promote desired land uses, to reduce traffic congestion , to increase the efficiency and safety of the overall transportation system, and to expand travel choices.	X		X						30
G37	Raise revenue to fund planning, design, construction, operations, and maintenance of needed transportation system improvements.			X		X				30
G38	<u>Lead sustainable measures by example through municipal energy efficiency, vehicle fleet modernization, and sustainable infrastructure investments.</u>			X	X	X			X	30, 148, 165, 273
G39	Provide safe, reliable, and economical drinking water to all Port Townsend residents <u>for drinking, and the supply of raw water to the Port Townsend Paper Mill.</u>				X					30
G40	Ensure the continuity of high quality water service to the out of City service area, without sacrificing the ability to serve the residents of the City. Plan for sustainable high quality water <u>and develop a</u>				X					30, 145, 148, 165, 273

	<u>more efficient water distribution system.</u>								
G41	Integrate water system planning with all other related planning efforts.				X				30
G42	Promote the conservation and prudent use of water resources.				X			X	297, 298, 299, 300, 301, 302, 306, 510
G43	Protect and enhance the quality of all surface and groundwater supplies <u>potable drinking water supplies.</u> <u>Discourage use of wells for potable water supply outside of the City Limits, but within the City service area.</u>				X			X	147, 165, 297, 298, 299, 300, 301, 303, 304, 305, 306, 307, 308, 309, 351, 357, 360, 488, 505
G44	Manage the City water utility in a fiscally sound manner.				X	X			298, 299, 300, 301, 302, 303, 304, 305, 307, 308, 438, 510
G45	Efficiently develop and manage the City's wastewater collection and treatment system <u>in accordance with the General Sewer Plan and subsequent updates.</u>				X				19, 309, 310, 311, 312
G46	Coordinate wastewater facility planning with land use, environmental, economic development, and growth management objectives.	X			X		X		19, 158, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 437, 439
G47	Allocate the costs of wastewater collection and treatment in an equitable manner.				X				158, 315, 316, 317, 318, 319, 321, 322
G48	Coordinate with telecommunications utilities to ensure high quality service to all Port Townsend residents and businesses.				X				496

G49	Use advances in cable and wireless technologies to improve communications to and from public buildings.				X					101, 155, 156, 159, 162, 163, 184, 208, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 488
G50	Work with the serving utilities to plan and allow regional and local improvements to electric facilities and include prospective service plans for facility development within the City's Comprehensive Plan.				X					82, 162, 163, 166, 183, 184, 185, 334, 335, 336, 338, 339, 343, 399, 401, 488, 517
G51	Promote the efficient use of energy and resources and the use of non-fossil fuel alternative energy sources and technologies.				X				X	340, 341, 342, 343, 344, 345, 346, 347, 348, 488, 491, 507, 509, 510
G52	Manage solid waste in a responsible, environmentally sensitive, and cost-effective manner.				X					1, 57, 340, 344, 345, 349, 350
G53	<u>Plan and manage solid waste systems, including collection, processing, and emergency response, to reduce waste generation and manage debris quickly and safely during climate-related disruptions.</u>				X	X			X	340, 341, 343, 350
G54	<u>Promote community stewardship and sustainable waste management. Empower residents to engage in environmentally responsible behaviors by enhancing public outreach, improving composting infrastructure, and providing recycling services that support waste reduction and community resilience.</u>				X	X			X	341
G55	Phase the timing and provision of capital improvements in a manner that promotes orderly growth					X				19, 37, 38, 57, 86, 94, 143, 146, 160, 187, 241, 242, 264, 265, 280, 291, 307,

	and development and the efficient use of City resources.								335, 351, 352, 353, 354, 355, 356
G57	Plan and provide adequate public facilities that achieve and maintain the level of service standards for the existing and future population.	X				X			146, 417, 165, 253, 254, 256, 274, 282, 287, 297, 303, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 374, 441, 477
G58	Facilitate Ensure that water, wastewater, stormwater, and transportation facilities that are provided concurrent with new development, based on the City's adopted level of service standards.			X		X			1, 253, 265, 320, 360, 361, 362, 369
G59	Provide needed public facilities within the City's financial capabilities or within the City's authority to require others to provide such facilities.					X			290, 292, 294, 295, 296, 304, 309, 310, 311, 312, 363, 364, 365, 366, 367, 368, 375
G60	Ensure that the Capital Facilities Element is consistent with other City, local, regional and state adopted plans.					X			57, 62, 257, 262, 264, 273, 274, 278, 307, 320, 329, 354, 370, 371, 372, 373, 378, 388, 448, 449, 473, 475
G61	Ensure that urban level public facilities and utilities are only extended into UGAs and limited areas of more intense rural development (LAMIRDS) and otherwise extended only if consistent with official land use designations. Provide urban level public facilities and utilities within the Port Townsend UGA to attract and support commercial and manufacturing development.			X	X	X	X	X	116, 146, 147, 151, 153, 154, 167, 202, 297, 303, 308, 320, 328, 354, 373, 407, 433, 439, 446
G62	Foster a balanced, diversified, and sustainable local economy that contributes to	X					X		8, 95, 121, 122, 123, 137, 167, 376, 379, 380, 396, 397, 398,

	Port Townsend's high quality of life, through the protection and enhancement of the community's natural, historical, and cultural amenities and the improvement of the financial well-being of its residents.									399, 400, 401, 404, 405, 406, 407, 408, 409, 435, 516
G63	Recognize the value of education as an important economic development tool and train the workforce to develop skills for new technologies and family wage jobs.						X			92, 320, 376, 379, 380, 381, 382, 383, 384, 385, 386, 393, 404, 410, 436, 467
G64	Strengthen the marine trades economy while protecting the natural environment and balancing public use of shoreline areas.	X					X			113, 379, 387, 388, 389, 390, 391, 392, 393, 394, 395, 410
G65	Support current commercial and manufacturing enterprises and encourage the formation of small businesses and the relocation to Port Townsend of small scale locally managed businesses as a vital part of Port Townsend's economy.						X			108, 109, 110, 111, 112, 114, 115, 118, 153, 167, 229, 376, 373, 401, 436, 490
G66	<u>Promote the growth of clean, low-impact industries and climate-aligned business practices. Support the expansion and relocation of small-scale clean industries and encourage all local businesses to adopt sustainable practices that reduce environmental impact, enhance economic vitality, and align with the City's long-term climate goals.</u>									107, 108, 116, 151, 308, 399, 401, 402, 403, 404, 490, 492
G67	Enhance and attract small and medium sized retail businesses that serve the	X					X		X	121, 123, 126, 137, 153, 400, 401, 490

	community's needs for goods and services.								
G68	Maintain and enhance year-round opportunities for sustainable tourism in a manner that recognizes and preserves Port Townsend's unique historic heritage, culture, recreational amenities, and natural setting.						X		231, 376, 380, 405, 410, 411, 412, 432, 490
G69	Strengthen, preserve, and enhance Port Townsend's Commercial Historic District as an active and economically viable place to shop, conduct business and government, live, and enjoy cultural events.	X		X		X	X		80, 182, 247, 379, 410, 413, 414, 415, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 434, 480, 491, 511
G70	Preserve historic and cultural resources to retain a connection to the past, enhance community values, and leave a historical legacy for future generations	X				X			102, 379, 410, 414, 434, 435, 450, 459, 463, 479, 480, 511, 512
G71	<u>Strengthen Port Townsend's economy by preparing local businesses for climate impacts and creating opportunities in the green economy, including renewable energy, regenerative agriculture, and resilience-focused services.</u>	X			X	X	X	X	4, 5, 7, 8, 18, 23, 39, 40, 41, 42, 43, 44, 45, 47, 48, 49, 50, 51, 52, 53, 54, 55
G72	Provide <u>Strengthen Port Townsend's access to digital infrastructure and high-performance with state-of-the-art telecommunications and broadband infrastructure to ensure connectivity for business, emergency services, education, public affairs, community facilities, and consumer uses.</u>						X		314, 316, 320, 400, 437, 438, 439, 496

G73	<p>Develop a comprehensive open space and trails plan and implementation program that protects the natural environment and significant cultural resources, provides passive recreation opportunities, is integrated with the non-motorized component of the Transportation Element, and is designed to link neighborhoods with parks, significant open spaces, schools, shoreline access areas, mixed use centers, and employment centers.</p> <p>Continue to plan and implement the trail network to <u>connect parks and open space, and enable travel throughout the City, by balancing:</u></p> <p>Protection of natural areas and cultural resources Recreation and open space Transportation Housing Accessibility</p>	X		X		X		X	217, 228, 256, 257, 258, 259, 261, 271, 361, 440, 441, 442, 443, 444, 445, 446, 447, 450, 451, 452, 470, 471, 472, 473, 474, 486, 487, 504
G74	<p>Develop park and recreation facilities, programs, and opportunities that are <u>equitably accessible and responsive</u> to the needs and interests of Port Townsend residents, particularly in underserved <u>neighborhoods</u>.</p>	X						X	61, 441, 442, 443, 444, 446, 447, 448, 449, 450, 451, 452, 459, 470, 471, 486
G75	<p>Provide the support and leadership to respond effectively to the community's evolving priorities and needs for parks, recreation, and open space, <u>subject to available resources</u>. Respond and be accessible to the community by creating new policies, procedures, and technologies to meet the diverse current and future needs.</p>	X						X	12, 59, 61, 62, 134, 149, 217, 411, 441, 442, 443, 444, 445, 450, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 484, 485, 486, 487, 504

G76	Strive to adequately fund ongoing parks and recreation programming, and <u>maintenance, and restoration</u> through proactive well-planned budgeting practices, the pursuit of partnerships, <u>regional coordination, exploration of all funding sources,</u> and the securing of grants.	X				X		X		440, 443, 444, 454, 479, 481, 482, 483, 484
G77	<u>Design and manage parks and recreation facilities to promote environmental stewardship and cultural awareness. Develop, maintain, manage, and restore park and recreation facilities that protect and enhance ecological systems, support biodiversity, sequester carbon manage stormwater, and integrate interpretive opportunities that foster public understanding of natural environments and cultural heritage. Parks should serve as models of sustainable land management and environmental stewardship while providing accessible, educational, and recreational experiences for the community.</u>	X						X	X	102, 440, 443, 444, 482, 483, 484, 485, 511,
G78	<u>Ensure buildings in Port Townsend and their energy infrastructure, including energy generation and transmission, can accommodate renewable energy opportunities, and withstand and recover quickly from the impacts of extreme weather and other hazards worsened by climate change.</u>	X	X		X	X		X	X	4, 15, 23, 27, 29, 30, 31, 32, 33, 39, 39, 44, 45, 52, 53, 54, 55, 60, 162, 490, 507
G79	<u>Increase community access to energy efficiency solutions, renewable energy, and reduce</u>	X	X			X	X		X	47, 200, 219, 435, 436

	<u>utility costs. Support equitable access to weatherization services, affordable energy efficiency programs, and financial assistance that empowers residents and businesses to reduce utility costs, conserve resources, and strengthen community resilience to climate and economic challenges.</u>								
G80	<u>Ensure environmental justice in Port Townsend by providing all residents, including historically underserved communities, equitable access to climate education, meaningful participation in planning decisions, and opportunities to take culturally relevant climate resilience actions.</u>	X	X			X		X	39, 44, 47, 52, 53, 54, 78, 102, 196, 355,
G81	<u>Ensure that culturally significant assets, including Indigenous heritage sites, and traditional natural resources like shellfish and native plants, are safeguarded against the impacts of climate change.</u>	X				X		X	8, 102, 108, 258, 379
G82	<u>Reserved</u>								
G83	<u>Enhance Port Townsend's capacity to prepare for, respond to, and recover from climate-driven emergencies, such as wildfire and smoke events, drought, winter storms, and coastal flooding.</u>	X				X		X	52, 53, 54, 55, 102, 488
G84	<u>Safeguard the health and well-being of Port Townsend residents, particularly low-income households, isolated seniors, and unsheltered individuals, against climate-related health threats like heat</u>	X				X		X	39, 44, 46, 52, 53, 54, 66, 102, 184

	<u>waves, air pollution, and storm disruptions.</u>									
G85	<u>Conserve and restore natural ecosystems and urban forests. Protect and expand Port Townsend's natural ecosystems and tree canopy through land use regulations that promote native vegetation, enhance urban biodiversity, reduce urban heat islands, and support environmental education and stewardship.</u>	X							X	5, 6, 7, 15, 20, 379,
G86	<u>Reduce emissions and air pollution through local regulations and public education. Reduce air pollution and greenhouse gas emissions by strengthening regulatory controls, promoting cleaner technologies, and building public awareness of air quality and climate impacts.</u>	X							X	39, 41, 42, 43, 44, 46, 49, 50, 102
G87	<u>Protect, restore, and steward Port Townsend's ecosystems, particularly in upland and transitional zones to enhance resilience to wildfire, drought, invasive species, and changing precipitation patterns, while supporting native biodiversity and traditional ecological knowledge.</u>	X							X	4, 5, 6, 7, 10, 11, 12, 13, 14, 15, 16
G89	<u>Accelerate the transition to low-emission transportation by expanding EV infrastructure.</u>			X	X				X	24, 517
G90	<u>Support the resilience of Port Townsend's local food system, including small farms, shellfish growers, community gardens, food processors, and local markets against extreme</u>	X					X		X	8, 182, 349, 350, 488, 489, 490, 612, 516

	<u>weather, drought, sea level rise, and supply chain disruptions caused by climate change.</u>								
G91	<u>Safeguard Port Townsend's freshwater and coastal water systems by managing water quality and availability amid intensifying drought, extreme heat, saltwater intrusion, and storm surges.</u>	X					X	X	10, 11, 13, 15, 16, 20, 102, 499, 500, 505, 510, 514.
G92	<u>Foster sustainable practices among businesses and homeowners to conserve energy and water resources. Encourage and support businesses and households in implementing energy- and water-saving measures that lower operational costs, protect the environment, and contribute to the City's broader climate action and resource stewardship goals.</u>	X					X	X	5, 6, 16, 30, 39, 44, 47, 50, 102, 499, 500, 505, 510
G93	<u>Enhance water quality and climate-resilient shoreline management. Minimize nonpoint pollution, erosion, and sedimentation through climate-informed development regulations that protect water resources and manage shoreline and surface water impacts.</u>	X					X	X	10, 11, 12, 14, 15, 16, 459, 497, 506, 511
G94	<u>Promote the Adoption of Clean Energy Technologies and Resource Conservation Practices Across the Community. Advance the transition to clean, renewable energy sources, increase building efficiency, and encourage widespread water conservation practices through regulatory updates, incentives, and education to reduce greenhouse gas</u>	X		X			X	X	217, 419, 420, 421, 422, 423, 424, 425, 427, 429, 430, 650, 658, 660

Policies by Planning Element, Cross-Referenced with Goals

Figure 10-3: Policies by Planning Element

#	Policy	Land Use	Housing	Transportation	Utilities	Capital Facilities	Economic Development	Parks and Recreation	Climate Resilience	Goal
P1	Use the Land Use Map as a guide for future rezones and other land use decisions.	X	X							1, 19, 20, 21, 24, 29, 52, 54, 57
P2	Use the goals, policies, and implementation steps of this element to determine appropriate zoning designations for areas near the boundaries between different land use designations on the Land Use Map.	X	X							1
P3	Establish minimum zoning densities to curb sprawl, utilize existing infrastructure, stimulate middle housing production, promote infill development and create more livable, walkable communities.	X	X	X	X	X	X		X	1, 8, 10
P4	Use <u>current</u> "best available science" when reviewing and revising the Critical Areas chapter of the PTMC to ensure that the functions	X							X	2, 35, 75, 71

	and values of critical areas are adequately protected, and give special consideration to measures needed to preserve <u>habitat</u> . salmon fisheries. Recognize that scientific knowledge and information is rapidly developing in natural resource areas affected by climate change									
P5	Protect natural resource lands, archaeological properties, and critical areas through public and private initiatives, such as open space tax incentives, cluster development, PUDs , transfer or purchase of development rights, public land acquisition, dedication of City-owned tracts and street rights of way, conservation easements, landowner compacts, soliciting donations of land, downsizing, limiting the amount of lot coverage, and best management practices in development.	X				X			X	2, 35, 64, 71
P6	Work with <u>partners</u> the County Assessor and Jefferson Land Trust to educate property owners about tax reduction <u>programs and conservation easement</u> options available for preserving natural resource lands and environmentally sensitive areas.	X							X	2, 22, 75
P7	Consider <u>Identify and enact</u> opportunities for climate change mitigation and adaptation on natural resource lands and critical areas.	X							X	2, 71

P8	Consider the need to adopt and implement a right-to-farm ordinance to protect agricultural uses in certain residential zones.	X							X	2, 58, 62, 71
P9	Respect the <u>land use</u> rights of private property owners while protecting and preventing the degradation of environmentally sensitive areas.	X							X	2
P10	Reserve appropriate shoreline areas for water-oriented uses. Allow non-water oriented uses in limited circumstances.	X	X				X		X	3
P11	Manage City shorelines of statewide significance according to the order of preferences for use established in the Shoreline Management Act (i.e., RCW 90.58.020) – <u>for uses that</u> : a. Recognize and protect the state-wide over local interests; b. Preserve the natural character of the shoreline; c. Result in long-term over short-term benefit; d. Protect the resources and ecology of the shoreline; e. Increase public access to publicly owned areas of the shorelines; f. Increase recreational opportunities for the public <u>at in</u> the shoreline; <u>and</u> g. Provide for any other element as defined in RCW 90.58.100 deemed appropriate or necessary.	X						X	X	2
P12	Protect and enhance shoreline visual and physical access consistent with the Shoreline Management Act	X								2, 75

	and Public Trust Doctrine principles.									
P13	Protect the quality and quantity of surface and ground water in shoreline areas and adjacent lands by minimizing land clearing, soil disturbance, and nonpoint runoff affecting water quality, erosion, and sedimentation, through the use and implementation of the DOE Stormwater Management Manual for Western Washington.	X							X	2, 4, 35
P14	Recognize that the goals and policies of the City's SMP are considered part of this Comprehensive Plan, and that the shoreline use and development regulations of the SMP are considered part of the City's development regulations.	X								2
P15	Pursue strategies intended to reduce stormwater runoff to levels <u>least not likely to cause flooding, significant erosion or sedimentation to natural drainage ways, or significant degradation of water quality, and which have capacity to control runoff from more intense precipitation projected to occur due to climate change.</u>	X		X	X	X			X	3
P16	Ensure that public and private development projects are reviewed and conditioned in a manner consistent with the City's Stormwater Management Plan and the Department of Ecology's Stormwater	X		X	X					3,23

	Management Manual for Western Washington. <u>Continue to implement the Department of Ecology's Stormwater Management Manual for Western Washington as a guide for reviewing developments and requiring the use of best management practices for land clearing, runoff affecting water quality, erosion, sedimentation, and proposed discharges of stormwater into ponds, drainage corridors, wetlands, groundwater, salt water, and other water bodies, for implementation of best available science to reduce water quality impacts.</u>									
P17	Manage stormwater quantity to in a way that approximates the natural hydrologic characteristics of the area while ensure that all stormwater receives adequate treatment before discharge or infiltration. The quality of stormwater discharged from stormwater treatment facilities, such as ponds, drainage corridors, wetlands, salt water, etc. should be as close to the water quality present before human encroachments as possible.	X		X	X	X				3
P18	Encourage alternative modes of transportation that reduce the need for streets and parking, <u>resulting in less impervious surfaces for parking.</u>	X		X						3, 7, 17, 24, 27,28, 33, 35, 74, 71
P19	<u>Plan for and implement</u> proper disposal of wastewater to protect	X			X	X				45, 46, 58

	ground and surface water supplies.								
P20	Encourage the use of pavers and other pervious surfaces for low use areas such as overflow parking and emergency access roads.	X		X	X				3
P21	Encourage cooperative parking such as joint (i.e., combined), shared, and coordinated parking.	X		X	X				3, 31
P22	Encourage underground or under-the-building parking in higher density areas.	X		X	X				3, 31
P23	Encourage cluster development that minimizes impervious surfaces.	X			X			X	3, 10, 71
P24	Apply existing regulations, including Appendix J of the International Building Code/International Residential Code (i.e., clearing and grading provisions) and the Critical Areas Ordinance (Chapter 19.05 PTMC) to maintain and enhance the quality of Port Townsend's water resources. Strictly enforce regulations regarding clearing, grading, dumping, discharging, and draining; flood and erosion control; <u>critical areas</u> , and environmentally sensitive areas, including wetlands.	X		X	X			X	2, 3
P25	Encourage property owners to use native and/or drought tolerant plants to decrease water usage, as well as provide habitats for wildlife. Preserve existing native vegetation to the greatest	x			x			X	3

	extent feasible to protect water quality and prevent erosion and sedimentation. Encourage property owners to preserve existing native vegetation to the greatest extent feasible to protect water quality and prevent erosion and sedimentation.									
P26	Encourage property owners to use native and/or drought tolerant plants to decrease water usage, as well as provide habitats for wildlife.								X	3
P27	Continue to work with specific neighborhoods to review drainage problems and update stormwater ordinances and program capital improvements to provide adequate drainage for the land uses planned in this element.	X		X	X				X	3
P28	Coordinate with Washington State University Cooperative Extension Service to discourage the use of herbicides and pesticides.	X			X				X	3
P29	Continue to regulate to protect critical aquifer recharge areas through the Critical Areas Ordinance (Chapter 19.05 PTMC).	X			X				X	3, 35
P30	Structure Port Townsend's water planning and management procedures and programs to minimize the consumption of water and to improve the conservation habits of residents.	X			X				X	3, 35, 36, 37, 38, 39
P31	Regularly update the Engineering Design Standards and the Stormwater Management	X		X	X				X	4

	Plan to maintain up-to-date practices and standards and to promote low impact development (LID) techniques that combine engineering with the preservation of natural systems, <u>such as wetlands</u> .									
P32	Pursue strategies intended to <u>reduce control</u> stormwater runoff to levels <u>least not</u> likely to cause flooding, significant erosion to natural drainage ways, or significant degradation of water quality.				X				X	4, 35
P33	Protect wetlands and other <u>critical areas and</u> environmentally sensitive areas from flooding and increased runoff from new development and land clearing activities <u>while ensuring that wetlands are not deprived of surface and groundwater from diversion of stormwater</u> .			X	X				X	2, 4
P34	Inspect and maintain stormwater facilities in accordance with the Best Management Practices of the Department of Ecology Stormwater Management Manual.				X					5, 6
P35	<u>Establish requirements for</u> Ensure that private property owners <u>to maintain</u> stormwater facilities in accordance with Best Management Practices <u>guidelines and standards</u> .				X					5, 6
P36	Allocate adequate resources to maintain stormwater facilities and natural drainage systems.				X				X	5, 6

P37	Maintain stormwater utility rates at a level appropriate to conduct necessary operations and maintenance activities and capital improvement projects.				X					5, 6, 55
P38	Pursue a wide variety of federal, state, and private funding options, including <u>grants</u> , low interest <u>loans</u> and state <u>grants</u> . <u>Maintain alignment with funding eligibility criteria to enhance the City's ability to leverage resources for improvements.</u>		X	X	X	X		X	X	5, 6, 55
P39	Cooperate with local, state, and federal air pollution control agencies that set energy policy and emissions standards and regulate activities that emit air pollutants/greenhouse gas emissions. <u>Incorporate the City's newly updated greenhouse gas emission reductions to align local planning with the updated climate commitments.</u>	X							X	7, 20, 27, 28, 29, 71
P40	Endorse State and Federal actions that are required to make local actions both effective and affordable.	X							X	7, 71
P41	Support efforts to monitor or <u>and</u> enforce reduced wood stove emissions to prevent <u>minimize</u> air pollution.	X							X	7, 71
P42	Examine the feasibility of adopting and enforcing a local air pollution monitoring and control ordinance. Reserved	X							X	7, 71
P43	Examine the feasibility of requiring all new wood and pellet stoves to meet the	X							X	7, 71

	emissions standards for gas and oil stoves.										
P44	Minimize air pollution and greenhouse gas emissions by implementing a broad range of voluntary measures as recommended by the Jefferson County/City of Port Townsend Climate Action Plan, jointly adopted by the County and City on November 14, 2011, and <u>updated by joint resolution in 2024 via City Resolution 24-021</u> ,on including energy conservation and promoting the use of alternative modes of transportation. <u>Per the joint resolution, Port Townsend and Jefferson County committed to the following joint goals:</u> <u>Reduce Community-wide greenhouse gas emissions to</u> <u>58.7% below 2018 by 2030 (absolute)</u> <u>95% below 2018 levels by 2050 (absolute)</u> <u>Increase Sequestration of greenhouse gas emissions to:</u> <u>20% increase above the 2011-2016 baseline of 1.64 Million Metric Tons of COX (MMTCO2)/year, up to 2.0 MMTCO2 by 2030</u> <u>And an additional 20% increase to 2.3 MMTCO2/year, for a total of 40% increase above 2011-2016 baseline by 2050</u>	X							X	7, 71	
P45	Enhance existing plans and regulations that reduce dependence on fossil fuels (e.g., promote appropriate land use patterns, densities, and parking requirements).	X								X	7, 20, 27, 28, 29, 31, 71

P46	<u>Advocate for reductions in pollutants from point sources that impact Port Townsend's air quality.</u>								X	7, 84, 86
P47	Pursue citizen <u>community</u> education efforts designed to increase awareness of climate change and its associated challenges and encourage residents <u>citizens</u> to conserve energy and reduce air pollution <u>and</u> <u>greenhouse gas</u> emissions, especially automobile and wood smoke emissions.	X							X	7, 22, 27, 28, 29, 71
P48	Encourage the use of the City compost facility <u>for yard waste and biosolids</u> .	X							X	7, 71
P49	Regularly assess progress and program needs, identifying opportunities and obstacles for meeting adopted greenhouse gas emission targets.	X							X	7, 71
P50	Conduct periodic greenhouse gas emissions inventories using all available and emerging tools (e.g., ICLEI's CAPPA software). Consider other indicators of success such as miles of bike lanes, transit ridership, increased fuel efficiency, and number of households actively participating in composting and recycling programs.	X							X	7, 22, 26, 27, 28, 29, 71
P51	Apply an adaptive management approach that accounts for results of monitoring, changing conditions, new information, and technological advancements.	X							X	7, 71

P52	Assess the risks (e.g., increased incidence of drought, flooding, and sea level rise) and potential impacts on both City government operations and on the larger community due to climate change.	X							X	7, 71
P53	Consider projected climate change impacts and adaptation strategies when investing in public projects and updating disaster preparedness plans, land use plans, and regulations.	X							X	7, 71
P54	Consider the assessment of Assess risk and potential responses – both in terms of mitigation and adaptation – associated with climate change.	X							X	7, 71
P55	Explore amendments to the development regulations that more closely align with Climate Action Plan strategies using the following hierarchical approach: • Conservation/Efficiency measures • Voluntary/Incentive based interventions • Regulatory controls.	x							x	7, 71
P56	<u>Prioritize locating medium- and high-density residential and mixed-use developments in areas that are well-served by existing services, infrastructure, active transportation, and frequent public transportation, or can be easily served by expansions of these services, while avoiding environmentally sensitive locations.</u>	X	X							1, 8, 14, 17, 19, 21, 26

P57	<u>Invest in transportation and utility infrastructure, and draft development regulations, to support medium and high-density housing, particularly in areas near public facilities and services, commercial services, arterials, and jobs. In areas designated for higher density residential development that are not presently served with public facilities and utilities, phase the provision of infrastructure in a manner consistent with Goal 2 of the Capital Facilities Element of this Comprehensive Plan. Require that medium and high density housing developments be served with streets of sufficient capacity to lessen neighborhood traffic congestion.</u>	X	X	X						1, 2, 8, 9, 10, 12, 13, 14, 15, 17, 18, 19, 21 26, 29, 52, 55, 89
P58	<u>Permit and promote residential densities supportive of middle housing (e.g. duplexes, triplexes, fourplexes, and townhomes) across the city's residential areas.</u>	X	X				X		X	8, 10
P59	<u>Update Ensure that implementing regulations to allow experimentation in newer forms, types of residential development, where clustering, using tools like density bonuses, clustering, and other incentives help to achieve affordable housing and open space goals.</u>	X	X							8, 9, 10, 14, 17, 27, 75
P60	<u>Encourage accessory dwelling units (ADUs) and other innovative techniques for providing affordable</u>	X	X							8, 9, 10, 12, 17

	housing, such as pre-approved ADU plans.									
P60	<u>Plan adequate open space, natural buffers, public recreation facilities, and tree canopy coverage for each neighborhood.</u> Ensure that each neighborhood is provided with adequate open space, natural buffers, and public recreational facilities.	X						X	X	73, 74, 75, 85
P61.	<u>Ensure that the 2025 PROS Plan aligns with this Comprehensive Plan and the Growth Management Act. As funding becomes available, develop neighborhood parks consistently with the PROS Plan, ensuring family friendly amenities within ¼ mile (ten-minute walk) from residential neighborhoods and where in higher density drives locations where the need is greatest need.</u>	X	X			X		X		8, 14, 75
P62.	Encourage well designed infill development through density bonuses and by allowing innovative lot configurations.	X	X							8, 10, 14, 17
P63.	Discourage the conversion of residential areas to nonresidential uses. Prevent the encroachment of commercial uses into residential zones, except for: a. A limited amount of small scale, compatible commercial uses within neighborhood commercial districts that are located within walking distance of all homes in a neighborhood, which serve and enhance the neighborhoods where	X	X							8,11, 16

	they are located, and are spaced at least one-half mile <u>walking distance</u> from any existing commercial district; b. A limited amount of small scale commercial uses in mixed use districts, when developed in conjunction with new housing units; and c. Home occupations within residential districts, provided the use is consistent with the primary residential use and compatible with the surrounding neighborhood. <u>D. A limited amount of grocery and restaurant commercial uses within close proximity to an intersection.</u>									
P64.	Provide sufficient, suitably-zoned vacant land for development of all housing types to accommodate the future needs for each type of housing, including single-family, multi-family, and manufactured homes to meet projected housing needs by income level.	X	X							8, 9, 10, 12, 13, 14, 17
P65.	Encourage the integration of multi-family housing developments in locations that are compatible within existing neighborhoods.	X	X							8, 9, 10, 17
P66.	Encourage the provision of affordable housing by designating more land area for higher density housing.	X	X							8, 9, 12, 14, 17
P67.	Offer incentives to developers and home builders who provide housing for low- and moderate income households, such as density bonuses, waivers for impact fees and system	X	X							9, 12

	development charges (SDCs), <u>the Multifamily Tax Exemption Program (MFTE)</u> , and priority permit processing procedures.									
P68.	<u>To provide lower cost housing, regularly update development standards to allow flexibility without sacrificing public health and safety.</u> In order to provide lower cost housing, consider permitting affordable housing "demonstration projects" in which development standards may be negotiated without sacrificing public health and safety.	X	X							8, 9, 12, 14, 23
P69.	<u>Implement capacity building to undertake incremental, small-scale infill development locally by convening and coordinating the local network of builders, developers and community members to work together to meet the need for middle and multifamily buildings.</u>	X	X				X			8, 9, 12
P70.	Work in partnership among various levels of government and with other public and private agencies to address housing needs that transcend jurisdictional boundaries. Consider all available local, county, state, and federal funding opportunities and private resources in the development of affordable housing and participate in region-wide coordination of affordable housing related plans and programs.	X	X							8, 10

P71.	<u>Identify and update gaps in funding for affordable housing and consider funding sources to address these shortfalls.</u>		X			X	X			10
P72.	Provide utility rate assistance to low-income households populations.		X		X					9, 12
P73.	<u>Monitor and assess the effectiveness of the goals, policies, and implementation steps and impacts across all demographics of the housing and implementation elements through the Planning Commission.</u>	X	X			X				8, 9, 10, 12, 16
P74.	Encourage the integration of a mix of housing types, densities, and costs suitable for a population diverse in age, income, household composition, and individual needs.	X	X							8, 9, 10,
P75.	<u>Reserved</u>									
P76.	Encourage innovation and variety in housing design and site development throughout the City and support unique and sustainable community housing projects such as co-housing, planned unit developments (PUDs), "grow" home and cottage home developments, and cluster developments that offer an alternative to the City's prevailing grid pattern.	X	X							10, 14, 17
P77.	<u>Facilitate a variety of community housing and alternative home ownership opportunities such as</u>	X	X							8, 9, 10

	<u>permanently affordable housing, cooperatives, mutual housing associations, limited equity cooperatives, and sweat equity housing.</u>									
P78.	Offer density bonuses to builders who provide low-income housing in market rate developments <u>by meeting the following conditions.</u> Link the amount of bonuses to the level of affordability (i.e., the lower the cost or rental rate per unit, the greater the bonus). Grant density bonuses only in instances where all the following conditions are satisfied: a. The developer agrees to sell or rent the units to qualifying residents (i.e., low income and very low income households); <u>and</u> b. The developer ensures the continued affordability of the units for a minimum of 40 years; <u>and</u> c. The units are of an innovative design and compatible with existing neighborhood character.	X	X							10, 12, 14
P79.	Encourage adaptive reuse of the upper floors of historic buildings in the downtown for permanent housing and artist studios live/work situations. <u>In shoreline jurisdiction, allow ground floor residential units that do not front Water Street.</u>	X	X							10, 14, 17, 64
P80.	Promote home ownership by encouraging alternatives to conventional detached single-family housing, such as condominiums, smaller homes, attached single-	X	X							10, 14

	family units, townhouses, and "grow" and cottage homes.								
P81.	<u>Through community organizations, assist in the reduction of utility costs by increasing access to weatherization services for both homeowners and renters.</u>		X		X				11, 12, 50
P82.	Assist housing providers in the development of a minor home repair program, funded through state-administered block grant funds or the State Housing Assistance Program.		X		X				11, 12
P83.	<u>Leverage the City's Residential Rent Increase Notice ordinance and any supplemental Washington State Residential Landlord Tenant Act to ensure that increased costs from improvements do not lead to sudden and significant rent increases and displacement.</u> Assist homeowners with housing in poor or fair condition in gaining access to resources for repair or renovation of their homes.		X						11, 12
P84.	Support efforts of housing providers to <u>repair and rehabilitate dwellings for low-income renters and owners obtain Housing Preservation Grant Program funding for the repair and rehabilitation of dwellings for low income renters and owners.</u>		X						11, 12
P85.	Identify neighborhoods and areas of the City most in need of rehabilitation assistance and	X	X						11, 12, 19, 52

	infrastructure improvements. To the extent possible, coordinate public investments in capital infrastructure with rehabilitation efforts.									
P86.	Assist social service organizations in their efforts to seek funds for training and for construction and operation of emergency, transitional, and permanent housing.		X							12
P87.	Cooperate with other jurisdictions in the region to co-apply for <u>supportive or special needs</u> housing funds.		X							12, 25
P88.	Encourage the development of new, innovative, and high quality, rent-assisted housing by aggressively pursuing grant funds, state funds, donations from private individuals and organizations, public revenue sources, and other available financing.		X							12
P89.	Consistent with state and federal law, regulate residential structures occupied by persons with handicaps <u>experiencing disabilities</u> the same as residential structures occupied by a family or other unrelated persons.	X	X							12
P90.	Consistent with state and federal law, regulate residential structures occupied by group care for children the same as similar residential structures occupied by families or other unrelated persons.	X	X							12

P91.	Implement the Economic Development Element of this Plan to provide "family wage" jobs in Port Townsend.		X				X			13, 58, 59
P92.	Reference the Transportation Element of this Plan and consider transportation impacts when making decisions affecting the location and density of housing <u>and the planning of mixed-use neighborhood centers.</u>	X	X	X						14, 17, 24
P93.	Reference the Capital Facilities Element of this Plan and consider the impact of housing <u>and mixed-use</u> decisions on capital improvements planning.	X	X			X				14, 17, 52, 56
P94.	Provide appropriately sized and located commercial areas to reduce retail leakage, reduce vehicle trips out of town, enhance the tax base, and improve the livability of the community.	X								16, 24, 58, 61
P95.	Encourage appropriately located neighborhood-oriented commercial development of a type and scale intended to serve nearby residents, <u>as in mixed-use neighborhood centers.</u>	X								16, 17
P96.	Encourage new commercial areas <u>and development on streets with bus facilities</u> to locate along the street edge of arterials <u>(zero-foot frontage setbacks)</u> with shared access and parking towards the back or side of the lot. Provide convenient pedestrian access to and	X		X						16, 26, 27, 29, 31

	between businesses to increase the businesses' overall sales potential.								
P97.	Where possible, allow the Gateway Commercial Corridor to be increased in depth to enable development of integrated commercial projects that depart from commercial strip development. Prohibit the expansion of such areas where it would significantly diminish the livability or viability of an adjoining neighborhood.	X		X					16, 17
P98.	Encourage public and private development proposals to enhance the street-side environment to maximize safety and comfort for pedestrians, bicyclists, and transit users <u>per the Active Transportation Plan.</u>	X		X					16, 27, 28, 29
P99.	Limit access through the forest corridor buffer to platted street rights-of-way.	X		X					16, 33
P100.	Ensure that utilities to serve new development along the forest corridor are placed underground.	X			X				16. 21, 49
P101.	<u>Map areas of Port Townsend, including City-owned property, with high habitat connectivity, ecological function, carbon sequestration, or cultural value that can be used or enhanced to serve open space needs. Consider prioritizing these areas for permanent conservation and climate-adaptive management.</u>	X						X X	77, 81, 85, 87, 92

P102.	<u>Continue to support the preservation of wildlife corridors through development regulations, the PT Sustainable Streets Plan, and critical areas regulations.</u>	X		X						4
P103.	Preserve existing trees and vegetation along the forest corridor to the maximum extent possible.	X		X						16
P104.	Require the planting of native species when necessary to enhance the buffer and the replanting of native pre-approved species to replace trees and vegetation removed during development.	X								16, 71
P105.	<u>Protect pollinators by incentivizing the planting of pollinator-friendly species. Explore options to limit the use of pesticides that can harm pollinators.</u>	X							X	85, 87
P106.	New land needed to accommodate light manufacturing uses should have the following characteristics: a. A location near an arterial with good highway access and transit service; b. Adequate existing or planned utility capacity to serve proposed light manufacturing uses; c. Few environmental constraints, such as critical aquifer recharge areas, wetlands, steep slopes, etc.; d. Sufficient size to accommodate the proposed manufacturing uses and any needed buffers; and e. Compatible surrounding land uses.	X		X	X	X	X			16

P107.	Preserve existing manufacturing areas for light manufacturing uses.	X					X			16
P108.	Limit non-manufacturing uses in manufacturing districts to those uses that complement or support manufacturing development, except for those support services that meet the needs of the area's work force. Support services could include associated offices, restaurants, day care facilities, recreational facilities, and other similar uses.	X					X			16, 19
P109.	Allow wholesale uses but limit retail sales <u>uses in the manufacturing districts</u> .	X					X			16
P110.	Encourage master plans for new manufacturing areas. Master plans should specify the types of uses targeted, overall building and site design, operations and management, and necessary improvements, including open space, stormwater facilities, landscaping, and traffic circulation and control.	X					X			16, 19, 26
P111.	If additional land is needed to accommodate manufacturing uses or provide capacity for projected manufacturing growth in Port Townsend, the City should seek to rezone land within the existing City limits before identifying areas outside the City limits for expansion of the City's UGA and potential annexation.	X					X			16, 20

P112.	Work closely with the Port of Port Townsend to provide for the development of the Boat Haven and Point Hudson properties in a way that ensures the viability of long-term marine uses, the vitality of the area for port-related uses, and compatibility with surrounding areas.	X					X			16, 19, 60
P113.	Where regulated by the Port Townsend Shoreline Master Program, new water-oriented port-related manufacturing and commercial uses should take priority over non-water-oriented uses. Allow limited non-water-oriented uses, when incorporated into development that also contains water-dependent or water-related uses, at specified areas of the Boat Haven and Point Hudson, or to facilitate reuse of the Port office building, as further defined in the Shoreline Master Program. Allow a limited range of non-water oriented uses at Point Hudson as a means of promoting "adaptive reuse" of the original Point Hudson Station buildings.	X					X			2, 16, 16, 60, 64
P114.	When revising the Port Townsend Municipal Code (PTMC) to implement this Plan, identify the types of commercial and manufacturing uses that are consistent with community values, estimate the demand for those types of uses, and scale the amount of commercial and manufacturing land available to projected demand and need.	X					X			16, 16

P115.	Cooperate with Jefferson County to ensure that high intensity commercial and non-resource-related <u>light</u> industrial activities are concentrated within urban growth areas (UGAs) where adequate public facilities and services exist or will be provided at the time of development.	X					X			16
P116.	Expand existing commercial and manufacturing zones only after assessing and mitigating adverse environmental impacts.	X					X			2, 16, 16
P117.	Encourage the infill of existing commercial and manufacturing zones before considering the expansion or creation of new zones.	X					X			1, 16, 16, 20
P118.	Provide effective separation of conflicting land uses through buffering, setbacks, zone uses allowed, and transition zones.	X					X			2, 16, 16
P119.	Provide effective separation of conflicting land uses through buffering, setbacks, zone uses allowed, and transition zones.	X					X			2, 16, 16
P120.	Achieve a greater balance between housing and employment opportunities.	X					X		X	13, 16
P121.	Assure that implementing regulations permit cottage industries within residential areas, consistent with the character of the surrounding neighborhood.	X					X		X	16, 61, 62
P122.	Promote development of planned office, business, and industrial parks, while conserving unique physical	X					X			2, 16, 16, 61

	features of the land and maintaining compatibility with other land uses in the surrounding area.								
P123.	Encourage neighborhood mixed use centers where small-scale commercial development (e.g., professional services offices, restaurants, or retail stores) may occur in residential neighborhoods, consistent with the goals and policies of the Land Use Element of this Plan.	X					X		2, 16, 16, 61
P124.	Locate neighborhood-serving mixed use centers around the intersection of arterials or the intersection of an arterial and a collector, to give them visibility, a central location, and enable them to serve as the neighborhood focal point.	X	X	X					16, 17, 26
P125.	Separate neighborhood-serving mixed use centers by at least one-half mile (street distance) or as necessary to provide them with economic viability.	X	X	X					16, 17
P126.	Limit commercial uses in neighborhood-serving mixed use centers to businesses that primarily cater to neighborhood residents, such as small grocery stores and personal and professional services.	X							16, 17
P127.	Encourage active non motorized transportation access in neighborhood-serving, mixed use centers.	X		X					17, 27, 28
P128.	Zone land and draft development regulations so Ensure that neighborhood-	X	X						16, 17

	serving mixed use centers are of sufficient size to promote an appropriate mix of residential and commercial uses.									
P129.	Accommodate moderate density multi-family development within neighborhood-serving mixed use centers.	X	X							14, 17
P130.	Accommodate a wide range of general commercial uses that serve a local or City-wide market in structures within community-serving mixed use centers.	X								16, 17
P131.	Discourage auto-oriented commercial drive through uses in community-serving mixed use centers.	X		X						16, 17, 27
P132.	Accommodate high density multi-family development in community-serving mixed use centers.	X	X							14, 17
P133.	Reserved.									
P134.	Allow residential densities to be determined on a case-by-case basis, factoring considerations that include proximity to arterials, availability of transit service, and proximity to planned amenities (e.g., park and recreation facilities).	X	X							14, 17, 24, 27, 29, 75
P135.	Ensure that zoning standards encourage the development and construction of mixed-use centers.	X	X							16, 17

P136.	Ensure that residential and commercial uses are located close to each other within the mixed-use centers.	X	X	X						16, 17
P137.	Promote a variety of retail spaces in terms of size, location and configuration to create support economically viable opportunities for small tenant businesses with a wide range of space needs.	X					X			16, 17, 62
P138.	Conform with County-Wide Planning Policy #4 (i.e., "Policy on the Siting of Essential Public Facilities of a County or State-Wide Significance").	X								18
P139.	Locate essential public facilities adjacent to or in proximity to appropriate essential infrastructure (e.g., arterials).	X								18, 19, 26
P140.	Require public or private developers of essential public facilities to complete appropriate infrastructure improvements necessary to support the development, such as construction of streets, signage, walkways, streetlights, bus shelters, benches, parking, and utility lines.	X								18, 19, 26, 27, 29, 31
P141.	Design, locate, and buffer essential public facilities in a manner that protects the character of the surrounding neighborhood (i.e., through fencing, landscaping, etc.).	X								2, 18
P142.	Require an analysis establishing the need for such facilities, including an inventory of the current	X								18, 19, 53

	capacity and location of equivalent facilities.									
P143.	Evaluate the public costs and benefits of all essential public facilities, including forecasted operation and maintenance expenses.	X								18, 55
P144.	Ensure that the Comprehensive Plan and implementing regulations do not preclude the siting of essential public facilities.	X				X				18
P145.	Update development regulations so Ensure that development is in conformance with the water and wastewater comprehensive master plans.	X			X	X				19, 34, 37
P146.	Implement the City's Engineering Design Standards infrastructure tiering strategy. Prioritize the provision of capital facilities, services, and utilities to support infill, mixed use centers, and high-density areas within the urban growth tiers.	X			X	X				19, 21, 52, 57
P147.	Ensure that all Plan for existing and new development within the Port Townsend Urban Growth Area (UGA) is supplied with to have adequate wastewater collection and treatment facilities.	X			X	X				19, 43, 57
P148.	Discourage Prohibit the establishment of individual private wells, except for agricultural irrigation purposes. Provide potable drinking water only through the City's water utility.	X			X					19, 35, 36, 39

P149.	Locate public facilities that are intended to serve the entire community in areas conveniently accessible to City residents (e.g., community parks, schools, government offices).	X			X	X				19, 22, 75
P150.	Locate critical facilities including emergency services (i.e., police and fire) away from seismic hazard areas as identified under the Port Townsend Critical Areas Ordinance (i.e., Chapter 19.05 PTMC).	X				X				2, 19
P151.	Support light industrial and accessory commercial zoning in the Glen Cove LAMIRD if supported by subarea planning economic analysis.	X					X			16, 16, 20, 57, 58
P152.	Participate and support county sub-area planning efforts in the Glen Cove LAMIRD.	X		X	X	X	X			20, 22, 25, 57
P153.	Encourage the establishment of zoning designations within the Glen Cove LAMIRD to support diversified manufacturing (e.g., small scale "clean" industry) and accessory commercial uses if supported by subarea planning.	X					X			16, 16, 57, 58
P154.	The City has acquired the PUD's public water system serving the Glen Cove area. The City should manage the Glen Cove water system to promote industrial and accessory commercial uses in the Glen Cove LAMIRD and the City should discourage inappropriate	X			X					16, 16, 20, 21, 35, 39, 57

	urban-type development in designated rural areas.									
P155.	Ensure Plan for environmentally sensitive, cost effective, safe, and reliable utility service that is compatible with the surrounding land uses.				X					2, 19, 21, 49
P156.	Encourage the joint use and provision of utility corridors, facilities, and services				X	X				21, 25, 49
P157.	Coordinate planning and development review with other jurisdictions when utility additions and improvements cross jurisdictional boundaries.	X			X					21, 25
P158.	Within legal allowances, ensure that above-ground utility installations and facilities (towers, antennae, structures) are located and designed in a manner most compatible with the surrounding neighborhood and natural characteristics of the land.	X			X					2, 19, 21, 46, 47
P159.	If both feasible and capable of being undertaken without unmitigated adverse impacts to cultural resources, <u>work with utility providers to</u> install new and relocate existing utility lines underground. In the event of a conflict between this policy and any subarea plan provision, this policy will prevail.	X			X					21, 49
P160.	Work to ensure reasonable and equitable utility rates and regulations for Port Townsend residents by offering testimony before				X					21, 55

	the Washington Utilities and Transportation Commission (WUTC) when appropriate.									
P161.	Ensure that public and private utilities minimize the clearing of trees and vegetation in the management of utility corridors and street rights of way. Prioritize use of public right-of-way for access, utilities, stormwater, open space, trees and vegetation according to the PT Sustainable Streets Plan (streets circulation map).			X	X					2, 3, 21, 26, 33
P162.	Develop resilient utility systems where planning and investment decisions account for changing conditions, such as climate change, sea level rise, natural disasters, technological changes, and increased renewable energy generation.				X				X	21, 49, 50, 71
P163.	Encourage the use of innovative technologies to provide and maintain utility services, improve efficiency of existing services, and reduce, where possible, the overall demands on utility systems.				X				X	21, 49, 50
P164.	Design public facilities to be compatible in scale and form design with surrounding uses and to incorporate common design elements that enhance a sense of community and neighborhood identity.					X				19, 21, 76
P165.	Determine capital facilities needs based on adopted level of service standards, adopted population	X				X				3, 4, 21, 35, 36, 43, 53

	projections, and the growth patterns established in the Land Use Element. Use population projections for the 20-year planning period or ultimate build-out under the growth patterns established by the Land Use Element to determine City needs for water, wastewater, and stormwater facilities in balance with design life of infrastructure.									
P166.	Promote fuel-switching from fossil fuels to electricity, as well as conservation of energy, water, and natural resources and the use of alternative technologies in the location and design of public facilities and utilities.					X			X	21, 38, 50, 71
P167.	Provide Support the installation of adequate public facilities and responsive and efficient public services to incubate attract and support commercial and manufacturing development consistent with the Economic Development Element of this Plan.					X				16, 16, 19, 21, 58, 61
P168.	Provide information to organizations and the public and encourage to enable effective participation in , such as information about the structure of City government and decision processes.	X								22
P169.	When appropriate, use City publications, bulk mail, direct mail, the broadcast and print media, and other opportunities to inform affected parties about: (two items follow)	X								22

P170.	Ensure that the process for amending the Comprehensive Plan and development regulations encourages early and continuous public participation and ensures coordination between communities and jurisdictions.	X								22, 25
P171.	Utilize a variety of approaches, encouraging a broad spectrum of public viewpoints, wherever reasonable, to oversee major revisions to the general elements of the Comprehensive Plan.	X								22
P172.	Encourage, where appropriate, that proposed amendments to the Plan that affect the unincorporated lands adjacent to the City's Urban Growth Area (UGA) are subject to separate public hearings before the Jefferson County and Port Townsend planning commissions.	X								20, 22, 25
P173.	Ensure that the process for amending the Comprehensive Plan results in decisions that maintain internal consistency and conform with the applicable provisions of the County-Wide Planning Policy.	X								22, 56
P174.	Participate in Ensure that the interlocal planning efforts of Port Townsend, Jefferson County, local tribes, and other jurisdictions to coordinate and are coordinated to manage issues and areas of mutual interest.	X								22, 25

P175.	Balance the need to process permits in a timely fashion, while at the same time ensuring that regulations intended to protect and enhance the natural environment are regularly revised and systematically enforced.	X					X			2, 23
P176.	Assure that regulations that implement this Plan include provisions that ensure that development applications are processed in a timely, fair, and predictable manner.	X					X			23
P177.	Maintain a centralized permit process that allows an applicant to apply for all needed approvals at once and for the simultaneous processing of all aspects of project approval. Consider establishing a master use permit.	X					X			23
P178.	Adhere to adopted permit processing deadlines so that applicants will be able to plan with greater certainty.	X					X			23
P179.	Continue to administer implementing regulations that respect the legal rights of private property owners and that provide just compensation or permit requirement waivers in instances where the application of the regulation would result in a legally defined "taking" of private property.	X								23
P180.	When revising the Port Townsend Municipal Code (PTMC) to implement this Plan, identify and eliminate unnecessarily expensive or difficult development	X	X							2, 23, 26, 31

	standards that are not creating public benefits (e.g., review and consider revisions to residential street, parking, stormwater, and utility requirements).									
P181.	In reviewing and revising the Port Townsend Municipal Code to implement this Plan, balance the need to promote housing affordability with the need to require development-related improvements that adequately protect public health and safety while reducing long-term operations and maintenance costs to the City.	X	X							8, 23, 26
P182.	Encourage lenders to make financing available for innovative/sustainable housing (e.g., housing in upper stories of historic buildings, co-housing projects, accessory dwelling units (ADUs), and "grow" and cottage homes that are incrementally denser than detached single family residences).		X							10, 11, 12, 14, 23, 64
P183.	Consider revisions to the development regulations that will promote use of new technologies that help conserve resources and minimize the generation of greenhouse gas emissions:	X	X						X	7, 21, 23, 50, 71
P184.	Encourage the development of distributed generation of electricity through renewable sources.		X		X				X	23, 49, 50, 71
P185.	Encourage energy efficiency in both new and existing houses residences, and the		X						X	7, 12, 23, 50, 71

	development of “net zero net energy” housing.								
P186.	Encourage on-site water conservation technology (e.g., rain barrels, low water use appliances).		X		X			X	23, 38, 71
P187.	Maintain license and permit fees and processes that give preferential rates and expedited processing to activities furthering the affordable housing goals of this Plan.	X					X		23, 55, 57
P188.	Balance the need to process permits in a timely fashion, while at the same time ensuring that regulations intended to protect and enhance the natural environment are regularly revised and systematically enforced.	X					X		2, 23, 57
P189.	Collaborate with populations most disproportionately impacted by housing cost burden in developing, implementing, and monitoring strategies that address racial exclusion and risk of displacement. Prioritize the needs and solutions articulated by these disproportionately impacted populations.	X	X				X	X	8, 9, 10, 11
P190.	Consider development of methods of identifying affordable rental properties with expiring use restrictions to allow for proactive intervention.	X	X				X	X	8, 9, 10, 11
P191.	Evaluate the use of neighborhoods master plans in providing for new housing developments.	X	X				X	X	8, 9, 10, 11

P192.	Ensure that Develop transportation system improvements that are compatible with adjacent currently zoned and planned land uses and their intensity.			X						24, 26
P193.	Encourage measures that increase housing near commercial centers and promote multiple modes of travel.	X	X	X						13, 14, 16, 17, 24, 27
P194.	Provide a Encourage transportation system improvements that enhances promote neighborhood development and infill development.	X	X	X						24
P195.	Seek to locate new community facilities near transit routes and in areas convenient for easy access by people experiencing disabilities, pedestrians, and bicyclists, and wheelchair users.			X		X		X		19, 24, 27, 28, 29
P196.	Design roads and other transportation facilities to preserve existing trees and plant new trees where feasible and to contribute to an attractive and sustainable community visual image that retains our small town atmosphere.			X						7, 24, 26, 71
P197.	Promote biking, walking, and transit use to reduce growth of automobile traffic.	X		X						24, 27, 28, 29
P198.	Site and design transportation facilities to minimize environmental impacts and consider projected climate change impacts.			X					X	2, 24, 26, 71

P199.	Maintain a street-use permit system for the private use of public street rights-of-way that includes appropriate criteria for uses, termination provisions, and annual fees.			X						23, 24, 33
P200.	Promote Develop framework for Transportation Demand Management (TDM) programs among large employers and employment centers to encourage transit, ride sharing, and non-motorized travel.	X		X						13, 24, 27, 28, 29
P201.	Continue to participate in the PRTPO for funding of regional transportation improvements and for the planning and implementation of the Peninsula Regional Transportation Plan.			X						25, 34
P202.	Support growth within urban growth areas (UGAs) by coordinating with affected agencies to design regional transportation systems. Coordinate with affected agencies to design regional transportation systems to support urban growth within designated urban growth areas (UGAs).			X						25
P203.	Establish and maintain a joint City-County program for reviewing and resolving inter-jurisdictional transportation concerns in, or affecting, Port Townsend's UGA. Include representation from the appropriate agencies.			X						25, 26
P204.	Review and comment on all major land developments in Jefferson County that may affect the regional	X		X						24, 25

	transportation system serving the City.								
P205.	Coordinate transportation planning and improvements with the transportation and land use plans of Jefferson County and cooperate with the County and Port of Port Townsend to identify opportunities to maximize benefits with limited financial resources.			X					24, 25, 28
P206.	Support the development of regional bicycle and pedestrian transportation corridors that link regional commercial, recreational, and employment areas.			X					24, 25, 28
P207.	Support continuous transportation planning to reflect community changes. The Transportation Functional Plan and its regular updates should be used as a guide for development of the future arterial and collector street system.			X					26
P208.	When feasible, utilities should be placed underground as arterial street improvements are made.			X	X				21, 26, 49
P209.	Provide adequate setbacks for residential uses along arterials to protect adjoining properties from with infill objectives and the impacts of noise, dust, and traffic safety. Consider reducing setbacks.	X		X				X X	14, 26
P210.	Ensure new development and redevelopment within the Gateway Subarea is	X		X					16, 17, 26

	consistent with the amended Gateway Development Plan and the 2023 amendment.									
P211.	Balance street lighting goals for safety for active transportation users while minimizing overall lighting levels. Develop criteria for public street lighting that takes all users into account and that prioritizes arterial and collector intersections, transit stops, and pedestrian crosswalks. Street lights and on-street lighting should balance esthetic and safety concerns with economic considerations including operations and maintenance costs.	X		X						26
P212.	Strive to retain and manage appropriate trees and vegetation within City right-of-way and where possible replace street trees lost to disease, damage, trees deemed wrong species and wrong location, or development.			X						7, 26, 33, 71
P213.	Maintain standards for traffic calming strategies and evaluate their effectiveness.			X						24, 26
P214.	New developments should be designed to allow local traffic movement while discouraging nonlocal through traffic.	X		X						24, 26
P215.	Facilitate active transportation connections by encouraging the street system in new subdivisions and planned unit developments (PUDs) to be	X		X					X	24, 26, 27, 28, 29

	designed and built on a rectangular grid or a modified grid pattern. If cul-de-sacs or dead-end streets are used, require multi-use paths to connect the dead ends to on-site and off-site pedestrian and bicycle facilities and provide for enough thoroughfares (connections to arterials, collectors, or feeders) for public transit and emergency access.								
P216.	<p>Create a safe and convenient environment for walking and bicycling through the construction and maintenance of a connected network of pedestrian and bicycle facilities, which are integrated with streets and other transportation facilities.</p> <p>Implement the Active Transportation Plan with the following goals:</p> <p>Endeavor to invest 20% of annual transportation investments towards ADA priority route improvements</p> <p>Prioritize investments around completing connected routes.</p> <p>Seek grants and prioritize projects benefitting disadvantaged communities</p> <p>Develop outreach to encourage a culture supportive of active transportation.</p>			X				X	24, 25, 27, 28
P217.	Provide Plan for and implement an interconnected system network for pedestrians and bicyclists with a safe, convenient services that fully support trip-making	X		X				X	24, 27, 28, 29, 75

	connections between residential areas, employment centers, shopping, recreational facilities, points of interest, schools, public transit, and other public services within the City. Develop this system using measures that include: Physically separating pedestrian and vehicle (including bicycles) traffic where Level of Traffic Stress warrants; Encouraging separated internal pedestrian circulation systems trails in new or redeveloping commercial-retail districts; Developing policies that address conditions warranting illumination of pedestrian crossings; Providing pedestrian facilities that meet ADA requirements; Giving special consideration to pedestrian and bicyclist opportunities in school, park, sports, and commercial areas; Striving to establish family-friendly parks within ¼ mile of residential neighborhoods; and Expanding and improving the City-wide sidewalk/pathway system including on- and off-road trails to establish safe integration of bicycle and pedestrian circulation.									
P218.	Require safe, convenient walkways and bikeways in proximity to all arterials and collectors including streets near multi-family and commercial development.			X					X	28

P219.	Provide Plan and implement safe, convenient walkways and crosswalks on streets leading to or near transit stops.			X						27, 28, 29
P220.	Encourage employers to provide bicycle facilities at employment sites.	X		X						27, 28
P221.	Strive for Ensure that the implementation and maintenance of non-motorized improvements that are coordinated and consistent in design and construction.			X					X	25, 27, 28
P222.	Maintain a safe route to school map to assure that safety and accident prevention for pedestrian and bicycle travel to school receives the highest consideration. Work with the School District and private institutions to jointly prepare the maps and to implement the design and construction of pedestrian and bicycle facilities in and adjacent to school zones.			X					X	25, 27, 28
P223.	Designate the classification of bicycle, pedestrian, and other paths, lanes, and routes based on latest design standard manuals (e.g., Washington State Department of Transportation [WSDOT], American Association of State Highway and Transportation Officials [AASHTO], National Association of City Transportation Officials [NACTO], Small Towns and Rural Multimodal Networks [FHWA]).			X					X	27, 28

P224.	Review all development proposals and street development permit applications for conformance with the Non Motorized Active Transportation Plan. Preserve designated connections in the Plan or provide acceptable alternate locations that maintain connectivity. Ensure that new developments provide connections to the pedestrian and bicycle system.	X		X					X	23, 27, 28
P225.	Coordinate with Jefferson Transit to ensure that park-and-ride facilities are functioning as multi-modal stations linked directly to the walking and biking network			X					X	25, 27, 28, 29, 31
P226.	Ensure that Update development regulations to include requirements for commercial and/or mixed-use projects to provide internal pathway linkages to pedestrian and bicycle networks and to adjacent uses.	X		X					X	16, 17, 28
P227.	Maintain designated bicycle lanes to the same level as the motor vehicle lanes.			X					X	27, 28
P228.	Consider establishing maintenance programs to remove barriers and promote connected routes such as: Design and construct a trail network in size and methods that can be feasibly maintained for safe and consistent travel. Identify key trails for prioritized maintenance			X		X				27, 28

	Encourage abutting property owners to embrace their responsibility to maintain most gravel and dirt trails and adjacent vegetation. Support volunteer groups with resources to help maintain trails. Unless noted through covenants, conditions and restrictions (CC&Rs), developed (key gravel or paved) trails will be managed by the city.)									
P229.	Work with Jefferson Transit Authority and other agencies to plan and promote frequent and coordinated transit service and facilities in areas of highest demand (e.g. commercial, recreational, manufacturing areas, medical facilities and hospitals, and high-density residential areas).			X						25, 26, 29
P230.	Consider requiring transit serviceable site plans with pedestrian connections for new subdivisions, planned unit developments (PUDs), multi-family housing, and commercial developments with more than 24 units.	X		X					X	14, 17, 25, 27, 28, 29
P231.	Encourage public transit as a preferred mode of visitor travel to and from Downtown and other major visitor destinations within the City and region, using the park-and-ride facilities.			X					X	29, 31, 63
P232.	Explore ways to increase transit frequency to support density and development. Promote the use of the park-and-ride facilities to serve employees in the Commercial Historic District,			X						14, 25, 29

	Boat Haven District, and other designated activity and employment centers in the City and County in order to intercept trips by single-occupant vehicles, thereby reducing traffic and parking congestion.									
P233.	Coordinate Continue to support Jefferson Transit Authority in coordinating transit and ferry schedules to encourage the use of park-and-ride facilities for ferry walk-on passengers and other long-term users. Support Jefferson Transit Authority in providing regular transit service to Washington State Ferry terminals at Bainbridge and Kingston to facilitate access to Puget Sound urban centers and airports.			X						25, 29, 30, 31
P234.	As appropriate, provide plan for and develop needed infrastructure to support public and private transit-oriented development.	X		X		X				14, 17, 18, 29
P235.	Encourage Partner with Jefferson Transit Authority to design and provide facilities that foster bicycle use, such as car share and bike share programs to help address last mile service.			X						25, 27, 28, 29
P236.	Coordinate with Jefferson Transit to complement ADA accessible priority routes to overcome barriers such as steep hills and sidewalk gaps to improve Active Transportation Plan connectivity.			X						25, 27, 28, 29

P237.	Support the expansion of passenger-only ferry services from Port Townsend to Seattle and other Puget Sound urban areas, as well as the San Juan Islands and Victoria, B.C., and cooperate with state and federal governments and the province of British Columbia to explore the feasibility of direct ferry service from Port Townsend to these locations.			X						25, 30
P238.	Encourage handicapped accessible improvements that meet the requirements of the Americans with Disabilities Act (ADA) on the Washington State Port Townsend-Coupeville Ferry.	X		X						25, 30
P239.	Coordinate with the WSDOT Ferries Division and Peninsula Regional Transportation Planning Organization (PRTPO) to set a level of service (LOS) standard for the Port Townsend- Coupeville ferry. The City should promote a minimum LOS of 120 vehicles per hour. The City should encourage a LOS standard of a one boat wait on weekdays and a two boat wait on weekends.			X			X			25, 30, 32
P240.	Work with the WSDOT Ferries Division to study alternatives relating to parking needs for vehicle queuing operations, daily parking for van pool and carpool users, and continued improvements to the reservation system.			X			X			25, 30, 31

P241.	Promote study to evaluate PT Coupeville reliability solutions that are fiscally realistic.			X			X			25, 30, 34, 55
P242.	Consider planning for impacts to the Port Townsend dock with effects of sea level rise and changing service plans.			X			X		X	25, 30, 34, 55
P243.	Promote alternative transportation models such as car share or bike share at Ferry terminal.			X			X		X	27, 28, 30
P244.	Promote parking standards that do not deter allowed uses.			X			X			31
P245.	Encourage private developers to address parking demand by participating in the cost of shared parking facilities, agreement with others for the joint use of parking spaces and using bicycles, carpools, transit, and the Park-and-Ride facility.	X		X			X			27, 29, 31
P246.	Encourage private and public employers to provide bicycle parking facilities on or near their properties.	X		X						27, 28, 31
P247.	Distinguish between areas where non-motorized transportation should be encouraged as a top priority (i.e., the National Register Historic District) and areas that are likely to be more auto oriented (i.e., the Gateway Commercial District).	X		X					X	16, 17, 27, 28, 31, 64
P248.	Implement parking strategies that maximize the ability for the greatest number of people to use the	X		X						27, 29, 31

	Downtown, emphasizing the accommodation of non-motorized travel and transit rather than automobile parking places.									
P249.	Consider parking pricing policies for on-street parking to reduce parking impacts in the Downtown and to promote alternative transportation modes.	X		X						27, 29, 31
P250.	New and redeveloped residential areas should be planned to accommodate adequate off-street parking.	X		X						14, 26, 31
P251.	Develop and promote incentive programs that enable property owners to reduce parking demand.	X		X						27, 29, 31
P252.	Continue to maintain existing on-street parking in neighborhoods where off-street parking is inadequate by protecting parking first for residents and second for customers and visitors.	X		X						31
P253.	Maintain a Concurrency Management System to monitor the level of service standards and the transportation impacts from new development. Require new development mitigates its relative impact as outlined in City code.	X		X						32, 54
P254.	Adopt and implement level of service (LOS) standards on roadways and intersections that generally correspond to level of service D F(LOS D F). Recognize that maintaining this level of service shall not result in larger arterial street capacity improvements and	X		X		X				24, 26, 32

	will result in some peak hour auto congestion, especially during peak tourist days.									
P255.	Work with Jefferson Transit Authority and other regional transportation providers to implement the community's vision of a transit system that promotes an active lifestyle and reduces dependence upon the automobile. In partnership with these entities, study and consider a LOS for public transit.			X						24, 25, 29, 32
P256.	Develop a Level of Service Standard for Active Transportation to support facility development necessary to complete ADA priority routes and connected routes.			X	X	X				30, 32, 36, 73
P257.	Plan and implement a trail network consistent with coordinated plans: Parks, Recreation and Open Space Plan PT Sustainable Streets Circulation Plan Active Transportation Plan ADA Transition Plan	X		X						32
P258.	Plan a trail network: That supplements the Active Transportation Plan, recognizing the difference between recreational trails and transportation routes. Varying trail standards for width and surfacing (dirt, chips, gravel, pavement, or concrete) based on context, user volume, and accessibility needs. Trails may be incrementally improved to meet ultimate accessibility goals.			X						32

P259.	Preserve long-term options for the future public use of public rights-of-way. Preserve rights-of way for the long-term public benefit and use. The City of Port Townsend has asserted public interest (opened) in existing Rights of Way for the purpose of transportation, trails, tree preservation, utilities, critical area protection, open space preservation, and stormwater mitigation	X		X						3, 4, 5, 6, 23, 28, 29, 30, 85
P260.	Encourage the use of existing, underused, or undeveloped street rights-of-way to provide non-motorized public access.	X		X		X		X	X	33
P261.	Take advantage of integrated corridors such as transmission lines, unopened undeveloped street rights-of-way, and other public lands for trail or bicycle path connections.			X		X			X	2, 26, 33
P262.	Use the following criteria to consider if public rights-of-way should be vacated or left unimproved: Street continuity and property access; Future utility needs, including stormwater facilities, and capital facilities plans; Consistency with Land Use and Transportation Elements, as well as the overall Comprehensive Plan; Inclusion of the right-of-way in applicable functional plans; and Preservation of open space, trees, and environmentally sensitive areas.	X		X					X	33

P263.	Consistent with State Law, prohibit the vacation of street-ends that abut shoreline areas or marine bluffs. Preserve these areas for public access and public viewpoints.	X		X		X		X		33
P264.	Ensure Coordinate that the City's six-year Capital Facilities Plan and Transportation Improvement Program is coordinated and consistent with the City's Transportation Element for consistency.			X		X				34, 35, 55
P265.	Secure adequate long-term funding sources for transportation through a variety of methods. These methods may include, but are not limited to: a. Encouraging public/private partnerships and/or cost sharing agreements for financing transportation projects that remedy existing transportation problems or that foster economic growth in Port Townsend (this private sector involvement may include Transportation Demand Management programs, Negotiated Transportation Agreements, and/or small area plans where developers provide transportation improvements such as integrated transit, pedestrian and bicycle connections into new developments, and mitigation payment systems such as impact fees); b. Encouraging the use of local improvement districts as allowed by property owners to upgrade roads to meet City road standards			X		X				34, 55

	<p>where local benefits are clearly identified;</p> <p>c. Requiring impact mitigation payments through a concurrency management system;</p> <p>d. Seeking grant funding from the federal or state sources;</p> <p>e. Exploring the establishment expansion of a transportation benefit district to the maximum revenue authority allowed by State Law;</p> <p>f. Earmarking monies received from street vacations for the purchase of rights-of-way; and</p> <p>g. Impact fees that require new development to pay its fair share for transportation improvements, based on its proportionate share of the impact.</p>									
P266.	<p>Transportation improvements and expenditures should be prioritized according to the following ranking:</p> <p>a. Preservation of existing Streets (Chip seal, overlay)</p> <p>b. Elimination of high maintenance costs (pavement repairs)</p> <p>c. Compliment Six Year Transportation Improvement Plan through leveraging grant funding.</p> <p>d. Compliment Active Transportation Plan (connecting routes)</p> <p>e. Consider geographic distribution of investments.</p> <p>f. Solve existing drainage problems</p> <p>g. Coordinate with underground utility repairs to leverage utility share of street repair costs.</p>			X		X				34

	<p>h. Support infill and/or housing developments</p> <p>i. Consider costs and opportunity costs, especially for large investments.</p> <p>a. Projects that correct safety hazards in the transportation system, with the highest priority given to the safest routes to school;</p> <p>b. Projects that maximize local transportation revenue sources by using (obtaining) federal or state grant monies;</p> <p>c. Projects that are coordinated with other construction activities such as City projects relating to stormwater, water, or wastewater utilities, as well as projects that coordinate with other private or public utilities;</p> <p>d. Projects that incorporate non-motorized improvements or transportation demand techniques with street improvements;</p> <p>e. Projects that correct roadways with high maintenance costs that are prioritized according to a pavement management system;</p> <p>f. Projects that enhance the ability of the transportation system to adapt to climate change.</p>									
P267.	<p>Until reprioritized by the City Council, Transportation Benefit District funds should generally be broken invested as follows:</p> <p>40-60% - Pavement repair, preservation, and rehabilitation</p> <p>20-40% - Grant match for STIP</p>			X		X				34

	10-20% Sidewalks, ADA upgrades and neighborhood traffic calming									
P268.	Normal maintenance and street repair should generally be funded from revenues received from gas tax monies and from associated utility funds (e.g., stormwater) in relation to the benefits received by that utility for improvements made to the utility during maintenance and repair work.			X		X				34
P269.	Balance expenditures of the (two) on quarter percent real estate excise tax funding between transportation, facilities, and parks improvements. Thirty-five percent (35%) of the revenues generated from the (two) one-quarter percent real estate excise tax funds should be reserved for non-motorized projects.			X		X				34
P270.	Consider use of Local Improvement Districts (LID), with public financial participation to build infrastructure. Ensure that the City's participation in a Local Improvement District (LID) is proportionate to the benefits derived for the general public rights-of-way.			X		X				34
P271.	Support education and outreach on the responsibilities of the public and adjoining property owners concerning the requirements of rights of way stewardship and maintenance including open space and trail corridors.			X		X				34

P272.	Require all new development to connect to the City's water system as a condition of development.				X					21, 35, 36
P273.	Require new development to construct water system improvements necessary to serve the development consistent with the City engineering design and construction standards and Washington State Department of Health (DOH) regulations and requirements, and provided that the costs of the extensions are paid for by the developer or new customers, off-site impacts are mitigated, all necessary permits are obtained, and all right-of-way issues are resolved.	X			X					19, 35, 36, 39, 41
P274.	Ensure that Maintain development standards for water service extensions consistent with this Comprehensive Plan, adopted level of service standards, the City's Water System Plan, and the Jefferson County Coordinated Water System Plan (CWSP).	X			X					35, 36, 37, 39, 53
P275.	Following installation and approval by the City, ensure that All water main extensions are should be owned, operated, and maintained by the City.				X					35, 36, 39, 41
P276.	Meet federal and state water quality requirements.				X					35, 36, 39, 41
P277.	Manage local water resources to be resilient to future climate changes,	X		X	X	X		X	X	3, 4, 5, 6

	including through climate-smart practices, including native and drought-tolerant landscaping, rainwater harvesting, sustainable irrigation, proactive stormwater and sewer maintenance, and expansion of water reuse at City facilities.									
P278.	Coordinate water supply, delivery, and service systems with adjacent water purveyors consistent with the Coordinated Water System Plan.				X					35, 36, 37, 39
P279.	Allow service extensions outside the out-of-City water service area only for system looping, fire flow requirements, other specific system needs that provide enhanced service within the service area, or to meet prior contractual obligations.				X					21, 35, 36, 39, 41
P280.	Continue to satisfy contractual obligations that require the City provide water to the Port Townsend Paper Corporation (PTPC) as a raw water customer under a Water Supply Agreement. Ensure equitable revenue is provided by the City and Mill to support system maintenance, reliability and system longevity. When renegotiating contracts or leases with the PTPC, give consideration to City water utility needs, historical partnership arrangements with PTPC, conservation requirements and opportunities, maintenance of the water system, in-				X					36, 38, 41, 55

	stream flow needs, and other related issues.									
P281.	Participate in the development and updates of the Jefferson County Coordinated Water System Plan (CWSP) as a member of the Water Utility Coordinating Committee (WUCC) and the WUCC Steering Committee to enhance water resources for East Jefferson County.				X					36, 37, 39
P282.	Use the joint County/City GMA population forecast to develop 6- and 20-year projections of water demand for the City's water service area. Consider long-term demand projections of 50-100 years for assets with a design life of 50-100 years.	X			X				X	36, 37, 53
P283.	When projecting future water demands, anticipate possible reductions in demand that could be achieved through water conservation programs as well as possible seasonal increases due to climate change.	X			X				X	36, 37, 38, 71
P284.	Protect surface water rights. Cooperate with the PTPC, the Point No Point Treaty Council, and other entities to maintain existing minimum instream flows for the Big and Little Quilcene Rivers.	X			X				X	2, 35, 36, 37, 38, 71
P285.	Ensure that Promote a culture of water conservation is as an integral component of the City's water supply planning program and that requires new development is				X				X	36, 38, 39, 71

	designed to conserve water resources.									
P286.	Encourage all City water customers to voluntarily conserve and prudently use water resources.				X				X	36, 38, 71
P287.	Standards for water main extensions should minimize pipe length, require developers to meet level of service standards, and provide for fire flow.									36, 40, 41, 53
P288.	Design and construct all water system connections and extensions in accordance with the standards contained in the City's Design and Construction Manual.				X					36, 40, 41
P289.	As financial resources become available, improve the existing distribution system deficiencies to satisfy minimum standards for pressure and fire flow.				X					36, 39, 40, 41
P290.	Operate the Water Utility as a self-supporting enterprise that maintains fiscal solvency and rate stability.				X					41
P291.	Complete replacements and improvements to the water system in accordance with the Capital Improvement Program (CIP).				X					36, 41, 52
P292.	Establish fees and charges that recover utility costs related to development.				X					41, 55
P293.	Require mitigation for off-site impacts related to system extensions.	X			X					21, 41

P294.	Support latecomer agreements and Local Improvement Districts for system extensions. Permit latecomer agreements for system extensions in accordance with the Port Townsend Municipal Code (PTMC) and state law.				X					21, 41, 55
P295.	Ensure that the water utility rate structure allocates costs fairly between different classes of customers and service areas (such as recognizing the benefit of high-density housing developments).				X					14, 41, 55
P296.	Consider developing a front footage fee system and revolving fund to ensure all properties pay their share for water pipe and to support continued investment in expansion of the distribution system.				X	X				39, 40, 41, 55
P297.	Ensure that Plan for all existing and new development within the Port Townsend Urban Growth Area (UGA) has to have adequate wastewater collection and treatment facilities and that connection to the sanitary sewer system is required wherever practical or environmentally necessary	X			X					42, 43, 57
P298.	Allow the use of individual on-site septic systems for new development not required to connect to the City sewer system under Policy 10.1, provided the system meets Jefferson County Public Health requirements and is designed to City standards.				X					42, 43, 44

	Encourage extension of public sewer to avoid individual on-site systems. Allow for the design and implementation of limited use of low-pressure sewer systems where gravity systems are financially infeasible.								
P299.	Require property owners to connect to the City sewer system upon on-site system failure unless repairs are authorized by State Law as managed by the Jefferson County Public Health Department. In all cases, encourage wastewater main extensions as a permanent solution to failed onsite systems. Require property owners to repair on-site systems to City and Jefferson County Public Health standards in the event of system failures in areas not yet served by the City's system.				X				42, 43, 44
P300.	Require existing development served by on-site systems to connect to the City's wastewater collection and treatment system when sewer service becomes reasonably available.	X			X				42, 43, 44
P301.	Ensure that Evaluate commercial and manufacturing uses do not and require mitigation if deemed use would place unnecessary strains on the City's wastewater collection and treatment system.				X				16, 42, 43, 44
P302.	Maintain an inventory of existing on-site systems to ensure County and City				X				42, 44

	records match. Coordinate with Jefferson County Public Health to require periodic inspections and pumping of septic systems.									
P303.	Encourage Support infill development and the gradual higher densities through phased expansion of the wastewater system within the Port Townsend Urban Growth Area (UGA).	X		X	X	X				14, 43, 44, 57
P304.	Prioritize collection system investments in areas to support nodes and density to improve customer rate base.	X			X	X				14, 43, 44 ,57
P305.	Prepare for wastewater treatment plant expansion by purchasing additional land as shown in the General Sewer Plan. Establish locational criteria for a new or expanded wastewater treatment facility that ensures compatibility with the surrounding development and the natural features of the surrounding land, water and vegetation, as well as long-term use in light of projected sea level rise and climate change.	X			X				X	2, 43, 44, 71
P306.	Consider Point of Sale program for connecting existing onsite septic systems to City sewer per City code.				X	X				42, 43
P307.	Prioritize wastewater system infrastructure improvements and service extensions in a manner consistent with the adopted Wastewater Plan General				X					43, 44, 52

	Sewer Plan and through the 6-year CIP.									
P308.	Consider expansion of the wastewater system into Glen Cove LAMIRD as allowed by the Growth Management Act and if there is mutual benefit to the City and County for supporting light industrial jobs. Do not extend the wastewater system into areas outside the Port Townsend Urban Growth Area (UGA)	X			X					20, 43, 44, 57
P309.	Operate the Wastewater Utility as a self-supporting enterprise that maintains fiscal solvency and rate stability.				X					43, 45, 55
P310.	Support diverse financing tools for system expansion including, Late comer, Local Improvement Districts, front foot charges, and City sponsored late comers.			X	X					45, 55
P311.	Consider developing a front footage fee system and revolving fund to ensure all properties pay their share for sewer and to support continued investment in expansion of collection system.			X	X					45, 55
P312.	Ensure that Balance the costs to new development pays for its fair share of the costs of wastewater system development through the use of system development charges.	X			X					45, 55

P313.	Negotiate mutually beneficial franchise contract conditions that support the delivery of high-quality, cost-effective services desired by Port Townsend residents and businesses within all areas of Port Townsend.				X					19, 21, 46
P314.	Work with telecommunications providers to appropriately place infrastructure within public rights-of-way.	X		X	X					21, 26, 33, 46
P315.	Require wireless communication structures and towers to be designed and sited to minimize aesthetic and environmental impacts..	X			X					2, 46, 47
P316.	Encourage underground telecommunications utility networks in new developments.	X			X					21, 46
P317.	Ensure wireless communication facilities will not be detrimental to public health, safety, and welfare.				X					19, 46, 47
P318.	Regulate to allow Ensure that communication services that incorporates the latest features and improvements as they become technologically and economically feasible.				X					46, 47
P319.	Promote improvements and additions to communications facilities needed to accommodate demand.				X					46, 47
P320.	Implement the recommendations of the Economic Development Element of this Plan to assist in providing state-of-				X		X			46, 58, 59, 61

	the-art telecommunications infrastructure for business, education, public affairs, and consumer uses.								
P320.	Require that service to and from major public buildings allows programs to originate from, and be received at, the same location.				X				19, 46, 47
P321.	Ensure that service to schools, medical facilities, police and fire stations, libraries, and other major public buildings allows intercommunication among locations as such capabilities become technologically and economically feasible.				X				19, 46, 47
P322.	Ensure that City decisions respecting electric utility facilities do not negatively affect the availability of safe and efficient electrical service in neighboring jurisdictions.				X				25, 49
P323.	Accommodate additions and improvements to electric utilities in a manner consistent with the needs and resources of Port Townsend, as well as other neighboring jurisdictions.				X				25, 49
P324.	Encourage the serving utilities to make additions to and improvements of electric utility facilities to provide adequate capacity for projected future growth.				X				21, 49
P325.	Provide the electric utility with annual updates of population, employment, and development projections.	X			X				21, 49

P326.	With the utility provider, jointly evaluate actual patterns and rates of growth, and compare those patterns and rates to electrical demand forecasts.				X					21, 49
P327.	Recognize the need for electric utility facilities that are sufficient to support economic development.				X					49, 58, 61
P328.	Encourage the serving utilities to coordinate and cooperate with other jurisdictions in the implementation of multi-jurisdictional electric facility additions and improvements. Coordinate procedures for making specific land use decisions to achieve consistency in timing and substantive requirements.				X					25, 49
P329.	Encourage the use of joint utility corridors, provided that such joint use is consistent with limitations prescribed by applicable law and prudent utility practice.				X					21, 25, 49
P330.	Work with providers to appropriately place electric utility facilities within public rights-of-way.				X					21, 26, 49
P331.	Continue to implement the City's existing agreement with the serving utilities regarding vegetation retention and management.				X					2, 49
P332.	Continue to work with the serving utilities to eliminate the use of pesticides and herbicides in the management of electric utility facilities and corridors.				X					2, 49

P333.	In cooperation with the Bonneville Power Administration (BPA), other direct energy providers, and the serving utilities, examine the possibility of purchasing electric power directly from BPA or other energy providers as a wholesale customer.				X					25, 49, 50
P334.	Facilitate and encourage the efficient use of resources to delay the need for additional facilities.				X	X				21, 50, 55
P335.	Ensure that City facilities and personnel conserve energy resources.				X					50, 71
P336.	Explore drafting a vehicle trip reduction policy for all major City departments, incorporating teleconferencing, telecommuting, and alternative work schedules.					X			X	14, 17, 32, 82
P337.	Work in partnership with the serving utilities to promote public education efforts that emphasize the efficient use of energy and resources.				X					21, 50, 71
P338.	Utilize technology to reduce energy use and conserve resources.				X				X	21, 50, 71
P339.	Follow the solid waste management hierarchy established in federal and state law, which sets waste reduction as the highest priority management option, followed by reuse, recycling, and responsible disposal.				X					51
P340.	Promote the reduction and recycling of solid waste materials through differential collection rates,				X					51

	providing opportunities for convenient recycling, and by developing educational materials on recycling, composting, and other waste reduction methods.								
P341.	Where feasible, seek to create a market for recycled products by maximizing the use of such products in the City's daily operations.				X				51
P342.	Support the use of sustainable products and minimize the lifecycle cost of products used in the City's daily operations. Contract with private haulers to maintain a cost-effective and responsive solid waste collection system.				X				50, 51, 71
P343.	Examine the feasibility of establishing a solid waste transfer station within Port Townsend in order to reduce costs to City residents.				X				51
P344.	Manage solid waste collection to minimize litter and neighborhood disruption.				X				51
P345.	Protect air, water, and land resources from pollution caused by the use, handling, storage, and disposal of hazardous materials and substances.				X				2, 7, 51, 71
P346.	Reduce City use of hazardous materials and safely manage, recycle, and dispose of toxic products used in City operations.				X				2, 51
P347.	Continue to participate with Jefferson County in the implementation of Jefferson				X				25, 51

	County's Solid Waste Management Plan.									
P348.	Consider developing a pilot food composting program as a first step to developing a municipal food waste composing program.				X	X			X	52, 54
P349.	Explore tools to increase composting of food and yard waste through a variety of measures (e. g., neighborhood composting centers, worm bins, etc.)	X			X	X			X	52, 53, 54
P350.	Ensure that the growth and development patterns established by the Land Use Element minimize facility demands for transportation, water treatment and distribution, wastewater treatment, surface water management, and police and fire protection by focusing development in planned areas.	X		X	X	X				1, 19, 21, 35, 36, 43, 52
P351.	Make efficient and cost-effective use of existing public facilities, including such techniques as conservation, demand management and improved scheduling, shared use of public facilities, and the use of alternative and emerging technologies.					X				19, 21, 52
P352.	Expand public facilities, or construct new public facilities, only when necessary to achieve efficient service delivery or attain identified levels of service.					X				19, 52, 53

P353.	Identify and designate urban capital facility growth areas tiers that are consistent with and support the growth and development patterns established in the Land Use Element, Land Use Map, and subarea planning identified in the Vision Map.	X				X				1, 21, 52, 57
P354.	Within the framework of the annual Capital Improvement Program (CIP) process, prioritize the provision of capital facilities, services, and utilities.					X				52, 55
P355.	Consistent with Policy 2.5, 363 above, the City should not provide facilities, services, and utilities in unserved areas unless clearly specified within the annual CIP. However, developers and home builders may, at their own expense, provide facilities, services, and utilities for new development in presently unserved areas, provided adopted level of service standards are met.	X				X				21, 52, 53
P356.	Use the following level of service standards for public wastewater and water facilities: Water and Wastewater Level of Service Standards Facility Standard Raw Water Supply Sufficient capacity to fully serve customer demands Raw Water Storage A Minimum of 60 days of storage for City customer demands					X				35, 36, 43, 53

	Water System	A flow volume that meets peak demand and fire flows.									
	Wastewater System	A level that allows collection and treatment of peak wastewater flows and meets Dept. of Ecology criteria									
P357.	Use the following level of service standards for determining the need for vehicular transportation facility improvements: Transportation Level of Service Standards Road Type Standards Urban F Corridor Other F Roads w/in Urban Growth Area (UGA)						X				24, 26, 32, 53
P358.	Use the following level of service standards for public facilities: General government facilities Facilities that are safe, meet applicable codes, and are fully accessible Facilities that are properly sized, designed for their intended purpose, and flexible to evolve to meet future changing demands						X		X		53

	<p>Fire & Emergency Services (provided by Jefferson Fire and Rescue)</p> <p>Average response time 8 minutes, 90% of the time for fire and medical calls in the City</p> <p>Police Protection</p> <p>Facilities and equipment sufficient to meet the demand for police services</p> <p>Parks</p> <p>7.6 acres/1,000 population</p> <p>Local service standards for equitable access, distribution, and function as outlined in the City of Port Townsend Parks, Recreation and Open Space Functional Plan</p> <p>Level of Service by park and open space facility type shall be according to the adopted PROS Plan</p> <p>Parks serving all ages shall be within ½ mile/ a ten-minute walk of all residential units, with a goal of ¼ mile parks serving youth.</p> <p>Stormwater and Surface Water</p> <p>A level of conveyance, detention, and treatment that meets the Department of Ecology (DOE) Stormwater Manual adopted by the City or as defined in the City's Stormwater Master Plan</p>									
P359.	<p>Evaluate each development to ensure that it meets the City's adopted level of service (LOS) standards for water, wastewater, and stormwater facilities prior to issuance of a building permits that may degrade level of service to a point below the adopted LOS.</p> <p>Evaluate each development</p>					X				3, 35, 36, 43, 53, 54

	to ensure that it meets the City's adopted level of service standards for transportation facilities within six years of issuance of a building permit.									
P360.	Review and condition each development to ensure that appropriate provisions are made for facilities, services, and utilities not required for concurrency, including but not limited to: a. Fire and emergency medical services (EMS); b. Parks, open spaces, and trails; c. Law enforcement; and d. Schools and school facilities.			X		X		X		19, 21, 53, 54
P361.	Provide the following options for applicants when adequate public facilities are not available concurrent with the impacts of development: a. Mitigate all development impacts on levels of service; or, b. Revise the proposed development to reduce impacts and maintain satisfactory levels of service; or, c. Phase the development to coincide with the availability of increased water, wastewater, and transportation facility capacity.	X				X				52, 54
P362.	Base capital facilities planning on estimates of local revenues and external revenues that are reasonably anticipated to be received by the City.					X				55

P363.	Consider a wide variety of potential funding sources to finance the capital improvements specified in the Capital Facilities Plan, such as real estate excise tax, user fees, general obligation bonds, and impact fees.					X				55
P364.	Match revenue sources to capital projects on the basis of sound fiscal policies. Sound fiscal policies include cost-effectiveness, prudent asset and liability management, ensuring that the length of financing does not exceed use of the City's borrowing capacity, prudent use of the City's borrowing capacity, and maximizing the use of grants and other external revenues.					X				55
P365.	Finance the six-year Capital Improvements Program to assure a positive balance between available revenue and needed capital facilities and utilities. If projected funding is inadequate to finance needed capital facilities and utilities based on adopted level of service standards and forecasted growth, make adjustments to one or more of the following: a. Level of service standard; b. Land Use Element; and/or c. Sources of revenue.	X				X				55
P366.	Ensure adequate Analyze adequacy of funding is available for long-term operations and maintenance costs prior to the construction of new capital facilities.					X				55

P367.	Ensure Through permit approvals, require that new development pays a proportionate share of the cost of new capital facilities and utilities needed to serve that development.					X				55
P368.	Ensure that Maintain development codes to address requirements for developers to provide capital facilities and utilities concurrent with new development or provide a contractual agreement for the phasing of facilities and utilities, subject to approval by the City.					X				52, 54, 55
P369.	Ensure that functional plans and subarea plans should be are consistent with the goals and policies of the Comprehensive and Capital Facilities Plans.					X				56
P370.	Where found inconsistent with the Comprehensive Plan, process initial adoption of/revisions to functional plans and subarea plans as a Comprehensive Plan amendment during the annual amendment cycle.	X				X				56
P371.	Reassess the Comprehensive Plan as provided for in RCW 36.70A.130 to ensure that capital facilities, utilities needs, financing, and levels of service are consistent and that the Plan is internally consistent.	X				X				56
P372.	Cooperate with Jefferson County to contain urban growth within appropriately designated UGAs, ensuring that commercial and	X				X				20, 25, 57

	<p>manufacturing areas outside of UGAs:</p> <p>a. Are rural in character, scale, and intensity;</p> <p>b. Are served at a rural level of service; and</p> <p>c. Do not accommodate businesses and services that directly compete with uses within UGAs; or</p> <p>d. Are approved Major Industrial Developments (MIDs), which MIDs are permitted and approved consistent with GMA and interlocal agreement between the City and Jefferson County providing for siting and permitting criteria.</p>									
P373.	Update infrastructure plans and regulations on a regular basis.			X	X	X	X			57
P374.	In cooperation with business interests, work to make available necessary infrastructure funding.			X	X	X	X			55, 57, 58
P375.	Cooperate with the Department of Commerce, Jefferson County Chamber of Commerce, and the Port Townsend Main Street Program to promote economic health and diversity for Port Townsend and the County as a whole.						X			25, 58, 61, 63
P376.	Coordinate with partners at the state, regional, and local level to ensure that economic development strategies are carried out consistently.						X			25, 58
P377.	Ensure consistency between all active plans the economic development strategy of this element and	X					X			56, 58

	the goals and policies of the other elements of this Plan.									
P378.	Maintain and enhance Port Townsend's natural, historical, and cultural amenities in order to assist in attracting new businesses, retaining existing ones, and promoting economic vitality.	X					X	X		56, 58, 63, 64
P379.	Consider public-private partnerships and/or the formation of public development authorities (PDAs) as a means to bolster development/redevelopment that serves the residents of and visitors to Port Townsend.	X					X			56, 58, 61, 63
P380.	Seek to expand programs of Peninsula College, Western Washington University Long Distance Learning, and Washington State University Cooperative Extension, and attract or found new institutions sufficient to provide local access to comprehensive vocational training and certification programs	X					X			59
P381.	Encourage the Port Townsend School District to attain the highest standards of academic and vocational excellence to ensure that graduates are well prepared for the workplace.						X			59
P382.	Actively work to establish a technical training school, college campus, or other educational institution in Port Townsend:						X			59

P383.	Ensure that decisions regarding capital facilities improvements (e.g., transportation network improvements) factor consideration of proposals for potential educational campus sites.	X		X			X			19, 59
P384.	Consider providing tax incentives to attract a technical training and/or higher education institution private four-year college.						X			59
P385.	Communicate and coordinate with the Port Townsend School District and other relevant public entities when identifying potential campus sites for acquisition.						X			25, 59
P386.	When revising the Port Townsend Municipal Code (PTMC) to implement this Plan, maintain and enhance Port Townsend's character as a working waterfront town by allowing marine-related commerce and industry in specified shoreline areas.	X					X			2, 16, 16, 60
P387.	Assist the Port in the development and implementation of master plans for Port properties that are consistent with the Growth Management Act and the Shoreline Master Program.	X					X			2, 25, 60
P388.	Plan and design shoreline open spaces that are compatible with marine-related industrial and commercial uses of shoreline areas.	X					X	X		2, 60

P389.	Promote the skill, motivation, and availability of Port Townsend's marine trades workforce as a regional resource of major importance to the City's economic future.						X			59, 60
P390.	Encourage governmental and civilian agencies to work with local firms to identify and transfer technology that can increase marine trades competitiveness.						X			25, 60
P391.	Encourage the creation of marine trades jobs that are dependent upon traditional skills, construction techniques, and materials, such as sail and canvas accessory manufacture, spar and rigging construction, marine-oriented carpentry, construction of wooden boats, blacksmithing, and block-making and casting.						X			60
P392.	Support educational and vocational training efforts aimed at enhancing traditional marine trades skills, including mentorship and apprenticeship programs.						X			59, 60
P393.	Work with the Port of Port Townsend to promote traditional marine trades enterprises on Port-owned lands at both the Boat Haven and Point Hudson.						X			25, 60
P394.	Continue to support the Northwest Maritime Center.						X			60
P395.	Assist in the identification and recruitment of new businesses appropriate to						X			58, 61

	Port Townsend's resources and community vision as described in Chapter 3 of this Plan.									
P396.	Encourage industries to form consortia Draft regulation to allow industries to form consortia for the purposes of joint marketing, production and other operations improvement, and joint approaches to regulatory compliance.						X			25, 61
P397.	Consider how to attract employers who use a wide range of job skills to create employment opportunities for all Port Townsend residents.						X			58, 61
P398.	Encourage businesses to invest in modernization and environmentally sound technology.						X			50, 58, 61
P399.	Promote the location, retention, and expansion of small and medium sized businesses that access their markets and suppliers through telecommunications and available shipping.	X		X			X		X	56, 61, 62
P400.	Encourage the location or relocation of small-scale clean industry (e.g., high technology and other light manufacturing, subscription fulfillment, catalogue sales, consulting, etc.) that has minimal minimizes impact on environmental quality.	X					X		X	16, 50, 58, 61
P401.	Support the local economy by promoting clean industries that align with climate and environmental goals.						X		X	66, 86

P402.	Require or incentivize all local businesses to pursue certification through the Jefferson County Health Green Business Program, which integrates a broad range of climate action strategies beyond energy efficiency, including waste reduction, water conservation, and sustainable purchasing.						X		X	54, 66, 71, 92, 94
P403.	Encourage the formation and expansion of cottage industries and light manufacturing. Coordinate with partners in economic development to ensure that business development supports community and economic goals	X					X		X	16, 58, 61, 62
P404.	Encourage the development of a diversity of local businesses that serve the needs of residents and visitors.	X					X		X	16, 58, 61
P405.	Promote Support development of retail uses that serve local needs and diversify the selection of conveniently located goods and services.	X					X		X	16, 58, 61, 62
P406.	Plan and provide capital improvements in the Gateway Corridor to support attract new businesses and entrepreneurs, enhance existing businesses, and serve the retail needs of the community.	X					X		X	16, 16,52, 58, 61, 62
P407.	Promote the redevelopment efforts of Gateway Corridor land owners by helping to assemble parcels and design buildings that meet	X					X		X	16, 61, 62

	the retail needs of the community.									
P408.	Work with the Economic Development Council (EDC) and local retail business owners to strengthen and expand Port Townsend's retail base, capitalizing on opportunities to decrease retail sales leakage to neighboring communities.						X			25, 58, 61, 62
P409.	Encourage a balanced mix of visitor-serving uses to complement the natural, cultural, and historical amenities of Port Townsend.	X					X			63, 64, 75
P410.	Develop and explore Explore and develop Port Townsend's potential for enhanced facilities, services, and events that will appeal to residents and visitors year round.						X			63, 75, 76
P411.	Work with a broad spectrum of the community to create public-private partnerships to develop year-round visitor potential.						X			22, 25, 63
P412.	Use the expertise of the Historic Preservation Committee (HPC) in matters that relate to the preservation of Port Townsend's heritage and strategies to retain a sense of the past as the City grows and changes. Continue to use the HPC for all mandatory design reviews of developments within the City, as specified in Chapter 17.30 Historic Preservation Code PTMC.	X								64

P413.	Encourage the retention of significant historic and cultural resources that foster community identity and pride.	X								64
P414.	Promote the revitalization of older housing stock using existing structures, resources, and regulations, as well as, preservation of neighborhood patterns, and the marking of important sites.	X	X							11, 64
P415.	Work with downtown property owners to seek grant funding to rehabilitate and seismically retrofit historically significant structures.	X	X							64
P416.	Promote commercial historic district revitalization strategies that recognize and capitalize on the historic traditions of Port Townsend.	X	X							16, 64
P417.	Apply both the International Existing Building Code and the Special Valuation for Historic Properties program to historic structures within the National Register Historic District.	X	X							
P418.	Coordinate with the Port Townsend Historic Preservation Committee and the Jefferson County Historical Society to seek funding to revise and update the City's historic survey and enhance interpretive opportunities.	X								25, 64
P419.	Continue to research, identify, and inventory Port Townsend's historic structures and sites.	X								64

P420.	Integrate an inventory of Port Townsend's historic sites and structures into the City's permit database for ease of recognition in permitting.	X								23, 64
P421.	Continue to refine and implement the historic preservation guidelines in the zoning ordinance to govern the demolition of historic structures and walls more than 50 years old. Ensure that the guidelines include a map and inventory that identifies all significant historic structures in Port Townsend.	X								64
P422.	Continue to refine and implement historic preservation guidelines in the zoning ordinance to govern the conservation and preservation of historic murals.	X								64
P423.	Ensure that the guidelines include a photographic inventory that identifies all significant historic murals in Port Townsend.	X								64
P424.	Develop and implement an historic preservation element in a future amendment to this Comprehensive Plan.	X								64
P425.	Consider allowing ground floor residential use of historic commercial buildings, as allowed by the Shoreline Master Plan	X								2, 14, 64
P426.	Create a grant and/or loan program available to income qualifying property owners that targets historic home foundation work	X	X							11, 12, 64

P427.	Maintain public areas and ensure a safe environment to increase the use of the Commercial Historic District.					X	X	X		19, 64
P428.	Encourage the rehabilitation, renovation, and adaptive reuse of upper floors of historic buildings (e.g., for artist studios, permanent housing, and office space), which will contribute to the vitality of the area.	X	X				X			11, 19, 64
P429.	Create, maintain, and improve the Sims Gateway and other entrances into the Commercial Historic District through the use of enhanced plantings/street trees and street furniture.	X					X			7, 26, 64
P430.	Encourage development in the Commercial Historic District that harmonizes with and contributes to Port Townsend's small town atmosphere. Businesses in the district should provide services, goods, entertainment, and community gathering places for Port Townsend residents and visitors.	X					X			16, 64
P431.	Encourage the retention of existing businesses in the Commercial Historic District.	X					X			16, 64
P432.	Ensure that Commercial Historic District public improvements accomplish the following objectives: encourage pedestrian movement through the district and into shops and businesses, and support, rather than overshadow, downtown functions.			X			X			16,17, 61, 64

P433.	Support implementing the Port Townsend Creative District Arts and Culture Plan									63, 64
P434.	Continue to work with Washington State Parks to maximize the value of Fort Worden State Park as an asset to the community, particularly related to the building infrastructure formerly part of the Hospitality and Lifelong Learning Center of a PDA that was dissolved in 2025.	X		X			X			16, 65
P435.	Recognize and support the Fort Worden PDA in undertaking, assisting with, and otherwise facilitating Participate in the implementation of a Lifelong Learning Center at the Fort Worden PDA campus as generally envisioned in the Fort Worden Long-range Plan	X		X			X			59, 65
P436.	Encourage local utilities to expand telecommunications infrastructure, especially high-capacity fiber optic cable						X			46, 73
P437.	Offer incentives to encourage the establishment of "tele-work" stations in mixed use centers.	X					X			17, 44, 73
P438.	Maintain up-to-date information regarding the infrastructure that businesses will need in the changing work place of the future.			X	X	X	X	X		46, 61, 73
P439.	Periodically update the PROS Plan to accurately							X		73, 75, 76, 77

	reflect the community's population and needs.									
P440.	Acquire and develop public open space and trails within the financial capabilities and level of service standards of the Capital Facilities Element.	X		X		X		X		2, 3, 74, 75
P441.	Acquire land for open spaces and trails through municipal or state programs, such as stormwater management and wildlife/wetland protection.	X		X		X		X	X	2, 3, 74, 75
P442.	Pursue Apply for grants from public agencies and private foundations to acquire land and restore, maintain and develop the City's parks, recreation ,for open spaces and trails as identified in the most recent Active Transportation Plan and PROS Plan.	X		X		X		X	X	74, 75, 77
P443.	Explore other techniques for acquisition and development of the open space and trails network (e.g., Recreation and Conservation Office (RCO) funding, utility bill donations, a community or regional bond issue, etc.).	X						X	X	74, 75, 77
P444.	Coordinate with City Departments to seek synergistic opportunities to locate trails in areas that are important to preserve as planned open spaces, such as wooded areas, drainage corridors, utility corridors, shorelines, scenic vistas, and other places. Locate trails along drainage corridors when where possible to do so without	X						X	X	2, 3, 75, 71

	degrading the environmental functions and values of the area.									
P445.	Coordinate with Jefferson County to identify and designate open space corridors and trails within and between urban growth areas, as required under the GMA.	X		X		X		X	X	25, 74
P446.	Integrate the open space and trails network with the Olympic Discovery Trail.	X		X				X		25, 74
P447.	Support the expansion of a Quimper Peninsula wildlife and open space corridor consistent with the Quimper Wildlife Corridor Management Plan.	X						X	X	2, 74, 71
P448.	Preserve and enhance shoreline access areas consistent with the City's Shoreline Master Program.	X						X	X	2, 74, 75
P449.	Where accessible ADA routes are not required, plan trails to Design the trails system to link neighborhoods with key points of interest such as parks, significant open spaces, schools, cultural resources, shoreline access areas, mixed use centers, and employment centers. Abutting or nearby larger scale developments should be encouraged to provide trail connectors to the larger trails and open space network. Developments should provide trail improvements according to the Active Transportation Plan consistent with acceptable impact.	X		X				X		74

P450.	Design trails to be accessible to people with disabilities as much as the natural characteristics (e.g., topography) of the region will allow. Clarify trail expectations concerning accessibility: Design priority trails to be improved for most ages and abilities to a reasonable level (existing slopes, surfacing, width) recognizing non-priority, shortcut trails may be more primitive and unimproved in nature.	X		X				X		74
P451.	Provide adequate funding for open space and trails network operation, restoration, and maintenance.	X		X		X		X		74
P452.	Continue to addresses the community's needs for active and passive recreation opportunities through implementation of the Parks, Recreation and Open Space Functional Plan.	X						X	X	75
P453.	Strive to provide Provide recreation programs that are comprehensive, enriching, and affordable for all citizens residents.	X						X		75, 76
P454.	Strive to Provide a wide range of active recreation opportunities to meet the diverse needs of the population. athletic facilities, such as tennis courts, baseball and softball fields, gymnasiums, swimming pools, multi-purpose fields for soccer and general outdoor play, volleyball courts, and a golf course.	X				X		X		75

P455.	Provide a wide range of passive recreation opportunities within the parks system (e.g., nature walks, picnic areas, bird-watching, observation areas).	X				X		X	X	75
P456.	Provide incentives that encourage developers to provide public neighborhood parks that serve the residents of new developments (e.g., density bonuses, mitigation land banking, creative right-of-way use).	X				X		X		14, 75
P457.	Provide incentives that encourage developers in commercial districts to provide public pocket parks, plazas, courtyards, arcades, atriums, pedestrian corridors, and through block corridors.	X						X		16, 75
P458.	Locate, design, construct, and manage park and recreation facilities to be compatible with natural features (e.g., soils, geology, topography, and shoreline resources) and cultural resources, support biodiversity, reduce heat island effect, improve carbon sequestration and air quality, maximize environmental protection, and provide interpretive opportunities for ecological systems and features, and cultural resources.	X				X		X	X	2, 64, 75
P459.	Conserve Preserve natural features that are conducive to park and recreation functions.	X						X	X	2, 75

P460.	Incorporate habitat considerations in the design and development of new park and recreation facilities.	X						X	X	75
P461.	Encourage the use of native plants that attract wildlife. Prioritize the use of native plants to support biodiverse habitat.	X						X	X	75
P462.	Incorporate significant cultural resources in the design and development of new park and recreation facilities, and provide interpretive opportunities where appropriate. Look for opportunities to work with local tribes to incorporate significant cultural resources and ecological systems in the design, and development, and management of new park and recreation facilities, and provide interpretive opportunities where appropriate.	X						X	X	75
P463.	Extend maximum environmental protection in perpetuity for the exclusive open space, wildlife habitat, and passive outdoor recreation functions within Kah Tai Lagoon Nature Park. Within those areas depicted on the 6(f) Boundary Map (RCO Project # 81-043, Land and Water Conservation Fund (LWCF) 53-00486, executed by the City on July 3, 2013 and the State Recreation and Conservation Office on June 19, 2013), Kah Tai Lagoon Nature Park shall be designed and managed in accordance with the legal obligations	X				X		X	X	2, 75, 71

	<p>assumed under the 1981 Federal Land and Water Conservation Fund Acquisition Grant, and any grant amendments. As stated on the 6(f) Boundary Map: “All land within the boundary of the park is dedicated in perpetuity to public outdoor recreation.” The contract obligations include the following (Project # 81-043A, Amendment Number 2):</p> <p>“The purpose of the grant was to expand the City’s ownership and control around the lagoon and develop a municipal passive use park.</p> <p>The lagoon is a natural area associated with marsh, wetlands, and grasslands and provides nesting, feeding, and breeding habitat for birds, ducks and other wildlife. The area should be set aside for preservation of natural resources and open space to serve wildlife habitat and compatible passive recreation uses.”</p> <p>The Kah Tai 6(f) Boundary Map, depicting the property subject to the federal Land and Water Conservation (LWCF) protections, the project contract, and other key documents, are recorded at Jefferson County Auditor File No. 585012 (July 18, 2014).</p>									
P464.	Design park and recreation facilities to accommodate a citizenry users diverse in	X				X		X	X	75

	age, interests, income levels, and abilities.									
P465.	Where adverse impacts could occur, screen and buffer park and recreation facilities to protect adjacent or nearby private properties. Minimize adverse impacts of parks to neighboring properties.	X						X		75
P466.	Broaden the use of school buildings and grounds as places for public use after school and on evenings.	X						X		59, 75
P467.	Joint use agreements should seek to renovate, schedule, and manage facilities for greater public use and enjoyment.	X						X		25, 75
P468.	Develop working relationships with other entities that have a shared goal of improving recreational opportunities in Jefferson County that will serve Port Townsend residents.	X						X		25, 75
P469.	Establish the planned open space / nature park boundary for area known as Cappy's Trail as established in the PROS Plan.							X		2, 74,75,71
P470.	Plan for street connections around and not through Cappy's Trails future open space / park boundary.							X		26, 74, 75
P471.	Consider pre-existing limitations of existing properties in the development of regulations that eliminate or limit development within the	X						X		75

	future Cappy's Trails open space / park boundary									
P472.	Consider establishing protection measures through substantive due process to discourage development within the future park boundary of the Cappy's Trails area of the Quimper Wildlife Corridor as marked on the PT Sustainable Streets map, and address potential harm from development such as wildfire hazards consistent with the Area of Concern noted in the County Wildfire Prevention Plan, while protecting wetlands, native habitats, and recreational trail use.	X						X		2, 75, 71
P473.	Develop an inventory of property values relative to pre-existing limitations to building in Cappy's Trails future open space / park boundary in order to address unconstitutional takings.	X						X		55, 75
P474.	Consider updating land use designations for parks to either make consistent with park type in the PROS Plan or create an overlay to recognize existing or future park land use consistent with the PROS plan.	X						X		75
P475.	Evaluate City property ownership for future park uses in balance with other City needs such as affordable / attainable housing, utilities, and cash value.	X						X		9, 19, 21, 75

P476.	Update the PROS plan park types to be consistent with National Recreation and Parks Association (NRPA) and Recreation and Conservation Office (RCO) park categories to improve funding eligibility and level of service analysis.	X						X		75
P477.	Consider using parks and open spaces to attract nearby economic and housing development.	X	X				X	X		9, 58, 61, 75
P478.	Deliver Consider measurable economic benefit to the community by providing or supporting programs, special events, and public facilities as a tool to prioritize investments.	X						X		58, 63, 75, 76
P479.	Identify, preserve, and interpret Port Townsend's heritage, traditions, historic, environmental, and cultural features.	X						X		64, 75, 76
P480.	Support the region in meeting the need for aquatic recreation.					X		X		75, 76
P481.	Prepare for and anticipate for future staffing per budget and available resources needs that may arise due to budget and other financial circumstances.	X				X	X	X		55, 75, 77
P482.	Support and expand existing community volunteerism in parks by developing volunteer programs and opportunities.	X					X	X		76, 77
P483.	Consider a regional parks system to improve the tax base for both City and					X	X	X		25, 75, 77

	County parks and recreation programs									
P484.	Consider developing a master plan for each park to facilitate funding for amenities and/or parks improvements	X						X		75, 77
P485.	Reconcile differences between recreational trails and transportation routes identified in the Active Transportation Plan for clarity on ADA compliance, standard of care for maintenance, and recreational immunity			X				X		25, 27, 28, 74, 75
P486.	Encourage and market a bicycle and pedestrian friendly community by creating a culture of recognition and support such as traffic calming and property owner maintained frontage of sidewalk and trails.			X				X		27, 28, 75
P487.	Prepare a Climate Emergency Response Plan focusing on: Safety and Security; Food, Water, Shelter; Health and Medical; Energy; Communications; Transportation; and Hazardous Material					X			X	19, 21, 35, 36, 43, 49, 50, 51, 71
P488.	Promote food security and climate resilience and increase access to healthy foods by supporting and allowing community gardens and urban agriculture in scale with other allowed uses in residential, commercial, and industrial zones.	X							X	8, 9, 71

P489.	Support local enterprises, especially those in tourism, small manufacturing, agriculture, and food services, in developing climate adaptation strategies (e.g., backup energy, flood-proofing, heat contingency plans) to ensure business continuity during extreme weather.						X		X	35, 66, 71, 81, 90, 92
P490.	Promote climate-friendly entrepreneurship in Port Townsend by providing incentives for green jobs and retrofitting historic commercial properties for energy efficiency.						X		X	51, 71, 78, 79, 92, 94
P491.	Promote climate-friendly entrepreneurship in Port Townsend by expanding workforce training aligned with climate resilience and clean energy sectors.						X		X	63, 94
P492.	Coordinate with Jefferson County Emergency Management and East Jefferson Fire Rescue for climate emergency preparedness, evacuation, and response actions;								X	25, 71
P493.	Strengthen local hazard data collection and documentation practices through collaborations with the Jefferson County Department of Emergency Management, community science groups, and the PUD, focusing on weather extremes and compound events.								X	31, 78, 83
P494.	Support the integration of climate impacts into all-hazards emergency plans and coordination protocols								X	31, 78, 83

	across Port Townsend's emergency services network by collaborating with key partners such as schools, hospitals, and providers of vulnerable housing. Encourage alignment on climate resilience through technical assistance, information sharing, and interagency coordination.									
P495.	Ensure that high-performance broadband service is available to schools, medical facilities, police and fire stations, libraries, and other major public buildings to enable robust intercommunication. These capabilities should support emergency management operations and be implemented as technological and economic conditions allow. Ensure that service to schools, medical facilities, police and fire stations, libraries, and other major public buildings allows intercommunication among locations as such capabilities become technologically and economically feasible.				X	X			X	48, 72
P496.	Continue to regularly assess the risks (e.g., increased incidence of drought, flooding, and sea level rise) and potential impacts on both City government operations, investment in public projects, and on the larger community due to climate change, and prepare for the impacts (including cost impacts).				X	X			X	23, 31, 53, 71, 78, 81, 83, 84, 90

P497.	Coordinate with WSDOT and WA Military Department for evacuation route planning and preparedness (https://mil.wa.gov/tsunami-resources#evacuation)			X					X	25, 71
P498.	Encourage water conservation measures, such as rationing, during droughts and other periods of reduced water supply	X							X	2, 35, 38, 71
P499.	Reserved Water conservation measures (rationing) during reduced water supply (drought)									35, 38, 71
P500.	Review the Jefferson County Community Wildfire Plan to develop and implement adaptation strategies relevant to the City.	X							X	83, 87
P501.	Enforce the County Wildfire Protection Program (CWPP), including requiring that structures in Areas of Concern be constructed with fire-proofing materials.	X							X	1, 2, 8, 9, 10, 12, 19, 35, 36, 71
P502.	Draft and use the Streets Circulation Plan to minimize the total amount of streets and pavement to build and maintain.	X		X		X			X	26, 28, 31
P503.	Draft and review the Streets Circulation Plan to identify right of way that can be preserved for trails, trees, open space, or other public uses.	X		X		X			X	28, 29, 30, 31, 73, 75
P504.	Develop a plan for increasing City water reservoir and other water conservation measures to prepare for climate impacts such reduction in snow pack	X				X			X	41, 43, 83, 90, 91, 94

	and decreased summer precipitation.									
P505.	Develop a plan for adapting to sea level rise in the vulnerable areas such as downtown Port Townsend, and seek funding for implementation.	X				X			X	31, 83, 90
P506.	Provide outreach regarding low-interest loan and energy assistance programs that reduce energy consumption (e.g., weatherization, appliances, lighting, heating, ventilating and air conditioning improvements, and renewable energy) for both existing and new housing.	X				X			X	51, 78, 79, 92, 94
P507.	Support municipal energy efficiency by enforcing Port Townsend Municipal Code Chapter 10.08, established by City Ordinance 3292, which limits unnecessary vehicle idling to no more than three minutes, reducing emissions and promoting cleaner air								X	38, 86, 94
P508.	Conduct energy audits for all City-owned buildings and infrastructure at regular intervals every 5 to 10 years, depending on staffing capacity and available resources. Use audit findings to develop and implement targeted plans to reduce energy consumption and carbon footprint					X			X	38, 51, 79, 94
P509.	Encourage businesses and homeowners to reduce energy and water consumption (e.g., energy from outdoor lighting can be					X			X	40, 42, 44, 51, 78, 79, 92, 94

	reduced by minimizing the number, using motion sensors, or installing high-efficiency bulbs, etc.; and lower water usage cuts energy consumption for water treatment and pumping.									
P510.	Develop and implement outreach campaigns rooted in Port Townsend's diverse cultural and neighborhood identities (e.g., historic maritime heritage, Indigenous heritage, artist communities) to raise awareness of local climate risks, such as sea level rise and extreme heat.					X			X	68, 69, 70, 71, 77, 80, 81
P511.	Support climate-resilient agricultural practices that honor cultural resources and traditional ecological knowledge. Partner with local growers, tribal representatives, and underserved community members to honor farmland, promote sustainable food systems, and incorporate culturally significant crops and practices.					X			X	24, 71, 80, 90
P512.	Support the Climate Action Committee (CAC) in their design and implementation of an updated Community Outreach Campaign, and pursue funding to support the execution of related activities, materials, and events that further the campaign's goals.					X			X	54, 93
P513.	Develop and implement land use strategies in response to climate change, such as relocating vulnerable infrastructure from	X				X			X	1, 4, 23, 31, 66, 71, 78, 83, 84, 85, 93

	projected inundation zones; adjusting hydrologic planning for shifts in seasonal water supply, and protecting groundwater and drinking water supplies from saltwater intrusion and surface contamination.									
P514.	Provide and/or promote incentives for carbon-reducing design and retrofit of buildings (e. g., passive solar, solar-thermal, solar-photovoltaic, heat pumps, wind, and other renewable-energy systems). One example is the FIRST program.					X			X	94
P515.	Develop land use policies that support growth in the City's Urban Growth Area to avoid development of farm and forest land in the county.	X				X			X	1, 2, 17, 55, 62, 71, 90
P516.	Support the development of electric vehicle charging stations and community solar power generation.	X		X	X				X	50, 71

Implementing Programs

The following pages list a series of programs supporting the goals and policies contained in this Plan's elements, showcasing a range of actions identified to implement the community's long-range vision. These programs and actions constitute a part of applicable or corresponding elements.

The table is provided to help City staff and leadership track progress, coordinate and combine various actions where it makes sense to do so, and guide budgeting of work and improvements in a more strategic fashion. This table represents the input, expressed priorities, and values of the community and its leadership.

Each program and action identifies the anticipated priority (element) of that action, as well as those primary agencies likely to be involved.

These columns do not require the City or identified agency partners to act or participate according to the time frames described. Rather, the table offers a means for the community to see, at a glance, its stated objectives in the context of intended priorities.

Implementation Programs and Actions by Planning Element, with Policy Index

Figure 10-4: Programs and Actions by Planning Element

#	Program / Action	Land Use	Housing	Transportation	Utilities	Capital Facilities	Economic Development	Parks and Recreation	Climate Resilience	Policy
A1	Review and, if necessary, amend the land use review process to:	X	X							
A1.01	Verify internal consistency between the Comprehensive Plan, zoning districts and the zoning map.	X								1, 2
A1.02	Verify consistency with the Comprehensive Plan for all land use actions.	X								1
A1.03	Apply appropriate buffers and mitigation measures to development near critical areas and balance with infill development objectives.	X								1, 3, 4, 5, 12, 175, 188

A1.04	Allow for flexibility in interpreting zoning boundaries with respect to parcel lines, consistency with the future land use map, or “split-zoned” parcels.	X								1, 2
A1.05	Develop and maintain implementing regulations to ensure development applications are processed in a timely, fair, and predictable manner, maximizing use of Type I and II processes.	X								1, 4, 5
A1.06	Maintain a consolidated permit process that allows an applicant to apply for all needed approvals at once and for the simultaneous processing of all aspects of project approval.	X								168, 175, 176, 177, 178, 188
A1.07	Process all rezone applications together no more than once each year.	X								1, 2, 170
A1.08	Update the Comprehensive Plan after a thorough review every 10 years.	X								1, 173, 371
A1.09	Maintain Comprehensive Plan review procedures for periodic updates, annual amendments, and emergency amendments consistent with RCW 36.70A.130.	X								1, 371
A1.10	Consider all proposals to amend the Comprehensive Plan concurrently so the cumulative effect of the various proposals can be ascertained (except as otherwise provided by RCW36.70A.130).	X								170

A1.11	Maintain a permit processing system that coordinates the efforts of overlapping jurisdictions (i.e., federal, state, local) to avoid duplicative reviews and unnecessary time delays.	X								177
A1.12	Continue to refine the City's permit data management system and ensure that it is coordinated with other City departments and Jefferson County (i.e., Jefferson County Assessor's Office).	X								74, 189, 253
A1.13	Monitor and assess the effectiveness of the goals, policies, and implementation steps of this element through the Planning Commission.	X								74
A1.14	Revise and consolidate regulations and permitting processes to foster predictability and remove uncertainty for builders and lenders.	X								177
A1.15	Consider requiring pocket parks in higher density residential developments within certain proximity to family housing units as supporting family safety	X	X	X		X		X	X	458
A1.16	Consider simplifying use tables in the Development Regulations to only show prohibited uses	X				X				64, 115
A2	Amend the Comprehensive Plan's Land Use Map to:	X								
A2.01	Encourage the provision of affordable housing by	X	X							3, 58, 59, 65, 67, 193, 476

	designating more land area for higher density housing.									
A2.02	Preserve small lot character of pre-platted Port Townsend and future home opportunities for infill, adopt codes that discourage consolidation of pre-platted lots for detached single family homes unless required for critical area protection or another beneficial public purpose.	X	X							3, 63, 66, 70, 266
A2.03	Change certain land use designations in response to demand and need from residential to mixed use, commercial, or manufacturing to expand Port Townsend's tax and employment base.	X	X				X			3, 56, 64, 93, 96, 123, 124, 128, 129, 130, 132, 135
A2.04	Rezone areas near public facilities and services, commercial services, arterials, and jobs for higher density residential use.	X	X							56, 57, 62, 67, 93, 132, 146, 229, 457
A2.05	Review and consolidate park and public infrastructure zones.	X						X		1, 2
A2.06	Rezone 12th & Hancock Park from R-IV to P/OS. Fix zoning at Larry Scott Trailhead to P/OS. Fix other zoning discrepancies between the PROS Plan and zoning map.	X						X		1, 2
A2.07	Identify future P/OS consistent with Cappy's Trails future park boundaries in the PROS plan.	X						X		470. 473, 474

A3	Review and, if necessary, amend the development regulations to:	X								
A3.01	Ensure implementation of the Comprehensive Plan goals and policies.	X								1, 55
A3.02	Permit new agricultural use in low-density residential districts where infrastructure is limited and not planned for extension for housing purposes.	X			X	X				8, 489, 490, 512, 516,
A3.03	Permit greater variety of housing types in residential districts, effectively increasing residential intensity.	X	X							59, 65, 75, 77, 78
A3.04	Encourage dedication of public open space in residential subdivisions consistent with the PROS Plan.	X						X		5, 59, 61, 361
A3.05	Detail process for plat alterations, replats, and plat vacations in Chapter 18. Plat vacation criteria must demonstrate that public use and interest is served for achieving the goals of the Comprehensive Plan while addressing plat integrity that may impact adjoining property owners.	X								100, 199, 259, 260, 262, 263, 271
A3.06	Eliminate code allowing the creation of new Planned Unit Developments.	X								77, 215, 230
A3.07	Create a Development Agreement Code.	X								1, 63, 68, 79, 245, 265, 273, 287, 356, 369, 457, 458
A3.08	Amend the subdivision code to clarify review processes for predictability	X								176, 179, 180, 181

	and housing layout in absence of PUD process.									
A3.09	Amend the subdivision code for consistency with state law on lot splitting requirements.	X								63
A3.10	Consider adoption of a dark skies ordinance.	X								211
A3.11	Consider new code allowance for minimal height increase with minor variance.	X								3, 135
A3.12	Define the extent of the Gateway Corridor.	X								98, 210, 407, 408, 430
A3.13	Define the extent and use of the Forest Corridor.	X								100, 101, 104
A3.14	Require performance bonds for reclamation activities prior to a permit approval for mineral resource extraction sites.	X								5, 6
A3.16	Integrate impervious surface reductions into development regulations that exempt off-street parking requirements..]	X								18, 23
A3.17	Develop standards for narrow streets with and without on-street parking.	X		X	X	X				31, 69, 146, 180, 213, 223, 244, 265
A3.18	Develop performance standards to ensure that home occupations maintain welcoming character of neighborhood for residents.	X	X				X			64

A3.19	Establish minimum and maximum housing densities for residential districts and minimum densities for multi-family residential districts, with a variety of densities for residential areas to accommodate a variety of lifestyles and income levels.	X	X							3, 58, 59, 75, 132, 229, 303, 304
A3.20	Review, and if necessary, revise development regulations to ensure that manufacturing development will be designed, built, landscaped, and operated in a manner that maintains the value and desirability of surrounding lands.	X					X			107, 108, 110, 114, 115, 117, 118, 401
A3.21	Modify existing criteria and standards to address the compatibility of new commercial, manufacturing, and multi-family development; to fit with neighborhood character; and to create more pedestrian friendly development.	X					X			107, 108, 110, 114, 115, 117, 118, 401
A3.22	Simplify subdivision and zoning regulations and subarea plans to allow variety in terms of size and composition of the mixed-use centers, depending upon location, access, the development pattern character of surrounding neighborhoods, local desires, and market opportunities.	X								56, 64, 96, 123, 124, 126, 128, 129, 132, 135, 226, 438

A3.23	Update implementing regulations that encourage developers to provide leasable spaces that will be desired by a wide variety of small businesses.	X					X			64, 95, 96, 97, 115, 123, 128, 130, 426, 432
A3.24	Adopt standards requiring commercial spaces to be at least 15, but not more than 75, feet deep (unless a project has a specific large tenant).	X					X			96, 98, 130
A3.25	Devise standards to ensure that commercial spaces can be divided into relatively small increments for multiple tenants (e.g., the ground floor level of buildings should have bays or modules that allow for tenant spaces - each with its own entrance).	X					X			123, ,126, 137, 400, 429, 431, 432
A3.26	Develop implementing standards encouraging common wall construction within mixed use centers.	X								56, 96, 127, 128, 129, 132, 135, 136
A3.27	Maintain and update flexible usable open space standards for mixed use centers.	X						X		94, 123, 127, 146, 226
A3.28	Establish guidelines for awnings and canopies to help protect pedestrians from the weather	X								97, 99, 195, 217, 433, 458, 487
A3.29	Update design review process and standards to maximize administrative (Type I and II) approvals without design review boards outside of the historic district.	X								68, 176, 177, 178, 187, 413
A3.30	Update guidelines for large windows and kick plates.	X								97, 99, 195, 217, 433, 458, 487

A3.31	Establish guidelines to enhance ground level expression.	X								97, 99, 195, 217, 433, 458, 487
A3.32	Establish guidelines to allow small-scale businesses to extend part way into the sidewalk (e.g., with elements like chairs and small tables, umbrellas, flower pots, etc.).	X					X			97, 99, 195, 217, 433, 458, 487
A3.33	Develop incentives that promote the adaptive reuse and preservation of historic buildings (e.g., use of the upper floors of downtown historic buildings). Ensure that incentives provide reductions in regulatory requirements such as parking, in exchange for desired public benefits.	X								21, 45, 80, 114, 180, 244, 245, 246, 248, 249, 251, 422, 429
A3.34	Develop and implement standards that encourage innovative housing design while promoting compatibility with existing neighborhoods (e.g., standards for zero lot line development and design standards for multi-family and attached single-family developments).	X	X							60, 63, 66, 77, 79, 89, 182
A3.35	Include within the comprehensive land use plan and zoning code mixed use zones to encourage a co-mingling of residential and commercial uses in certain, select areas.	X	X				X			56, 64, 93, 96, 123, 124, 126, 127, 128, 129, 130, 131, 132, 135, 136, 226, 438

A3.36	Allow group homes in all residential zones in the community. Implement zoning standards that ensure that the size of a group home (i.e., number of residents and staff) is compatible with zoned densities and available transportation and services.	X	X							91
A3.37	Require on-site lighting to be hooded and shielded so that it is directed to the project site and to minimize glare onto public streets and adjacent properties.	X								211, 510
A3.38	Reserved									
A3.39	Require street-level pedestrian uses in buildings in commercial, office, or mixed-use centers with bus routes and nearby bus facilities to stimulate activity and interest.	X			X					99, 197, 231
A3.40	Establish standards within the Port Townsend Municipal Code that ensure that new telecommunications infrastructure within the National Register Historic District will be designed and located to minimize adverse aesthetic impacts.	X								314, 316, 320, 400, 414, 431, 433, 480
A3.41	Develop or update franchise agreements with eligible franchise utility entities to address relocation, urban forestry, undergrounding, and general right of way use.	X			X					101, 159, 208, 266, 313, 316

A3.42	Explore updating the City's subdivision code to encourage all new residential and mixed-use developments to install underground utility infrastructure for electricity and telecommunications. Emphasize areas in Jefferson County's Wildfire Protection Plan Areas of Concern and coastal zones to reduce wildfire ignition sources and mitigate windstorm damage.	X			X					101, 159, 208, 266, 313, 316
A4	Establish objectives, standards, and processes for neighborhood mixed-use centers planning by:	X					X			
A4.01	Establishing a mixed-use PUD overlay designation or Development Agreement code or subarea plan to allow discrete areas to be treated differently and more flexibly than allowed under ordinary zoning standards.	X	X	X				X		1, 63, 68, 79, 245, 265, 273, 287, 356, 369, 457, 458
A4.02	Implementing design guidelines for mixed use center development to establish essential principles benefiting prospective tenants as well as surrounding neighborhoods.	X	X				X			96, 123, 124, 126, 127, 128, 129, 130, 131, 132, 135, 136, 226, 450
A4.03	Establishing design guidelines to deal specifically with first floor development in mixed-use structures to accomplish the objectives of design quality and viable commercial exposure.	X	X				X			96, 128, 129, 130, 132, 136

A4.04	Initiating a pilot subarea planning process for at least one neighborhood mixed-use center.	X								96, 123, 124, 125, 128, 136, 146, 217, 151, 210, 354
A4.05	Establishing minimum first-floor height standards to permit a variety of uses along street frontages.	X	X				X			80, 99, 426
A4.06	Determining the scale, intensity, and type of non-residential uses permitted in neighborhood mixed-use centers.	X	X				X			93, 94, 96, 123, 126, 130, 131, 226
A4.07	Confirming the locations and extents of existing and planned neighborhood mixed-use centers	X	X				X			56, 93, 96, 124, 125, 128, 136, 146,
A4.08	Establishing guidelines encouraging the provision of pedestrian friendly signage within mixed use centers.	X	X				X			97, 99, 195, 206, 217, 226, 433, 458, 487
A5	Update Parks, Recreation, and Open Space Plans and practices by:							X		
A5.01	Developing a land acquisition strategy	X				X		X		5, 61, 62, 149, 217, 257, 269, 359, 361, 441, 443, 444, 453, 457, 458, 484
A5.02	Developing and implementing nonregulatory and regulatory means for acquiring and developing the open space and trails network, especially in the Cappy's Trails designated preservation area.	X				X		X		5, 61, 62, 149, 217, 228, 257, 258, 259, 269, 359, 361, 441, 443, 444, 445, 446, 447, 450, 451, 452, 453, 457, 458, 471, 472, 473, 484, 504
A5.03	Supporting property tax deferral programs to promote the retention of valuable open space land in an undeveloped state					X		X		5, 6, 103, 259, 414, 457, 458

	(i.e., the Open Space Taxation Act, Chapter 84.34 RCW).									
A5.04	Designating and retaining wetlands, drainage corridors and other areas that provide essential habitat for priority plant or wildlife species as passive open space. Sites that the City should consider acquiring include, but are not limited to:									
a.	Winona Wetlands;									
b.	Howard Street Wetlands and Drainage Corridor;									
c.	50th Street Wetlands and Drainage Corridor; and									
d.	Hastings/25th Street Wetlands and Drainage Corridor.	X						X		16, 17, 24, 33
A5.05	Adopting joint use agreements with the Port Townsend School District to increase cooperative management.	X				X		X		149, 450, 467
A5.06	Incorporating sustainable standards and best management practices into planning and design of new parks and rehabilitation of existing facilities	X				X		X		5, 277, 343
A5.07	Designating certain viewpoint street ends and, where appropriate, provide signs, benches, and safety barriers to encourage public use and to prevent encroachment from neighboring residents.	X				X		X		11, 260, 263
A6	Amend zoning and relevant City policy to make housing more	X	X							

	available for all income segments by:									
A6.01	Exploring financial tools to support funding housing that is affordable to people earning 80% of area median income or less	X	X			X				71, 72, 78, 187, 476
A6.02	Removing prohibitions on “lot by lot” manufactured homes. The intent of this policy is to recognize manufactured housing as a legitimate housing choice for Port Townsend Residents.	X	X							59, 65, 75, 77, 78
A6.03	Evaluating existing land use regulations and identify measures to increase the variety of affordable housing types throughout Port Townsend and increase base zoning to ensure these housing types can be built on existing lots. Examples of potential revisions include: smaller single-family lot sizes; more liberal allowance of single-family attached dwellings (i.e., single-lot duplexes, triplexes and fourplexes); increase residential height limits, increase multi-family density; zero lot line development; conversion of larger homes to multi-family units; smaller homes; and co-living micro-units.	X	X							3, 56, 57, 58, 59, 63, 65, 67, 68, 70, 75, 77, 78, 79, 129, 132,
A6.04	Considering transitioning from a maximum lot size to a minimum lot size to achieve densities planned for residential zones.	X	X							3

A6.05	Implementing a pre-approved stock plan program that increases permitting efficiency and permit fees.	X	X			X				58, 60, 68, 177, 178, 187
A6.06	Increasing impervious surface limits if a project is consistent with the stormwater management manual.	X	X							13, 16, 34
A6.07	Relaxing glazing and roof pitch standards inconsistent with ANSI required for Tiny Houses on Wheels.	X	X							69, 180
A6.08	Reducing setbacks in residential zones to maintain safety and facilitate housing development.	X	X							3, 59, 135, 209
A6.09	Clarifying abutting and vs contiguous definitions.	X	X							59
A6.10	Consider s Simplifying lot area definition by replacing with direction that gross lot area is used to calculate density.	X	X							3, 59
A6.11	Amending the definition of "Dwelling, single-family detached" to clarify that the City is not, except as provided in state law for short term rentals or occupant load per square foot, regulating the number of unrelated persons that occupy a household or dwelling unit.	X	X							3, 59, 189
A6.12	Strengthening existing tourist home review criteria to ensure units remain in residential use using tools such as Notice to Title.	X	X							59

A6.13	Consider amending short term rental regulations to liberalize use allowance for five years to pay for construction.	X	X							59
A6.14	Prioritizing Affordable Housing Sales Tax Funds through Housing Fund Board.	X	X			X				59, 71, 72
A6.15	Clarifying design review requirements for multifamily projects and consider not requiring multifamily design review in some zones.	X	X							66, 129, 132, 230, 413
A6.16	Considering establishing an attainable housing in lieu fee and fee waiver process.	X	X			X				68, 71, 72, 292, 296, 311
A6.17	Considering revising policies relating to city fee waivers such that city investment can support offsetting infrastructure development and fee waivers for mixed-income developments.	X	X			X				68, 71, 72, 292, 296, 311
A6.18	Consider revising policies related to City fee waivers such that city investment can support offsetting infrastructure development and fee waivers for first-time homebuyers as identified through service provider partners.	X	X			X				68, 71, 72, 292, 296, 311
A6.19	Considering establishment of a deed restriction monitoring system to ensure projects receiving attainable housing fee waivers remain affordable.	X	X			X				78, 80, 429
A6.20	Revising bulk/density/dimensional standards to allow duplexes outright in low	X	X							3, 58, 69, 70

	density zones as suggested by the Adequate Provisions Analysis.									
A6.21	Modifying multifamily use limits so uses are allowed outright in R-II zone.	X	X							3, 58, 65, 66, 69
A6.22	Periodically reviewing zoning to ensure there is sufficient land zoned for moderate density housing.	X	X							1, 2, 3, 58, 67, 135, 181
A6.23	Periodically updating an inventory of surplus public lands that may be suitable to nonprofit housing providers for affordable housing. Consider affordable housing needs and opportunities associated with inventoried surplus public lands before disposing of them. Per the Adequate Provisions Analysis, there are few large parcels available for infill development, making the prioritization of city-owned land for these developments more important.	X	X			X				65, 67, 476
A6.24	Use affordable housing surplus inventory to actively participate in securing developers for multifamily development to meet current and future housing needs, starting with Evans Vista Master Plan.	X	X			X				59, 70, 71
A6.25	Reviewing emergency housing and shelter regulations to prevent different standards for these uses compared to general housing developments	X	X							87, 488, 495

A6.26	Considering allowing office or support service space for emergency and permanent supportive housing in all zones.	X	X							87, 488, 495
A6.27	Considering expanding the Multifamily Tax Exemption Program to allow community housing builders and other groups that are not nonprofits to participate	X	X			X				68, 70, 71, 72, 85
A6.28	Consider providing technical support for interested landowners who may want to develop ADUs or infill housing on their property.	X	X			X				60, 70, 182, 189
A6.29	Consider limiting property tax obligations for Community Land Trusts and Limited Equity Cooperatives by supporting and working with local assessors to ensure that these properties are assessed at resale restricted rates.	X	X			X				59, 68, 70
A6.30	Offer regulatory incentives, such as increases in allowable density, for housing developments committing to permanent affordability	X	X							59, 63, 68, 79, 129, 132, 181
A6.31	Identify method of tracking or measuring units of privately owned below-market-rate housing affordable and available to low-income populations.	X	X			X				74, 187, 189
A6.32	Follow and support Jefferson County and Port Townsend's Joint 5-Year Homelessness Plan	X	X							71, 138, 174

A6.33	When providing for a range of housing opportunities, especially for low- and moderate-income households, recognize that these critical needs will require significant public intervention through funding, collaboration and jurisdictional action.	X	X			X	X			189, 190
A6.33	Consider, in cooperation with housing partners, alternative organizational structures that may improve our ability to meet affordable housing goals	X	X							71, 72, 78, 85, 87, 89
A6.34	Reserved									
A6.35	Reserved									79, 82, 84, 85, 89, 190
A6.36	Coordinate with Jefferson County to provide a regional economic development strategy that integrates "fair share" housing supply policies with economic growth.		X				X			92, 376, 377, 404
A6.37	Implement the City's Engineering Design Standards infrastructure tiering strategy. Prioritize the provision of capital facilities, services, and utilities to support infill, mixed use centers, and high-density areas within the urban growth tiers.	X			X	X				56, 57, 58, 61, 73, 146, 216, 247, 266, 304, 307, 355, 479
A6.38	Explore creating inclusionary housing policies similar to Sammamish's policy for Inclusionary Affordable Housing.	X	X							59, 63, 68, 71, 72, 78, 79, 129, 132, 187

A6.39	Partner with Jefferson County to seek state authorization for a dedicated housing fund, potentially through an expanded Real Estate Excise Tax (REET) similar to San Juan County's model. Dedicated advocacy and coordination from City leaders with Jefferson County would be required to establish a similar 'Home Fund'.	X	X			X				71, 72, 83, 87, 88, 89
A6.40	Advocate to state legislature on innovative affordable housing solutions, such as the need to seek pathways to securing land for community control. The City of San Francisco's Community Opportunity to Purchase Act is a model to consider for conveying existing multifamily housing into affordable housing ownership, or any land within the city that could be developed into a multifamily project.	X	X			X				77, 89, 182
A7	Enact standards and guidelines to enhance the appearance and function of Port Townsend's commercial districts by:	X					X			
A7.01	Identifying opportunities for infill or redevelopment in commercial areas. Work with the development community to identify and construct streetscape or infrastructure improvements (e.g., wider sidewalks, landscaping, benches) needed to achieve commercial or mixed-use development in appropriate locations.	X				X	X			3, 118, 146, 194, 210, 266, 303, 380, 408

A7.02	Amending the zoning ordinance to require safe, direct, and convenient pedestrian access to commercial and public building entrances from sidewalks and parking lots.	X		X			X			97, 99, 195, 217, 224, 226, 433, 458, 487
A7.03	Adopting a food truck ordinance and permit process.	X					X			379, 396, 404, 405, 410, 411, 431, 433
A7.04	Considering removal of formula retail code restrictions for hotel uses to encourage economic development.	X					X			95, 137, 406, 407, 408, 409
A7.05	Updating sign regulations to be consistent with case law, streamlining conflicting requirements, defining commercial signage, and enhancing business visibility.	X								176
A8	Examine and enhance the transportation system by:	X		X		X				
A8.01	Identifying existing undeveloped rights of way, utility corridors, and drainage corridors for use in developing the trails system. Design trails in a manner that allows the corridors to function as urban wildlife corridors.	X		X		X				217, 228, 258, 259, 445, 446, 450, 471, 504
A8.02	Requiring walkways, bikeways, and trails where appropriate in planned unit development (PUD), subdivisions and plat approvals, including safe routes for children who walk to school.	X		X						62, 197, 216, 217, 218, 219, 222, 487
A8.03	Developing educational programs that promote awareness of the safe route to school. The Police			X		X				222

	Department and School District should provide "hands-on" training for the safe use of bikeways and pathways, as well as vehicular, bicycle, and pedestrian traffic controls such as stop signs, signals, and crossing guards.								
A8.04	Designating certain right-of-way corridors for bicycle, pedestrian, and local use only.			X		X			206, 215, 216, 217, 219, 220, 221, 222, 223, 224, 225, 226, 227, 235, 246, 261, 487
A8.05	Develop a program for neighborhood traffic calming and traffic control based on the fundamentals of education, enforcement, and engineering. Apply a hierarchy of responses based on the severity of the traffic problem.			X		X			213, 216, 267, 487
A8.06	In coordination with Jefferson Transit Authority, establishing standards within development regulations that identify when transit-supportive improvements (e.g., pull outs, shelters, and appropriate pedestrian access to transit facilities) will be required for new commercial, residential, and public facility stops along established or planned transit routes.	X		X		X			99, 107, 195, 197, 215, 219, 225, 230, 231, 235, 236, 255
A8.07	Adopting and updating as necessary a clearly defined and consistent policy describing which existing transportation facilities are maintained by the City.			X		X			5, 161, 199, 228, 259, 260, 262, 265, 271, 504

A8.08	Adopting and implementing codes and engineering design standards to effectuate the PT Sustainable Street Plan (Street Circulation Map), the Active Transportation Plan, and cost-effective maintenance.			X		X				31, 99, 103, 127, 161, 211, 215, 216, 217, 224, 256, 257, 258, 453, 473, 486
A8.09	Creating infill development incentive programs to help fund the improvement of streets and trails shown on the PT Sustainable Streets Plan (street circulation map).	X		X		X				118, 146, 194, 266
A9	Develop, adopt and maintain new street design standards and layout guidance which:	X		X		X				
A9.01	Where appropriate, incorporate planting strips vegetated and stormwater swales with adequate width for appropriate vegetation, including street trees as an integral part of street construction or reconstruction.	X		X		X				15, 16, 17, 27, 31, 32, 111, 161, 180, 266, 268, 359, 360
A9.02	Develop standards for safe and attractive conditions for bicyclists and pedestrians on arterials and collectors.			X		X				57, 97, 215, 218
A9.03	For local access streets for new development, reflect a reasonable balance between initial expense and long-term operations and maintenance costs, provide for accessibility for all users, and safely accommodate:									
a.	Stormwater management and other utilities;									

b.	Neighborhood motor vehicle traffic;									
c.	Parking;									
d.	Emergency and service vehicles;									
e.	Pedestrians;									
f.	Bicycles;									
g.	Mail boxes;									
h.	Garbage and recycling services;									
i.	Public transportation access;									
j.	Street lights; and									
k.	Street trees.	X		X		X				31, 214, 215, 230
A9.04	Develop standards for "narrow streets" to help enhance safety, and to minimize the amount of paved area to reduce construction costs, storm water runoff, and heat buildup. Local street standards should reflect a balance between safety, efficiency, maintenance, and promoting Port Townsends past	X		X		X				99, 181, 215, 224,

	application of small streets.								
A9.05	Follow PT Sustainable Streets Plan (Streets Circulation Map) to encourage local access and residential traffic only on local streets to minimize traffic noise, congestion, and hazards to pedestrians. Discourage through access for motorized traffic by traffic calming and/or by not requiring certain sections of streets to be developed to motor vehicles using a broken grid.	X		X		X			99, 181, 266,
A9.06	Provide standards for safe and convenient pedestrian and bicycle use on public street rights-of-way, consistent with the street classification.	X		X					211, 216, 217, 222, 228, 428
A9.07	Establish design standards for pedestrian walkway widths, types, and materials to accommodate varying levels of pedestrian traffic and to ensure that streets are "pedestrian friendly" depending upon the district in which the use occurs.	X		X		X			228, 487
A9.08	Establish criteria for permitting new drive-thru access.	X		X		X	X		131
A10	Consider and participate in a transportation demand management strategy by:	X		X		X			
A10.01	Developing the codes and programs for a TDM program with involvement of Jefferson Transit and the private sector.	X		X		X			200, 265

A10.02	Developing a TDM Implementation Plan that includes, at a minimum, the following strategies:									
a.	Parking management programs for the Commercial Historic District and new developments that provide incentives for encouraging park-and-ride use and non-motorized travel;									
b.	Transportation management and support services to enhance transit use;									
c.	Demand management regulation to create an environment in which arterials and collectors can operate more efficiently;									
d.	Monitoring and program evaluation to assess the success of various strategies and to determine how well each program is achieving its target goals;									
e.	Study and encouragement of telecommuting as a TDM strategy; and									
f.	Development and implementation of a comprehensive public education and community involvement program aimed at more efficient use of the City's transportation system and long-term changes in travel behavior that will minimize the need for road building programs.	X		X		X				18, 21, 45, 200, 245, 246, 248, 249, 251, 265, 337, 438
A10.03	Developing a comprehensive Transportation Demand Management (TDM) program and other	X		X		X				18, 21, 45, 200, 245, 246, 248, 249, 251, 265, 337, 438

	incentives to improve the efficient use of the transportation system and to achieve Port Townsend's land use objectives.									
A11	Develop, update, and implement parking requirements that encourage new development and the adaptive reuse of historic structures, limit the construction of new impervious surfaces, and provide for parking needs of residents and employees by:	X	X	X	X	X	X		X	
A11.01	Developing flexible parking regulations that limit the amount of impervious surface used for parking.	X	X	X	X				X	18, 23
A11.02	Developing code to eliminate mandated off-street parking requirements for new commercial development while maximizing street parking.	X		X		X				21, 45, 244, 245, 246, 248, 249, 251, 252
A11.03	Updating the 2004 Parking Management Plan that addresses short-term and long-term parking needs in the Commercial Historic District and other commercial areas for both residential and commercial uses.	X		X		X				21, 45, 244, 245, 246, 248, 249, 251
A11.04	Developing parking lot design standards that assure pedestrian friendly parking facilities by providing protected pedestrian links between parking facilities and employment and other service centers, arterials,	X		X		X				97, 99, 217, 224, 226, 230, 433, 458, 487

	transit facilities, and green space.								
A12	Implement the Active Transportation Plan by:			X		X			
A12.01	Developing a coordinated sign program that provides a user-friendly guide to the location of trails.			X		X			217, 228, 257, 258, 261, 271, 443, 445, 446, 447, 450, 451, 452, 453, 471, 486, 487
A12.02	Prohibiting the use of off-road vehicles on public trails designated in the Non-Motorized Active Transportation Plan.			X		X			216, 217, 223, 226, 487
A12.03	Developing and adopt standards for trails and shared facilities that addresses conflicts between different types of trail users (e.g., pedestrians, bicyclists, and equestrians).	X		X		X			258, 465, 487
A12.04	Developing a Sidewalk Repair and Construction Program to improve ADA and connected routes, such as: Investigate a Point of Sale Program Establish systematic inspection program for repairs (RCW35.70) Establish systematic inspection program for construction of new sidewalk (RCW35.70)			X		X			217, 236, 267, 487
A13	Engage in corridor planning to enhance the appearance and function of Sims Way, Discovery Road and SR 20 by:	X				X			

A13.01	Requiring – as depicted on the land use map – a 50 to 100 foot open space buffer along Sims Way (i.e., SR 20) from the City limits to 400 feet west of Howard Street to preserve the forest corridor and to provide a visual buffer between the roadway and new residential, commercial, and manufacturing development.	X								98, 100, 101, 104, 210, 247, 407, 408, 430
A14	Review utility and capital facility plans and policy to ensure consistency with the comprehensive plan by:				X	X				
A14.01	Establishing boundaries for the out-of-City service area that are based on the need to balance current service obligations with known limitations in the carrying capacity for the water resources available to the City. The City Council may adjust boundaries on an interim basis if an emergency exists.				X	X				274, 279, 282, 295, 357
A14.02	Regularly updating, and implementing, the City's Water System Plan, and monitoring the effectiveness of the City's water system.				X	X				145, 154, 274, 278, 281, 291, 357, 378
A14.03	Updating the Emergency Water Shortage Response Plan as required to ensure that the essential needs of City water customers are met and that available water is distributed equitably. Give priority to the basic public health needs of all customers in				X	X				154, 274, 278, 281, 291, 357

	the case of a severe water shortage.									
A14.04	Maintaining water system standards, approval process, and acceptance standards such that water system improvements are owned and operated by the City following construction.				X	X				145, 154, 272, 273, 274, 288
A14.05	Organizing and participating in water education programs and developing and distributing materials to inform residents and property owners about water system issues and concerns. Emphasize public health, water conservation, and watershed protection as essential elements of the education program.				X	X				25, 338
A14.06	Working with Port Townsend Paper Company to establish standard of care for maintenance consistent with industry standards and investment strategies to maintain reliability of the system over the long term.				X	X				280
A14.07	Updating the City's Water System Plan consistent with the goals and policies of this Comprehensive Plan.				X	X				145, 154, 274, 278, 281, 291, 357, 378
A14.08	Implementing the policies of the WRIA 17 Watershed Management Plan and Detailed Implementation Plan or other plans adopted by the City Council in the development of the CWSP.				X	X				154, 274, 278, 281, 291, 357

A14.09	Cooperating with the US Forest Service to protect and enhance the water quality of the Big and Little Quilcene Rivers. Regularly update the Watershed Management Plan, which serves as a guide to protect river resources. Update Special Use Agreement in 2029.	X			X	X				284,338,495,505
A14.10	Instituting measures to promote conservation (e.g., conservation incentives, water rate structures, City programs, and programs developed in cooperation with other agencies)				X	X				186,283,285,352,403,499,500,505
A14.11	Examining opportunities for water reuse and recycling as an approach to reducing water supply demands.				X	X				163,277,283
A14.12	Approving new service connections under the following circumstances: When sufficient water quantity and pressure exist to meet minimum design and construction standards in effect at the time of development; or When the necessary improvements are scheduled within the six-year Capital Facilities Plan (CFP); or. When development is proposed in an area where existing water system levels of service are below standard and no improvements are scheduled in the CFP, allow the project applicant to provide needed system enhancements to allow development to proceed.				X	X				145,288

A14.13	Pursuing water conservation and reduction of inflow and infiltration to reduce waste flows, minimizing future facility costs and environmental impacts.				X	X				17, 19, 145, 147, 297, 357,
A14.14	Developing wastewater collection system maintenance program including inspection of sewer lines at least once every 10 years and proactive rehabilitation of failed pipes through slip lining or CIPP when appropriate.				X	X				147, 277, 301, 304, 311, 357
A14.15	Proactively maintaining staffing through apprentice programs and providing coverage for critical operations of the wastewater treatment plant.				X	X				147, 297, 492
A14.16	Requiring that manufacturing uses provide pre-treatment of effluent discharges to the wastewater system in compliance with discharge standards. Consider the use of differential wastewater utility charges, based upon the impact of the land use				X	X				19, 145, 147, 297, 301, 312, 351, 360, 362
A14.17	Establishing and maintaining standards for wastewater collection and treatment facility design consistent with the Department of Ecology Criteria for sewage works design and the most up to date industry best available science and as outlined in the General Sewer Plan Chapter 5, with standards for low pressure sewer	X	X		X	X				147, 297, 301, 305, 307

	systems for limited use in hard-to-serve areas.									
A14.18	Developing a master plan to identify locations where low pressure sewers are allowed.				X	X				147, 307
A14.19	Updating the General Sewer Plan every 5 years and ensuring the Plan is consistent with the Comprehensive Plan.				X	X				147, 307
A14.20	Updating the Stormwater Management Plan regularly and ensure it is consistent with the Comprehensive Plan				X	X				13, 15, 16, 17, 27, 31, 165, 180, 262, 359
A14.21	Replacing tiering system with a density and infill driven incentive system to improve sewer system rate base. Focus investments on high density locations such as nodes and multifamily residential zones.	X			X	X				96, 118, 130, 132, 146, 303
A14.22	Separating the water and sewer combined utility into respective funds to promote self-supporting utilities.				X	X				290, 309
A14.23	Regularly review and, if needed, update the Stormwater Management Plan	X			X	X				13, 15, 16, 17, 27, 31, 165, 180, 262, 359
A14.24	Regularly review and, if needed, update solid waste management plans.				X	X				340, 341, 344, 345, 346, 346, 348, 349, 350, 378
A14.25	Demonstrate leadership in climate action by systematically improving the energy performance and carbon footprint of public buildings, transitioning to low-			X	X	X			X	39, 44, 47, 459, 508, 509, 515

	emission municipal fleets, and aligning public infrastructure investments with long-term sustainability, cost-effectiveness, and resilience goals. Support these efforts by enforcing Port Townsend Municipal Code Chapter 10.08, established by City Ordinance 3292, which limits unnecessary vehicle idling to no more than three minutes, reducing emissions and promoting cleaner air.								
A15	Review and refine fiscal management practices to balance revenues and expenses in providing services by:					X			
A15.01	Setting City-wide standards for park and recreational facility maintenance and the unit costs to achieve those standards.					X		X	269, 365
A15.01	Establishing an ongoing six-year Capital Improvement Plan (CIP) for parks and recreation facilities.					X		X	269, 365, 452, 486
A15.02	Investigating establishing a set of impact and/or mitigation fees that fairly contribute to the construction and upgrading of parks.					X		X	365, 366, 452, 486
A15.03	Establishing fees and charges that recover utility costs related to development.					X		X	365, 452, 486
A15.04	Fill new positions in the Department of Planning and Community Development when permit volumes or staffing levels					X		X	181, 280, 290, 363. 365, 367

	require change, consistent with RCW 36.70B.160(1)(e), contingent on increased permit revenue and pursuant to the approved City budget.								
A15.05	Developing and implementing an adequate maintenance schedule for all facilities, and place highest priority upon upgrading aging parts of the system.					X		X	175
A15.06	Identifying revenue sources necessary for wastewater system related materials, projects, facilities, personnel, and maintenance and operation of equipment.					X			365, 367
A15.07	Establishing fees and charges to recover stormwater utility costs related to development and, where feasible, allocate costs to user classes to reflect the true cost to the utility.					X			37, 265, 268, 269, 365, 367
A15.08	Update permit review fees to pursue greater cost recovery for review services.					X			365, 367
A15.09	Comply with the State NDPES permit system for surface water discharges.	X				X			16, 17, 19, 31, 34
A16	Engage with partners to accomplish mutual objectives by:	X	X	X	X	X	X	X	
A16.01	Petitioning the Department of Natural Resources for lead agency status on all Forest Practice Applications (FPA) as timberlands within the City are "likely to convert"	X				X			5, 6, 7

	because of Port Townsend's status as an urban growth area (UGA).									
A16.02	Developing new and additional partnership/volunteer stewardship programs utilizing local service clubs and organizations.					X				6, 71, 228, 265, 380, 404, 412, 483, 495, 512,
A16.03	Determining, in cooperation with the EDC, Jefferson County, and the Port, the area's projected manufacturing land use needs and each entity's role in satisfying those needs. Cooperate with these entities to develop a coordinated strategy for manufacturing development in the area.					X	X			107, 108, 109, 110, 112, 115, 118, 153, 229, 373, 490
A16.04	Adopting a memorandum of understanding establishing a formal relationship and supporting the mission of the public housing authorities.		X			X				71, 72, 78, 190, 476
A16.05	Working with Jefferson County to jointly develop specific siting criteria and standards for essential public facilities. Elements of the siting criteria should include but not be limited to: Proximity to major transportation routes and essential infrastructure; Land use compatibility with the surrounding area; Potential environmental impacts; Effects on resource lands and critical areas; Proximity to urban growth areas;	X			X	X			X	138, 139, 140, 141, 142, 143, 144

	Public costs and benefits, including operations and maintenance; Current capacity and location of equivalent facilities; and The existence, within the community, of reasonable alternatives to the proposed activity.									
A17	Update and monitor economic development planning and strategy by:					X	X			
A17.01	Developing strategies to maximize sustainable tourism opportunities to help maintain existing industries and quality of life.						X		X	231, 380, 405, 410, 411, 412, 431, 490
A17.02	Developing and implementing a Comprehensive Cultural Tourism Plan.					X	X			231, 380, 405, 410, 411, 412, 431, 490
A17.03	In cooperation with downtown business owners and the Port Townsend Main Street Program, developing a parking management strategy to encourage turnover of customer spaces and to encourage long-term parking in areas outside the Downtown Commercial District (e.g. use of the Haines Place Park-and-Ride Lot and free downtown shuttle for employee parking).	X				X	X			21, 180, 225, 231, 233, 240, 245, 246, 248, 249, 252
A17.04	Working with the Port Townsend Main Street Program to coordinate training and educational opportunities tailored for Commercial Historic District retailers (e.g., customer service/host					X	X			376, 379, 413, 414, 417, 419, 432

	training, understanding the market, diversifying the mix, and window and retail display).									
A17.05	Assuring implementing regulations permit cottage industries within residential areas, consistent with the character of the surrounding neighborhood.	X				X	X			121
A18	Increase the level of climate change consideration in policymaking by:	X	X	X	X	X	X	X	X	
A18.01	Assessing the risks (e.g., increased incidence of drought, flooding, and sea level rise) and potential impacts on both City government operations and on the larger community due to climate change.	X	X	X	X	X		X	X	52, 54, 497, 511
A18.02	Adopting strategies for emissions reduction to inform policy and procedure updates on purchasing surplus.		X	X	X	X	X		X	39, 41, 44, 46, 47, 49, 50, 183, 508
A18.03	<u>Enhancing existing plans and regulations that reduce dependence on fossil fuels (e.g., P.T. Sustainable Streets Plan, promote appropriate land use patterns, densities, and parking requirements).</u>	X	X	X	X				X	45, 166
A18.04	<u>Exploring installation of distributed solar photovoltaic systems with battery storage at essential City facilities (e.g., City Hall, police station, wastewater treatment plant) to generate and store renewable energy on-site, ensuring backup power for critical</u>				X	X			X	162, 184, 507, 515, 517

	<u>operations during outages caused by storms, wildfire-related events, or reductions in hydroelectric power due to drought.</u>								
A18.05	Partnering with Jefferson County Public Utility District (PUD) to climate-proof local energy infrastructure by identifying priority grid upgrades, reinforcing vulnerable substations, and relocating or undergrounding lines in areas prone to saltwater intrusion, high winds, or wildfire risk.	X			X			X	323, 506, 514
A18.06	Considering requiring use of wildfire resistant building materials in Areas of Concern as mapped by the County Wildfire Prevention Plan.	X						X	473, 501, 502
A18.07	Exploring opportunities for achieving multiple resource benefits through wildfire fuel modification efforts in Areas of Concern.	X						X	473, 501, 502
A18.08	In Areas of Concern, coordinating with East Jefferson Fire District to develop education initiatives that focus on structure hardening and home ignition zone and include defensible space practices that can be implemented when lot size allows.	X						X	473, 501, 502
A18.09	Implementing fuel modification strategies aimed at reducing hazardous fuel load and enhancing fuel discontinuity. In the Quimper Wildlife Corridor, prohibiting new	X					X	X	473, 501, 502

	development to break fuel continuity while providing wetland, wildlife and recreational value.									
A18.10	Working with adjacent property owners to Sims Way and Cook Ave to maintain a roadside buffer and shaded fuel break. Modify fuel along roadway to reduce potential fire intensity and travel in event of evacuation. Adjust buffer width according to site-specific conditions, emphasizing treatments aimed at reducing ladder fuels and elevating canopy base height. The objective should be to reduce likelihood of fires “jumping” roads in the canopy, rather than fully removing roadside vegetation which would contradict other requirements. Roadside vegetative buffers may be maintained while also reducing fuel loads and canopy connection.	X						X	X	100, 101, 104, 473, 501, 502
A18.11	Analyzing climate risks when <u>designing and</u> prioritizing funding for capital projects.			X	X	X	X	X	X	52, 54, 494, 497
18.12	Analyze climate risks when developing City plans	X	X	X	X	X	X	X	X	52, 54, 473, 494, 495, 497, 511
A19	Program economic development activities to:					X	X			
A19.01	Study ways to develop local engineering/manufacturing capability, working with partners to provide curriculum recommendations to					X	X			383, 384, 385, 393

	Peninsula College to facilitate the community's vision (e.g., host a education institution offering a Associate's Degrees in engineering and natural resource management).									
A19.02	Convene a diversity of institutions such as Fort Worden Lifelong Learning Center, Peninsula College, and Washington Long Distance Learning to increase professional education and higher education opportunities.					X	X			381, 435, 436
A19.03	In conjunction with the establishment of a technical training/education center, examine the feasibility of attracting an on-campus research station to Port Townsend.					X	X			383, 384, 385, 393
AA19.04	Facilitate a formal process involving all Jefferson County School Districts, EDC, Jefferson County Chamber of Commerce, the Port Townsend Main Street Program, Washington State University Cooperative Extension, Western Washington University, Peninsula College, and the University of Washington to determine what opportunities and obstacles exist to attracting a <u>technical training and/or higher education institution</u> quality four-year college to Port Townsend.					X	X			383, 384, 385, 393
A19.05	Enlist the EDC to work with education partners in recruiting a <u>technical</u>					X	X			383, 384, 385, 393

	<u>training and/or higher education four-year educational institution to Port Townsend, potentially including bringing a Peninsula College campus back to Port Townsend.</u>									
A19.06	Research, identify, and offer appropriate incentives for businesses that provide "in-house" training and education to bolster employee skills.					X	X			393, 398
A19.07	<u>Collaborate with the Housing Fund Board and other similar agencies to create a City-supported program to install ductless heat pumps and/or provide portable cooling units for at-risk residents, prioritizing homes in aging housing stock, mobile home parks, and neighborhoods with limited tree canopy.</u>		X			X	X		X	44, 47, 185, 338, 339, 507, 510, 515
A19.08	<u>Incorporate health equity and climate vulnerability into the City's public health planning by supporting Health Impact Assessments efforts and using local data to prioritize interventions that address compounded risks among Port Townsend's most vulnerable.</u>	X							X	69, 181, 488, 489
A19.09	<u>Establish and maintain video and web conferencing infrastructure to support economic development</u>	X			X	X	X			314, 320, 399, 400, 438, 437

Abbreviations: PT Staff = Port Townsend Staff; PC = Port Townsend Planning Commission; CC = Port Townsend City Council; PRTTAB = Port Townsend Parks, Recreation, Trails, and Trees Advisory Board; CAC = Jefferson County Climate Action Committee.