

Rainier Street & Upper Sims Way  
**SUBAREA PLAN**  
Port Townsend, Washington

Prepared for: **THE CITY OF PORT TOWNSEND**  
Prepared by: **AHBL, INC. | Tacoma, Washington**





# artisan

1: a worker who practices a trade or handicraft: craftsman

2: a person or company that produces something in limited quantities often using traditional methods

# ACKNOWLEDGMENTS

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## Imagery

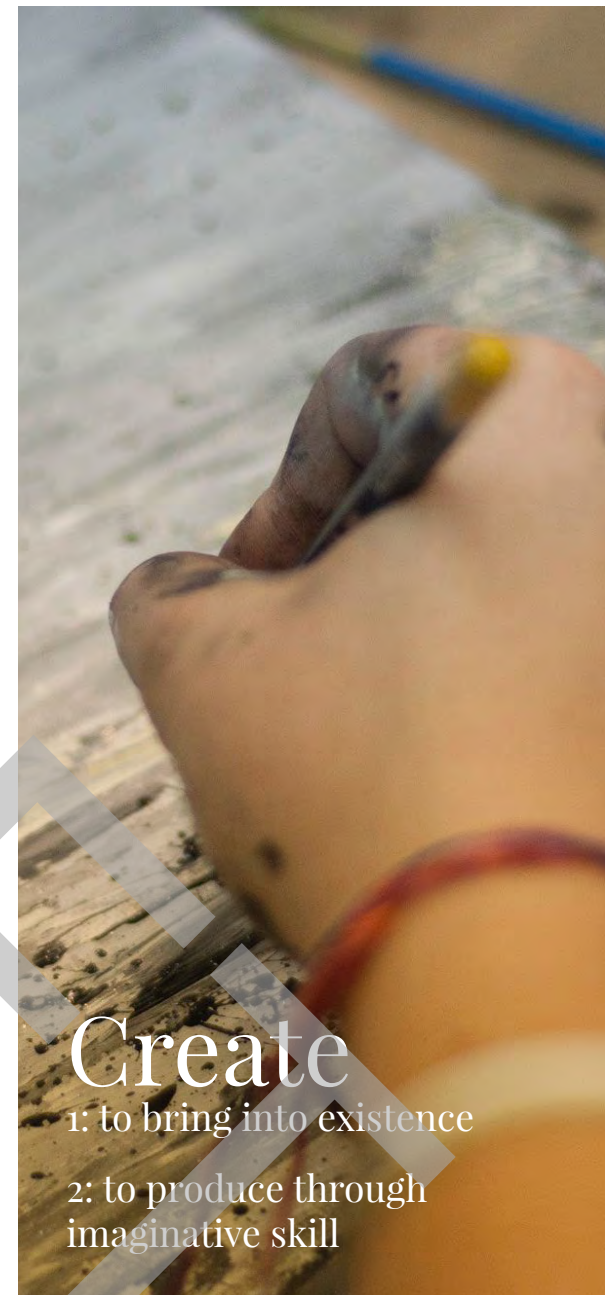
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**Create**  
 1: to bring into existence  
 2: to produce through imaginative skill

(Source: Pexels)

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# Executive Summary

# Project Overview & Summary

The City developed the Rainier Street & Upper Sims Way Subarea Plan to articulate the community’s vision for the development of an area that serves as a “gateway” to Port Townsend. The vision is to create a district that provides an economic hub of various artisan businesses, living wage jobs, affordable housing, and local services. The Subarea Plan explores alternatives and defines an implementation strategy for achieving this vision for its western gateway. The Plan draws upon community input, previous studies, and an analysis of existing assets to create a comprehensive growth and redevelopment strategy for the subarea.

The City undertook a year-long process to engage citizens, property owners, and city leaders to define a vision. The plan includes a description of the subarea planning process, findings, alternatives considered, and an implementation strategy that lays the groundwork for developing Port Townsend’s next great neighborhoods.

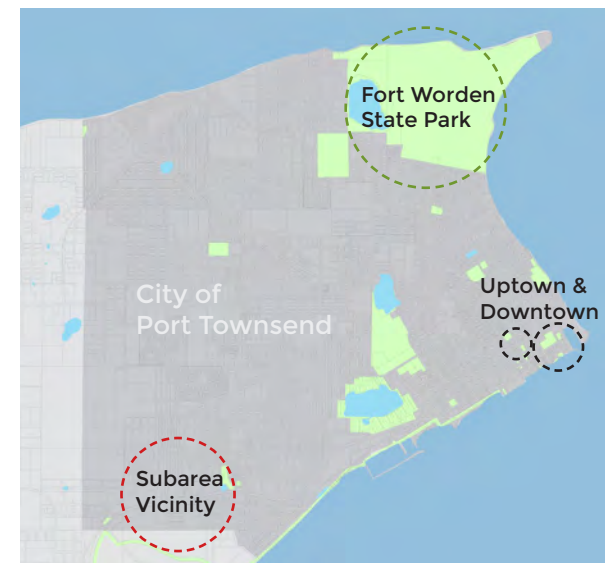
The Rainier Street & Upper Sims Way Subarea acts as the “gateway” to Port Townsend by land. Previously developed areas along Sims Way are ripe for redevelopment; whereas, the large vacant properties in the west are ready to be developed with new housing and employment opportunities. In 2018, the City completed the Rainier Street connection between Discovery Road and Sims Way. By taking a proactive role in completing this connection, the City has put forth significant investment which will pay dividends in enabling this corridor to grow as a new business district. This plan has been developed to ensure that this area grows and redevelops in a way that achieves the City’s vision.

## *Project Objectives*

Several specific objectives were identified as being necessary to ensure a holistic approach to neighborhood planning is undertaken, and to identify solutions to community concerns. These objectives include:

- **VISION AND ASSETS** – develop a plan that reflects the community’s vision (past and present) and incorporates the area’s existing assets.
- **COMMUNITY CHARACTER** – create a plan that reflects the community’s character in terms of culture, values, and aesthetics.
- **PLAN ORGANIZATION** – structure a plan that works well with other City policy documents, codes, and standards.
- **MEANINGFUL COMMUNITY ENGAGEMENT** – write a plan that responds to community input and provide opportunities for the public to participate in the process.
- **LOCAL OPPORTUNITIES** – develop a plan that promotes local employment and investment.
- **JOBS/HOUSING BALANCE** – establish a plan to diminish the imbalance between employment and housing.





**Vicinity & Location Map**



*Port Townsend Vineyards represents the growing artisan/craft industries in the subarea.*

**Subarea and Vicinity Development Areas**

# Subarea Plan and Strategy

## *Vision and Guiding Principles*

The vision for the subarea is to create a dynamic, vibrant, and authentic collection of districts that foster permanent, living-wage employment and housing within the City of Port Townsend. A key facet of this vision is embracing the City’s artisan and traditional craft industry as a means of fostering employment growth, economic development, and tourism. To facilitate this, the goals focus on establishing a flexible regulatory framework for redevelopment along Sims Way and the abutting neighborhoods. The goals contained within this Subarea Plan establish guidelines for urban design, character, and future uses for future neighborhoods that will develop within the subarea.

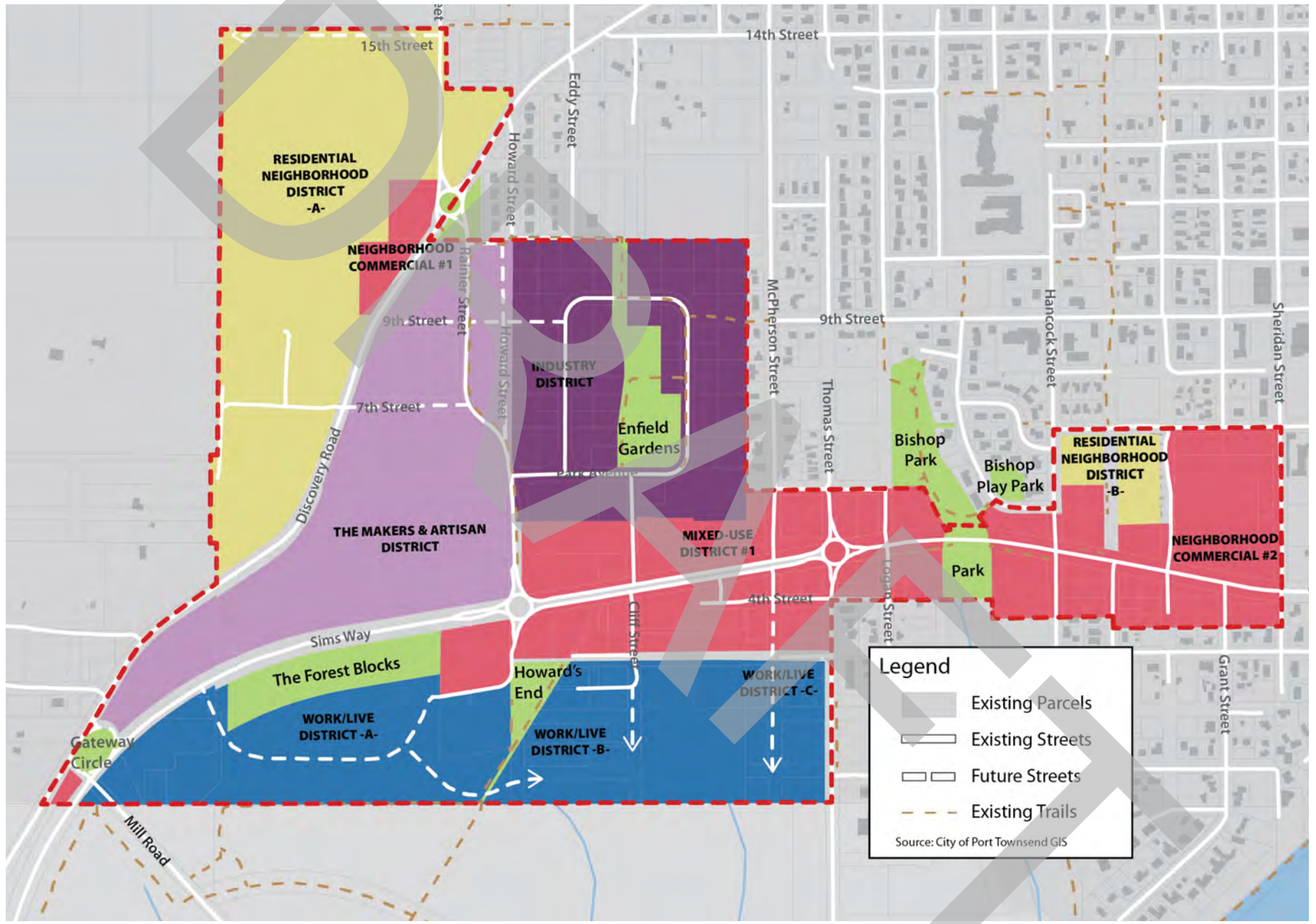
Six guiding principles were designed to keep the long-range strategy of the Subarea Plan aligned to the project vision. During the subarea planning process, these principles served as the foundation for exploring alternatives and strategies.

- I. CREATE OPPORTUNITIES FOR JOBS AND EMPLOYMENT**
- II. CREATE OPPORTUNITIES FOR A VARIETY OF HOUSING TYPES**
- III. CREATE AN INTERCONNECTED AND SAFE TRANSPORTATION NETWORK**
- IV. PROTECT AND ENHANCE NATURAL RESOURCES**
- V. PLAN FOR QUALITY AND VIBRANT URBAN DESIGN**
- VI. ALIGN REGULATORY CONTROLS WITH THE SUBAREA VISION**

## *Subarea Concept Plan*

The Subarea “Concept Plan” illustrates the spatial arrangement of the subarea’s future land uses, transportation facilities and improvements, open spaces, and utilities. The Concept Plan includes specific site elements to achieve the project vision and to align with the guiding principles. These concept elements include:

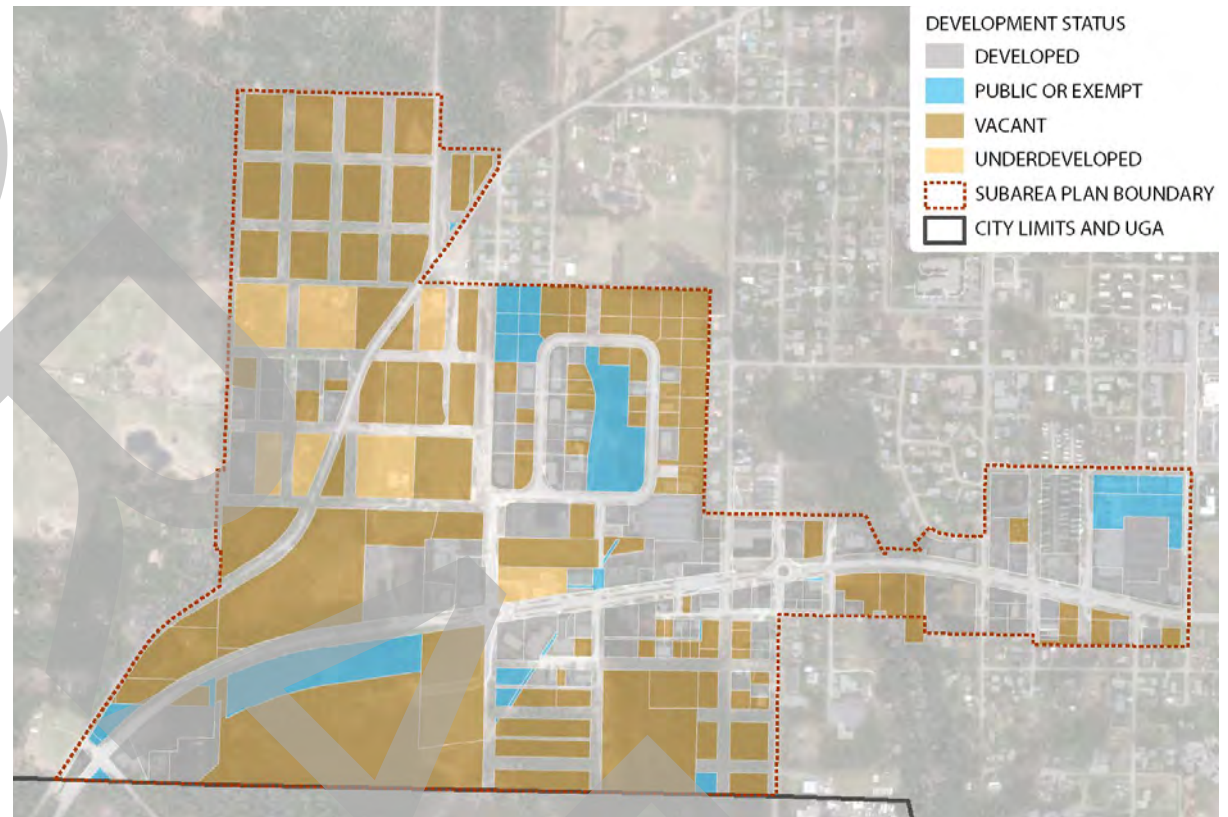
- **CHARACTER DISTRICTS:** designated areas planned to have common characteristics in terms of land uses, urban design, and overall character.
- **OPEN SPACE AREAS:** parks and open space areas intended for recreation and preservation.
- **PRIMARY STREETS:** primary streets within the subarea in the build-out scenario (proposed future streets are dashed, existing streets are solid).



Rainier Street & Upper Sims Way Subarea Concept Plan

## Land Capacity

The Rainier Street & Upper Sims Way Subarea totals approximately 175-acres of land exclusive of street rights-of-way. As of January 2018, approximately 28 percent of the subarea was already developed, 56 percent was vacant, nine percent was public or exempt, and six percent was partially vacant (has additional development potential). Within the subarea, approximately 109.7 acres are available to support new development (shown as brown and tan on the Land Capacity Map). There is also 49.4 acres of developed land with the potential to redevelop (mapped gray areas). Within the subarea, vacant and underutilized land provides an opportunity to meet much needed housing and employment needs within the City. Realization of this Subarea Plan will take time, and the approaches for redevelopment differ from those for vacant land. As such, the Subarea Plan includes separate land use strategies for vacant areas and redevelopment properties.



**Subarea Land Capacity Map (January 2018)**

<b>SUBAREA LAND CAPACITY TOTALS (as of January 2018)</b>			
DEVELOPMENT STATUS	Count of Parcels	Total Acres	Area Percentage
<b>DEVELOPED</b>	103	49.4	28%
<b>VACANT</b>	117	98.7	56%
<b>UNDERDEVELOPED</b>	7	11.0	9.5%
<b>PUBLIC OR EXEMPT</b>	32	15.7	6.5%
<b>TOTAL</b>	259	174.8	100%

(Source: ECONorthwest Market Analysis January 2018)



*Rainier Street extension / Construct future subarea streets with multimodal design elements.*

## *Catalyst Projects*

Catalyst projects will play an important role in the implementation of this Subarea Plan. The projects contained within this plan include capital investments to be made by the City through jointly funding efforts of public/private partnerships that will entice investors, residents, and employers to locate within the subarea. These projects are discussed in detail later in the Subarea Plan. The following provides a summary of the most prominent catalyst projects.

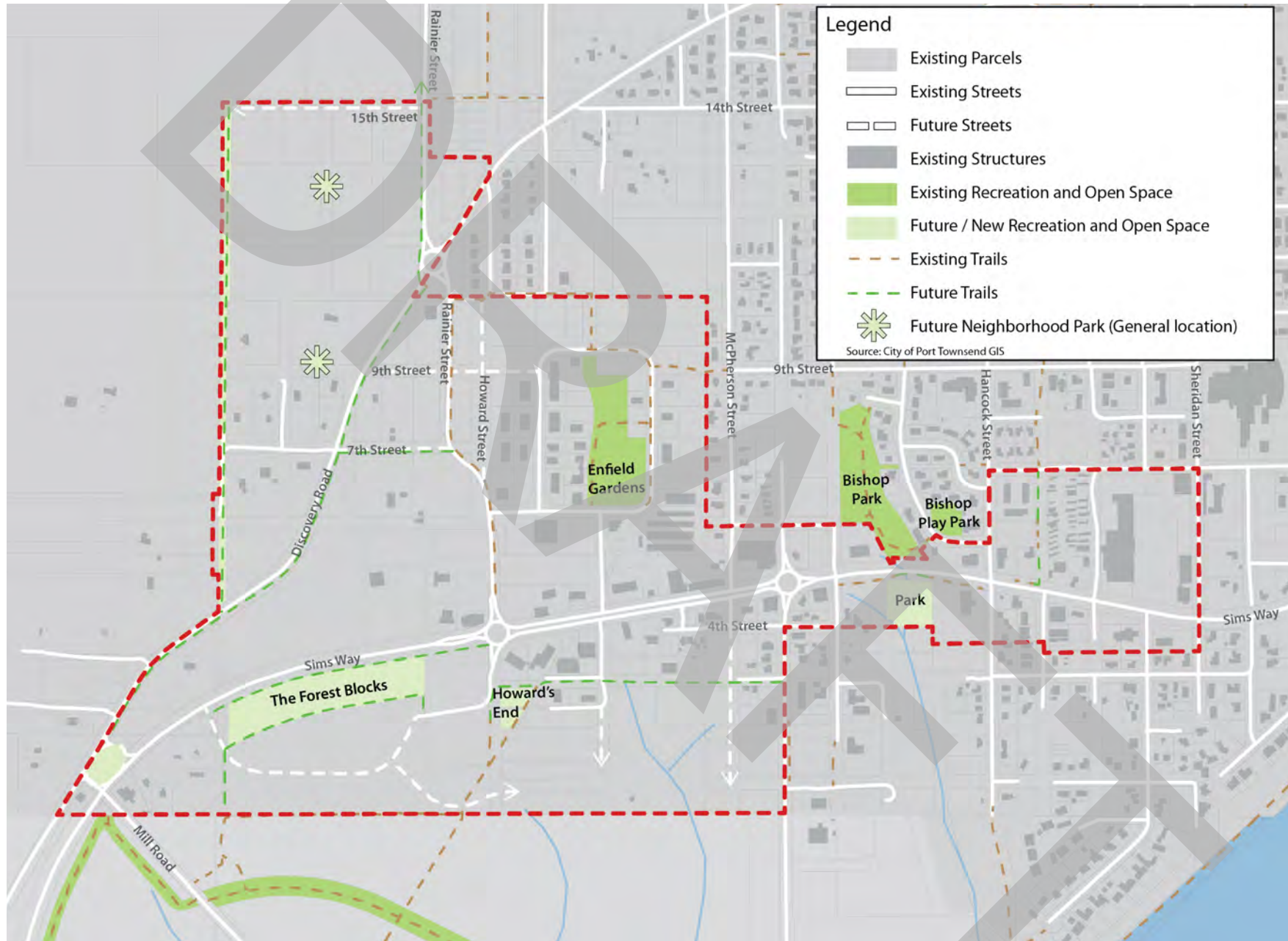
- **ADAPTIVE REUSE** – The Sims Way corridor has a significant stock of existing buildings and many are in good condition to support new uses. The catalyst projects focus on repurposing existing structures in the subarea and providing land use flexibility.
- **NEW STREETS & TRANSPORTATION FACILITIES** – The Plan calls for several new streets each with their own streetscape design character to serve the adjacent land uses. The catalyst projects include new district streets, trail/multi-use pathway expansions, and transit amenities.
- **RECREATION AND OPEN SPACE FACILITIES** – The subarea will include new parks and open space amenities on city-owned property and as part of new housing developments. The projects include the Gateway Circle, the Forest Blocks, trail expansions, and future neighborhood parks.
- **UTILITY INVESTMENT** – Future development will require cost-effective utility service extensions. The catalyst projects include fire flow improvements (water pressure), a new sewer pump station, and a regional stormwater facility.



*Repurpose existing buildings in the subarea for new uses.*



*Provide neighborhood parks concurrent with housing developments.*



**Future Recreation, Open Space, and Transportation Map** (this map illustrates existing and future facilities in the subarea)



# 1.0 Introduction

**1.1** Introduction

**1.2** Project Objectives

**1.3** Work Plan

# 1.1 - Introduction

With the completion of the Rainier Street extension, the City's gateway on Upper Sims Way is ripe to experience the investment long-envisioned for the area. New industry is emerging with a growing focus on craft trades. The City is in need of workforce housing and the area is poised to satisfy this demand. The Sims Way corridor is redeveloping and circulation has been enhanced with the completion of Rainier Street. There is an entrepreneurial spirit occurring within the area of the City and there is tremendous opportunity to leverage this energy into a well-coordinated plan for the community.

The City of Port Townsend is focused on reaffirming the community's vision and creating an implementation strategy for an emerging mixed-use community at its western gateway. The Rainier Street & Upper Sims Way Subarea Plan was created to articulate the community's vision, explore alternatives, and define an implementation strategy for this growing area. The plan is rooted in the community's desire to assist and encourage economic development that supports local trades, craft and manufacturing while achieving a jobs/housing balance with new development. The plan also carries forward past visioning from the 1993 Port Townsend Gateway Development Plan while providing a renewed vision and action plan.

The City of Port Townsend and its residents have long held a vision for the area as an employment hub with a beautiful, distinctive commercial corridor along Sims Way. This vision was described in the 1993 Gateway Development Plan. City Council approved the Port Townsend Business Park PUD in 1993. Recently, the 2016 Comprehensive Plan described the area as having the potential to support craft and light manufacturing and technologically-sophisticated and environmentally-friendly incubator spaces. Existing policy documents are somewhat dated or incomplete. Thus, this subarea plan provides a renewed vision and action plan for the subarea.

In the past 25 years, the area has experienced positive improvements that have brought businesses and investment to the subarea. Many of the streetscape elements identified in the 1993 Gateway Plan have been constructed. The area has a craft-industry focus; a winery, distillery, and brewery recently opened and a new creamery is in the planning stages. The recently constructed Rainier Street extension creates a new transportation link and opens opportunity for additional development. This growth and momentum has reached a critical juncture where the community must decide how the subarea will develop and how the City can support future investment.

The City's objective with this plan is to draw upon the community's vision, previous studies, and assessments to create a strategic plan that captures the City's aspirations for the area. This subarea plan represents a year-long process to engage citizens, property owners, and city leaders to define the future vision. This subarea plan establishes the process, the findings, the options, and strategy to develop Port Townsend's next great neighborhood.



Recently constructed Rainier Street (Source: GoogleEarth)





Upper Sims Way Streetscape



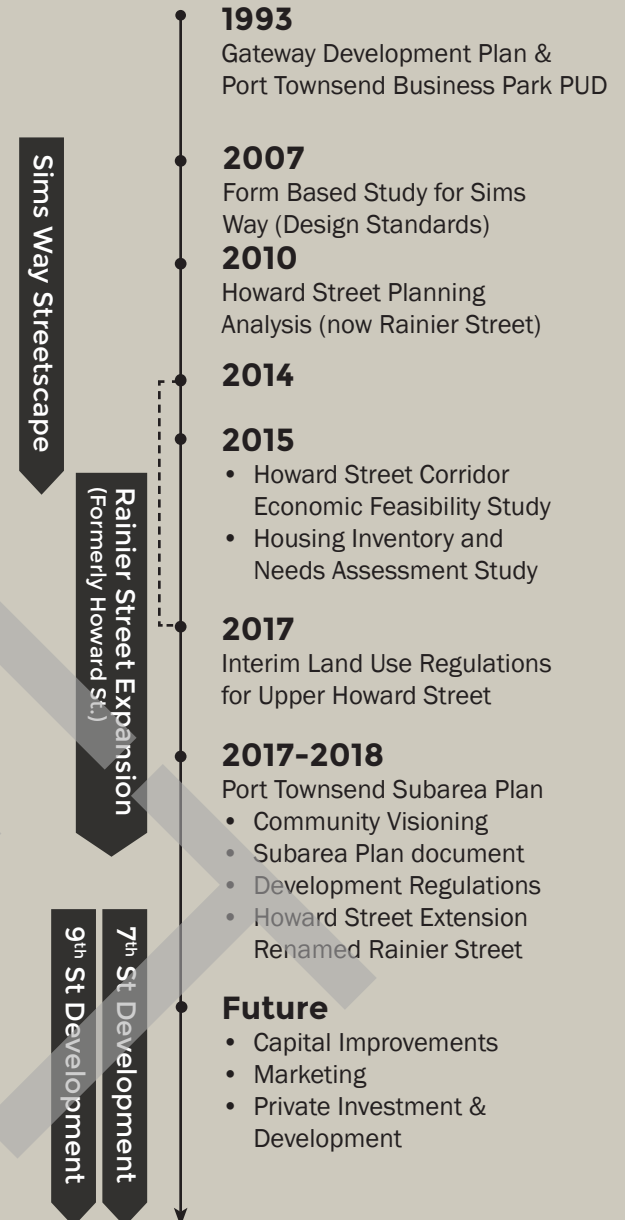
Port Townsend Vineyards



Figure 1. Subarea Boundaries and Vicinity

# Timeline

## OF PLANNING EFFORTS



# 1.2 - Project Objectives

The Rainier Street & Upper Sims Way Subarea has the potential to offer extensive opportunities for future employment, commerce, housing, and pedestrian and bicyclist connections to improve the quality of life for current residents and meet the demand of future populations. The intent of the Subarea Plan is to identify the subarea's strengths, weaknesses, and opportunities and to provide options and solutions for equitable and sustainable community growth. The idea of a new subarea was born out of a desire to create a plan that would guide the development of the area now that the City has completed the Rainier Street extension.

## *Project Objectives*

The Subarea Plan was created to address specific objectives to ensure a holistic approach to neighborhood planning and to identify solutions to initial community concerns. The following lists the initial project objectives that were identified prior to the project commencement.



### **VISION AND ASSETS**

The subarea has been a part of a long-term community vision, and infrastructure investment has been successfully implemented in the recent past. There is tremendous value in carrying forward these goals well into the future. It is vital to provide the community with the opportunity to reassess this past vision and affirm which aspects continue as part of this plan. The Comprehensive Plan calls for the City to “plan and provide capital improvements in the Gateway Corridor to attract new businesses and entrepreneurs, enhance existing businesses, and serve the retail needs of the community.” Just as important, existing assets should be identified and woven into the Subarea Plan.



### **COMMUNITY CHARACTER**

People choose to visit downtown Port Townsend to experience its quaint sense of place and community feeling. Many residents choose to live in Port Townsend for the opportunity to apply their creative talents as artists, craftspeople, writers, and builders. The gateway area is an important, albeit underutilized, area that can allow businesses to flourish. The area has the remarkable potential to knit together existing assets to form wonderful and captivating urban form that provides a place for residents to live and work.



### **PLAN ORGANIZATION**

The City assesses its success and effectiveness by completing specific objectives and capital improvements. The Subarea Plan is structured through a systematic implementation plan so that the City can track progress. Furthermore, portions of the study area overlap into the 1993 Gateway Plan. To ensure local understanding and efficient implementation, the Subarea Plan's policies and implementing regulations should be weaved into the City's existing Comprehensive Plan and land use controls. The resulting Subarea Plan should respond to this existing land use framework and provide solutions for a seamless transition.



### **MEANINGFUL COMMUNITY ENGAGEMENT**

The general public and the City have invested tremendous time in the previous planning processes in and around the study area. This Subarea Plan continued these conversations and proceeded as a collaborative process to define the future plan and choose the implementation elements that would lead to a success.



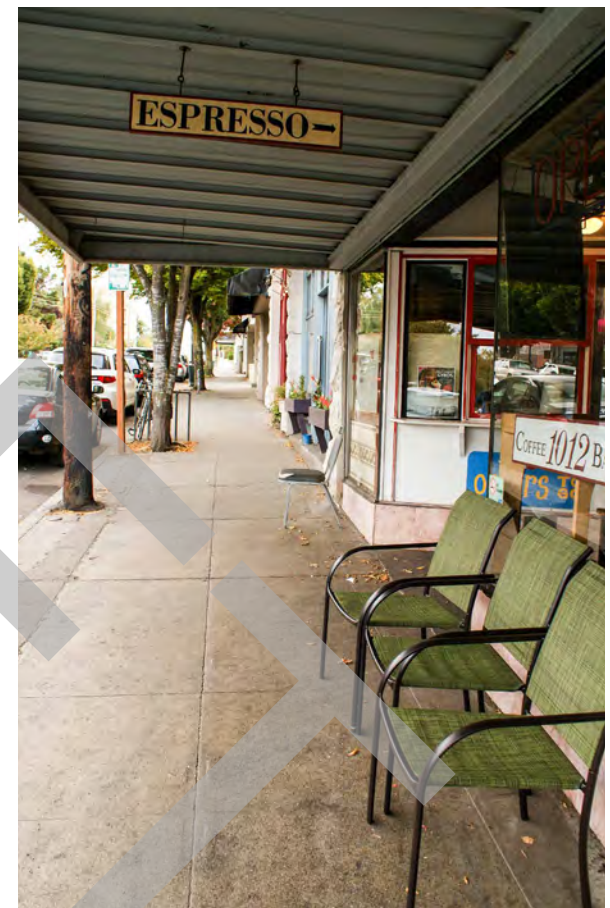
### **LOCAL OPPORTUNITIES**

The subarea is envisioned to provide economic and life-enrichment opportunities for the local population in terms of jobs, investment, and experience. This can be achieved by assessing the existing market clusters, determining local investment interest, and identifying the resources needed to nurture economic growth. The Subarea Plan should respond to market conditions while staying true to an authentic, local economy.



### **JOBS/HOUSING BALANCE**

The subarea is intended to help solve the imbalance between employment and housing. Presently, there is a growing demand for qualified professionals and tradespeople. However, there is short supply of moderately-priced housing. The community understands that its economic success is heavily dependent on its ability to provide quality housing. The Subarea Plan includes analysis of need versus supply. The plan is intended to expand residential opportunities and address barriers to housing development.



*Uptown District: walkable with local businesses.*

# 1.3 - Work Plan

The Rainier Street & Upper Sims Way Subarea Plan is the result of a planning process and documented vision for the area. The project followed a specific work plan to ensure a holistic and systematic approach to this community initiative. The work plan was followed to create a Subarea Plan that: (i) responds to the community's aspirations for the area, (ii) incorporates existing assets, (iii) ensures realistic implementation, and (iv) leads to the creation of a dynamic community district. It is important to highlight the project work plan so that future decision makers can understand the methods that were applied in creating the plan. The project work plan included the following tasks:

- **ENGAGEMENT:** The project created opportunities to engage the general public, property owners, and City leaders (City Council and Planning Commission) to define the desired components, character, and design for the subarea. Engagement was planned to focus on two groups: the general public to provide community preference and a set of stakeholders to provide more detailed assessment and recommendations. The recommendations and feedback obtained through engagement shaped the final plan and implementation strategy.
- **ANALYSIS:** The project was structured to review and analyze existing conditions to establish a baseline for planning and to plan for demographic change in the subarea. The analysis reviewed land use, the physical environment, utilities, transportation, trails and open space, demographics, and market conditions. The analysis also explored existing plans and regulations that will affect growth and development within the subarea.
- **CONCEPT PLANNING:** The project examined how land uses, transportation, and open space areas might develop within the subarea. Concept plans were created to translate the community's desires into a physical form for the subarea. Multiple alternatives were created so that project stakeholders could select amongst the most preferred elements. A concept plan was prepared that identified future land uses, open space areas, and potential transportation connections, and pedestrian-focused areas.
- **POLICY UPDATES:** This plan establishes renewed policy to guide future City action and regulation in the subarea. The plan's policies should be weaved into the City's Comprehensive Plan and capital improvement plans to ensure implementation.
- **DEVELOPMENT STANDARDS UPDATES:** The project resulted in new and revised development standards that are intended to enact land use controls to ensure the properties develop/redevelop according to the long-range vision. The project team worked within the existing City of Port Townsend zoning structure to incorporate new land use controls.
- **PLAN ADOPTION:** The work plan included the formal adoption of this Subarea Plan as an official policy document to guide future development and capital improvements. This process included several work sessions with the Planning Commission to help guide the plan components and refine the elements therein.



**2.0**

## Subarea Characteristics

**2.1** Overview

**2.2** Demographic Summary

**2.3** Market Context

# 2.1 - Overview

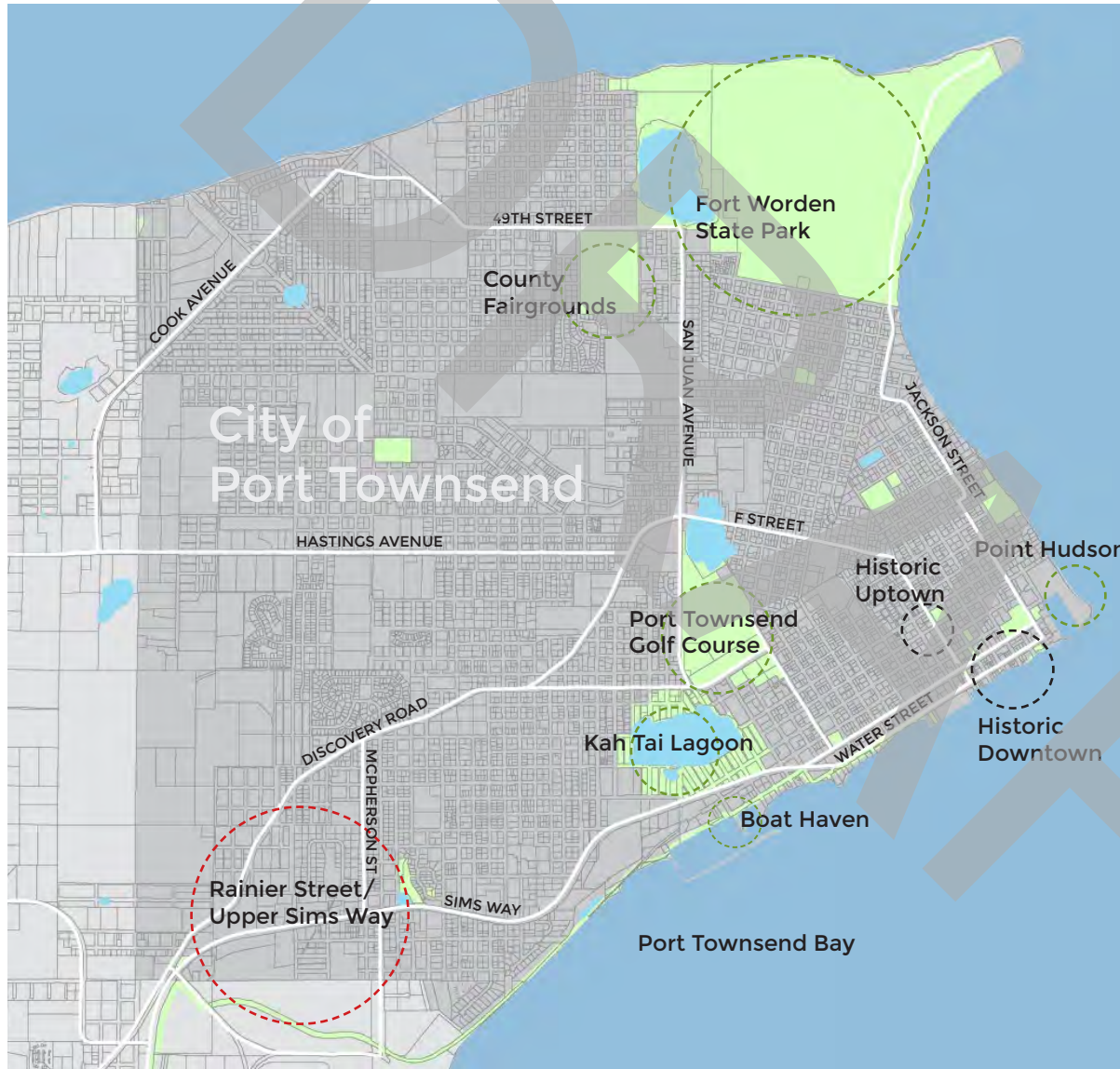
## *Port Townsend Context*

The City of Port Townsend was founded in 1851 and remains the only incorporated city in Jefferson County. The City is located approximately 40 miles northwest of the Seattle metropolitan region, at the northern tip of the Olympic Peninsula. The City is approximately 6.98 square miles and serves as the county seat for Jefferson County. Transportation access is limited due to the City's peninsular location. Highways 19 and 20 provide roadway access from the south. Washington State Ferry service provides vehicular and walk-on passenger service to and from Whidbey Island.

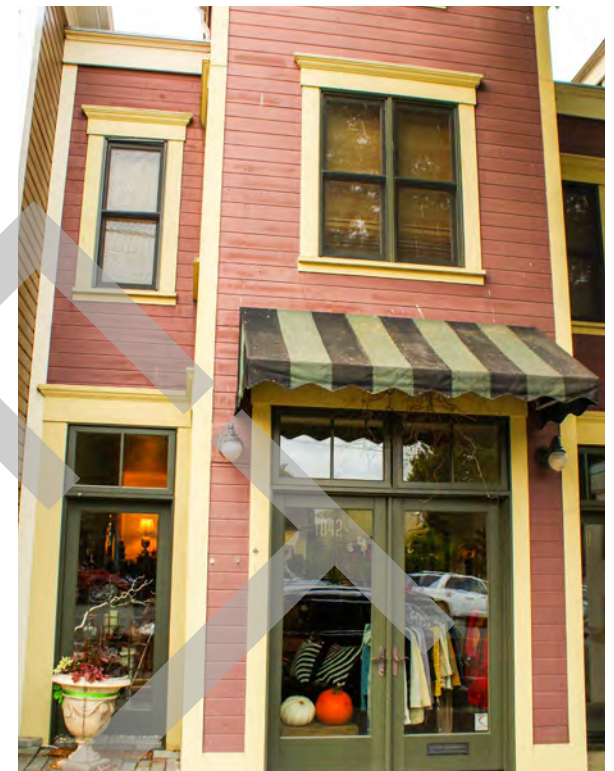
The City was founded and developed on a traditional street grid. The City and its environs were platted to follow this town pattern. As the city developed, the areas close to its center maintained this strong urban grid; whereas the pattern weakens in the outlying areas. Some platted rights-of-way have never been improved. Port Townsend has two main community nodes: Downtown which is located on the bay front and Uptown which rests atop the hill overlooking Downtown. Both districts follow traditional town planning urban design principles and possess a strong pedestrian environment. Residential neighborhoods and industry districts radiate out from these community nodes. Sims Way has developed over time with a mix of commercial, residential, and light industrial uses. Urban development is slowly stretching westward into underdeveloped land. It is important to realize Port Townsend's context and urban form when planning for an authentic mixed-use center at its western gateway.



Figure 2. Port Townsend State Vicinity Map



Port Townsend has compact, walkable neighborhoods.



Local retail shop in Port Townsend's Uptown District.

Figure 3. Port Townsend Context and Destinations Map



Natural forest areas (Source: Pexels)



Port Townsend Vineyards in the subarea.

## Subarea Context

The subarea is located in the southwestern portion of the City of Port Townsend. This location acts as “The Gateway” to the City and provides the first images of Port Townsend for tourists and the larger Jefferson County community. The following sections of this Subarea Plan will provide detailed description and analysis of the area’s features. The following paragraphs describe some of the key characteristics of the subarea that influenced the plan:



### NATURAL LANDSCAPE

The entrance into the subarea includes dense tree cover that is incorporated into an established tree buffer that is located on both sides of Sims Way and Discovery Road up to the 7th Street right-of-way. The areas that have not been developed are forested with deciduous and coniferous trees and shrubs. The portion of the subarea south of Sims Way has descending slopes with varying steepness. North of Sims Way is relatively flat. Three drainage corridors extend across the southern portions of the subarea in a north/south alignment which create barriers to overall connectivity.



### EXISTING LAND USES

The subarea has a wide range of existing land uses; the area has several development areas with a specific land use character. The developed areas along Sims Way are mostly commercial in nature and include a mix of retail, restaurant, and automobile services. The development between Rainier and Thomas Streets is mostly oriented close to the street to create a walkable shopping environment; whereas the rest of the corridor remains suburban highway commercial. The areas along Discovery Road still remain rural in character with larger residential homesteads. The Port Townsend Business Park is located central to the subarea and includes a variety of industry-oriented and office uses. In the past few years, the Business Park has experienced growth. The west central areas of the subarea are starting to develop with artisan businesses. A new winery has opened and a creamery is planned to the north. Several homes and small manufacturing businesses are peppered through the outlying areas.





### VEHICULAR NETWORK

The subarea includes three main roadway corridors: Sims Way (a Washington State route), Discovery Road, and Rainier Street. Sites not situated along these corridors are connected with smaller local streets and unimproved rights-of-way. Sims Way is mostly a two-lane principal arterial roadway. Sims Way was recently redesigned to include two roundabouts and streetscape improvements between Rainier and Thomas Streets. Rainier Street is a new two-lane collector street with cycle track linking Sims Way and Discovery Road. Discovery Road is a narrow two-lane minor arterial roadway. A cycle track is proposed along its east side. Local roadways interconnect surrounding neighborhoods and business enclaves.



### BICYCLIST AND PEDESTRIAN NETWORK

The subarea includes some bicycle and pedestrian facilities although there are several missing links within the area. Bicycle lanes exist along Sims Way and a cycle track is present along Rainier Street. A new cycle track is planned for Discovery Road. Sidewalks exist on both sides of Sims Way between Rainier and Sheridan Streets although there is a long sidewalk gap in the areas traversing the gulch. There are no sidewalks or designated bicycle lanes for the Sims Way segment leading into the City. Sidewalks line Rainier Street south of Discovery Road. Presently, there are no sidewalks along Discovery Road. Sidewalks are scarce on local streets. On many local streets, non-motorized travelers share the pavement with vehicles. There are a number of local trails that traverse or terminate in the subarea.



### CATALYST AREAS

The subarea has multiple sites and locations that have the potential to produce catalyst projects that will address community needs and influence future investment in the subarea. The northwest portions of the subarea are mostly vacant and are ripe for future residential neighborhoods, thus contributing to addressing the City's housing need. The internal blocks between Discovery Road and Sims Way have large spans of undeveloped land and are primed for commercial/industry businesses. Several properties along Sims Way are underdeveloped or have vacancies that provide opportunity for small-scale infill development. Finally, the subarea's southwest corner creates additional opportunity for catalyst development provided the land use mix is conducive to the area's topography and tree coverage.



*Businesses in Downtown Port Townsend create an active streetscape and oriented to pedestrians.*

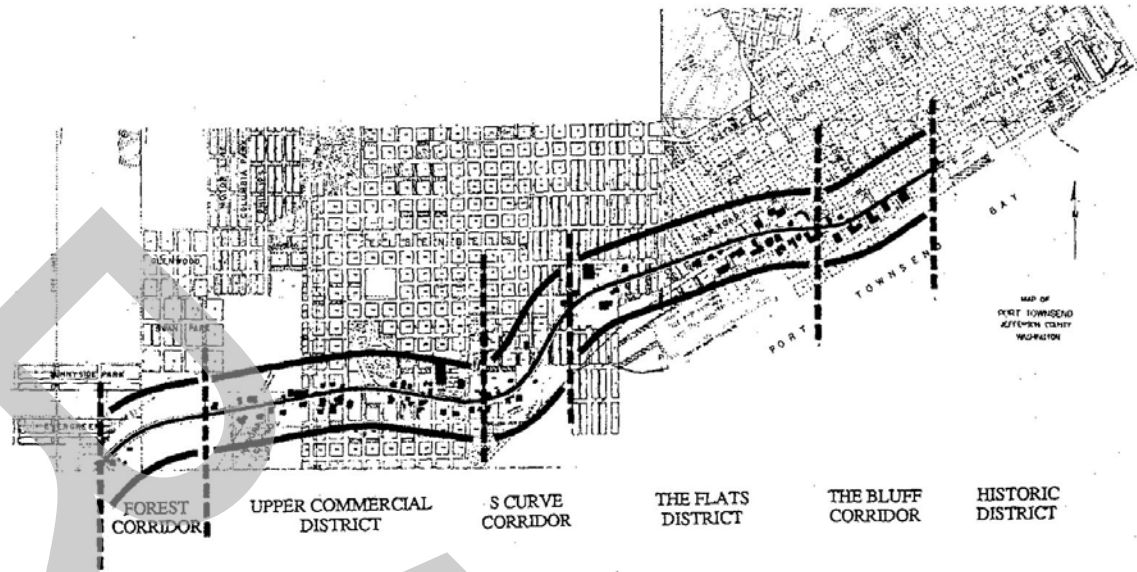


*New development sites along the Rainier Street extension.*

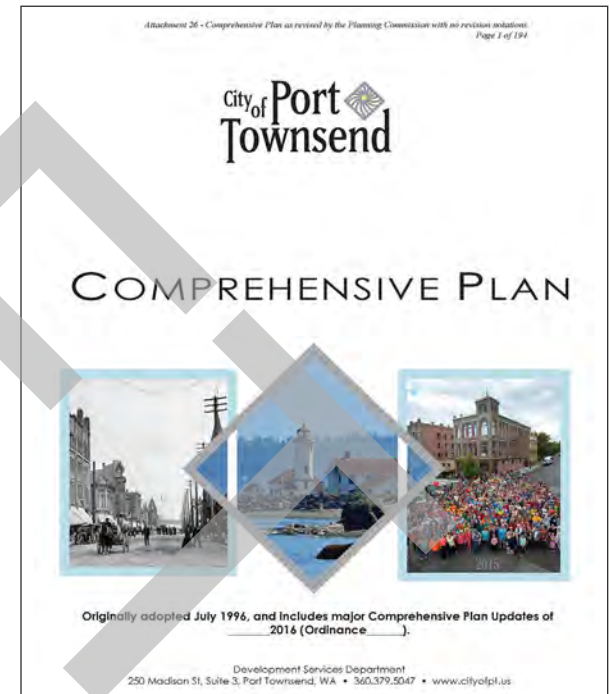
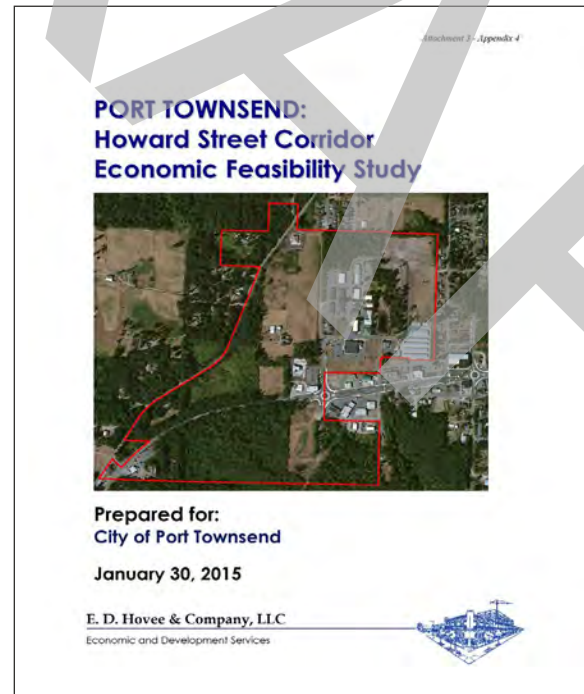
## Previous Planning Efforts

The general area, now defined as the Rainier Street & Upper Sims Way Subarea, has been known by many names over time. The subarea was first referenced as part of the larger Gateway Corridor in the Gateway Development Plan that has played a major role in defining the area from the 1980's to today. The City created the goal in the 2016 Comprehensive Plan of preparing the Howard Street Corridor Subarea Plan as a strategy to address the jobs lost during the recession. Due to the renaming of Howard Street to Rainier Street and the inclusion of Upper Sims Way, the subarea name was changed to Rainier Street & Upper Sims Way Subarea. The following plans/documents were instrumental in the previous area planning.

- **PORT TOWNSEND GATEWAY CONCEPT PLAN** (adopted 1988)
- **PORT TOWNSEND GATEWAY DEVELOPMENT PLAN** (adopted 1993)
- **PORT TOWNSEND: HOWARD STREET CORRIDOR ECONOMIC FEASIBILITY STUDY** (March, 2015)
- **CITY OF PORT TOWNSEND COMPREHENSIVE PLAN** (adopted 2016)
- **OTHER CAPITAL FACILITIES AND UTILITIES STUDIES**



Port Townsend Gateway Concept Plan (1988)/Gateway Development Plan (1993)



# 2.2 - Demographic Data

## Demographic Summary

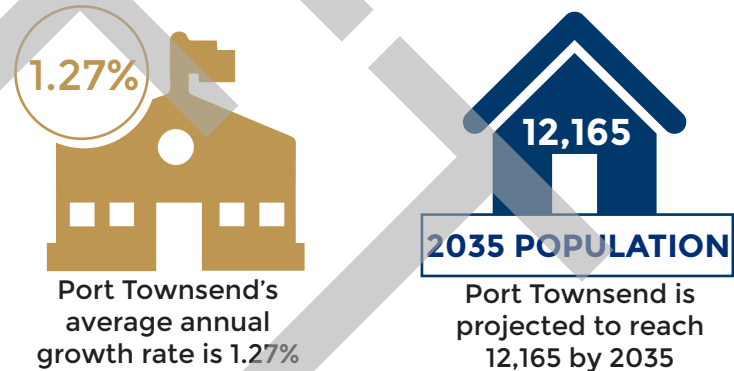
Port Townsend’s demographic and economic profile reflects an aging community with an economy that is focused on services, tourism, and government. With a median age of 56, the workforce is limited. Although the population is growing slowly and steadily, the need to retain and attract younger people and families is essential for long term economic growth. In addition, employment in the community is tied to lower wage job sectors, and local incomes have come to depend more on investment, retirement, and transfer payment sources as retirees move to Port Townsend.

## Population Growth

Due to being the only incorporated city within Jefferson County, the City of Port Townsend is a major economic engine in the region. As such, the population has been constantly growing since the 1990’s. Port Townsend’s population is estimated by the Office of Financial Management (OFM) to reach 12,165 by 2036. There are 2,665 more residents who currently reside in the community as of 2017. As the population grows, Port Townsend will face greater pressure to have quality housing, amenities, and well-paying jobs. The Rainier Street & Upper Sims Way Subarea can provide the land area to provide greater housing, economic investment, and unique amenities for the community.

As of 2015, more than 50% of the population of Port Townsend was 55 or older. Additionally, 20.9 % of the population was 24 years old or younger. While the age of the population greatly varies, one of the community greatest assets is the educational attainment of its residents. The percentage of Port Townsend residents with a high school diploma is 5.3% higher than the state average. The Port Townsend resident percentage holding a bachelor’s or higher degree is 13.2% greater than the state average. Not depicted in the data are the trade schools that are training the next generation of skilled craftspersons need in the city. The high number of college graduate coupled with the skilled-craftspersons make the City an ideal place for employers and entrepreneurs to start or grow a business.

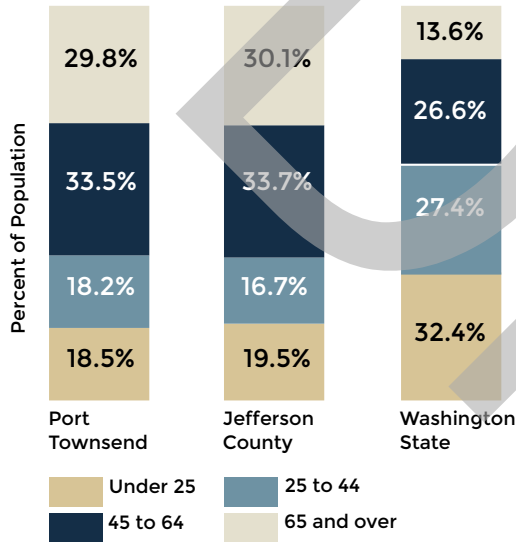
POPULATION GROWTH PROJECTION (2010-2036)				
Source: Washington Office of Financial Management				
	Population		Change (2000 - 2036)	
	2010	2036	Number	Projected Compound Annual Growth Rate
<b>Port Townsend</b>	9,113	12,165	3,052	1.27%
<b>Jefferson County (total)</b>	29,872	38,349	8,477	0.97%
<b>Washington State</b>	6,724,540	8,966,953	2,272,413	1.27%



Source: OFM And ECONorthwest Market Analysis Jan. 2018

### Population Distribution by Age (2011-2015)

Source: US Census Bureau, 2011-2015



## Age Characteristics

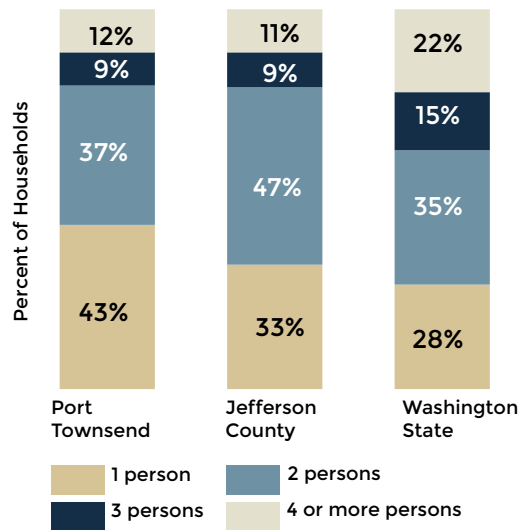
Port Townsend has an older population than most places in Washington State. The median age of residents in Port Townsend is 56. The median age in Jefferson County is also about the same at 55 years. The median age for the entire State of Washington however is 37. The largest age cohort in Port Townsend and Jefferson County are those 45 to 64 years old, whereas the largest age cohort in Washington is 25 years and younger. Port Townsend has the smallest share of people aged 25 and younger.

## Household Characteristics

Port Townsend has a smaller average household size than the State of Washington. The household make up in Port Townsend is different from the State of Washington average. Over 40 percent of Port Townsend households are one-person households as compared to 28 percent in the State. In Port Townsend, one- and two-person households combine to make up 80 percent of all households. Again, this is also significantly different from the State of Washington where only 63 percent of all households are one- or two-person households.

### Household Size (2011-2015)

Source: US Census Bureau, 2011-2015



## Income Characteristics

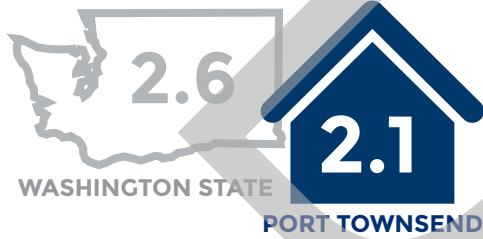
Port Townsend's median household income is less than that of Jefferson County and Washington State. Over the last decade and a half, incomes have not increased as much in Port Townsend as the other geographies. The median household income for Port Townsend is \$42,745 and below the median income for Washington State (\$61,062) and Jefferson County (\$49,279). Port Townsend only experienced a 24% increase in median household incomes from 2000 to 2015; as compared to Washington State at 33% and Jefferson County at 30%.

The majority of households in Port Townsend have a median income below \$50,000. In Port Townsend, a little over 57% of households have median incomes below \$50,000. In Jefferson County, nearly 51% of households have median incomes below \$50,000, compared with 41% in Washington State. Over 85% of Port Townsend households have incomes below \$100,000.

Port Townsend has a large population over 65, the typical age of retirement in the U.S. The income statistics may not capture the complete picture of household wealth in Port Townsend. It was confirmed through local interviews that retirees seeking to move out of other urban areas or purchase a second home in Port Townsend are a dominant force in the local economy. It is likely that income statistics, which appear low, do not fully reflect the purchasing power of the local population.

### Average Household Size

Source: ECONorthwest Market Analysis Jan. 2018



### Median Household Income

Source: ECONorthwest Market Analysis Jan. 2018



**\$42,745**

Port Townsend

**\$49,279**

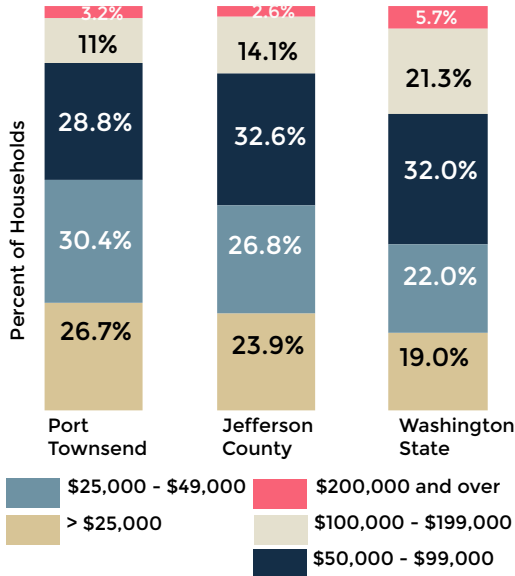
Jefferson County

**\$61,062**

Washington State

### Household Income (2011-2015)

Source: US Census Bureau, 2011-2015



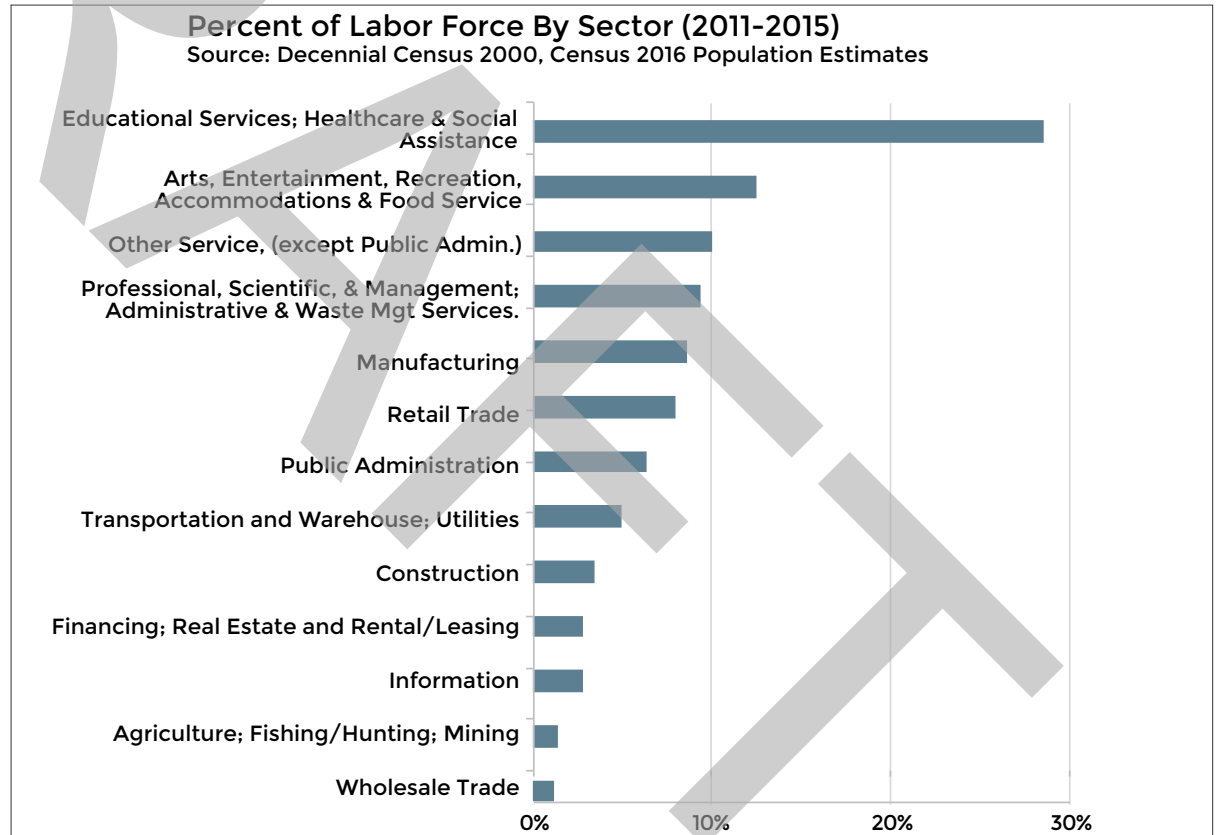
## Employment Characteristics

Port Townsend has a low labor participation rate. A little over 50 percent of the population is in the labor force. The State of Washington has a much higher labor participation rate—exceeding 64 percent. Only 51.4% of Port Townsend’s population over the age of 16 is in the labor force. Washington State has a significantly higher percentage of this population in the labor force at 64.4%. Educational, health care, and social assistance are the largest employment sectors in Port Townsend, Jefferson County, and Washington State. Arts, entertainment, accommodations and food service are also large employment sectors in Port Townsend.

Unemployment in Jefferson County remains high, and above Washington State levels. In general, Port Townsend’s economic performance tracks Jefferson County’s closely. Port Townsend usually leads Jefferson County slightly, so it could be expected that unemployment in Port Townsend would be slightly lower than in Jefferson County.

### Percent of Labor Force By Sector (2011-2015)

Source: Decennial Census 2000, Census 2016 Population Estimates



## 2.3 - Market Context

### *Economic Summary*

To provide a greater understanding of the economic profile for the subarea and the City of Port Townsend, a Market Analysis was completed in January 2018. The Market Analysis reviewed and analyzed the community profile, residential and commercial real estate markets, and land capacity. This summary breaks down the Market Analysis into two market categories: Housing and Commercial.

### *Housing Market*

#### **SINGLE-FAMILY HOUSING (ATTACHED AND DETACHED):**

Port Townsend single-family homes comprise 80% of all housing units in the City. The recent trends of single-family home development have new building permit activity at pre-recession levels. In addition, the housing vacancy rate has been declining the past 15 years to a current rate of 7.8%. This pattern suggests that it is becoming more difficult to find available housing. Property values have increased over the past six years to a median price above \$300,000. Overall, Port Townsend new residential construction is focused on single-family homes and many of these newly constructed homes are at the high end of the market. With a median household income of \$42,745, a \$300,000 home would likely be out of range for many Port Townsend residents. In the current market and with adequate infrastructure, single-family attached and detached units are likely feasible in the subarea if the sale price better aligns with median household incomes.

#### **MULTI-FAMILY HOUSING:**

Port Townsend multi-family homes make up 20% of all housing units in the City. Median monthly gross rent in Port Townsend is \$807, which is \$38 less than Jefferson County, and \$207 less than the state average. Rental housing demand is likely strongest at the workforce housing level – a rent level that may not support new multi-family construction. Outside of age-restricted co-housing development, there have been a small number of new, small-scale, multi-family building permits. There have been no traditional apartment buildings constructed in Port Townsend in recent times. Due to the lack of comparable projects in the City, the financing of traditional apartments is likely harder to achieve. Additionally, construction costs are likely higher than average due to the labor shortage. The public sector will need to consider how to support new multi-family housing production to address housing demand in a manner that responds to the local income levels. The City recently adopted a tax exemption program to incentivize new affordable housing projects. This program can lower the ad valorem property tax for eligible projects.

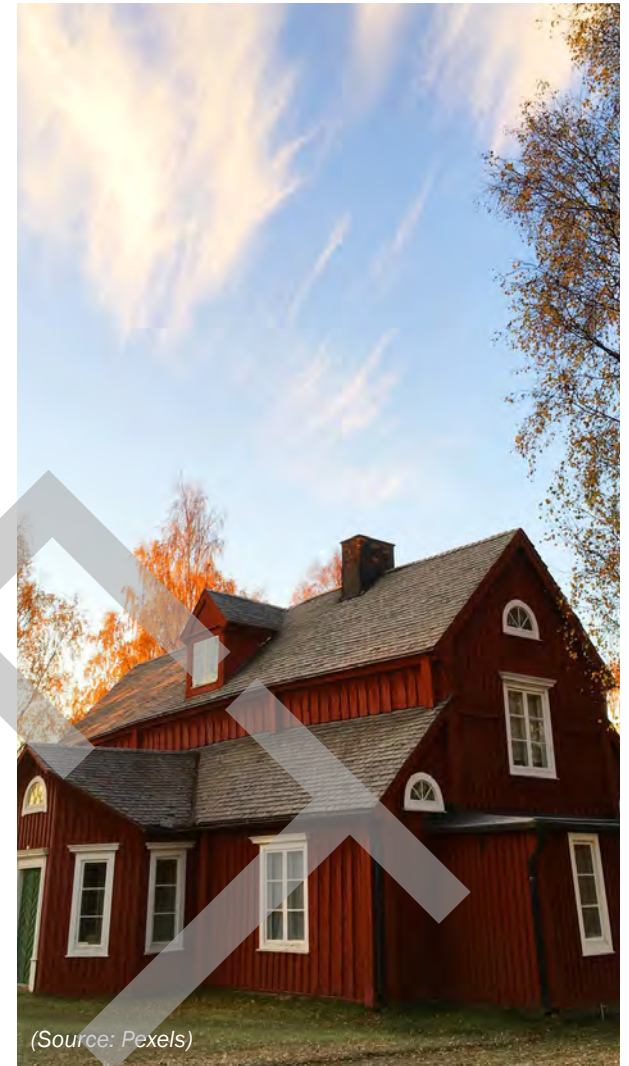


*Single-Family Neighborhood.*



*Multi-family Community.*

HOUSING CONSIDERATIONS		
	SINGLE-FAMILY	MULTI-FAMILY
OPPORTUNITIES	<ul style="list-style-type: none"> <li>• Availability of undeveloped, residentially-zoned land.</li> <li>• High market demand for attached/detached single-family housing.</li> <li>• Accessory dwelling units can fill a housing need and provide home owners with additional income.</li> </ul>	<ul style="list-style-type: none"> <li>• Ample availability of land that allows multi-family as either a primary or secondary use.</li> <li>• Multi-family can drive redevelopment and infill.</li> <li>• High market demand for multi-family and rental housing.</li> <li>• Retrofit existing buildings for dwelling units.</li> <li>• Multi-family projects can benefit from the local tax exemption program.</li> </ul>
CHALLENGES	<ul style="list-style-type: none"> <li>• Perceived labor shortage.</li> <li>• Construction costs will result in home sales price that is proportionately higher than the household income.</li> <li>• Accessory dwelling unit standards in the R-III district are difficult to achieve.</li> </ul>	<ul style="list-style-type: none"> <li>• Perceived labor shortage.</li> <li>• Construction costs may result in rents that are proportionately higher than the household income.</li> <li>• Project financing</li> <li>• Accessory dwelling unit standards in the R-III district are difficult to achieve.</li> <li>• The zoning code's minimum density requirements may be too dense for market demand.</li> </ul>



(Source: Pexels)

# Barriers to Residential Development

Although there has been a steady stream of single-family homes constructed in the City, there have been few multi-family housing units created in recent years. Stakeholders noted that home affordability is increasingly becoming an issue for many Port Townsend households. For a community with a large service and tourist-focused economic sector, continuing to provide a range of home choices will be essential for future economic growth. Barriers to housing production in the City appear to a combination of market barriers, infrastructure challenges, and perhaps even regulatory hurdles.

## CONSTRUCTION COSTS & RENTAL RATES DO NOT ALIGN



As it applies to multi-family apartments, small cities like Port Townsend face several market related issues with realizing more apartment construction. Despite high demand for rentals, the local market rent ceiling may be too low to justify new construction. The local incomes in Port Townsend are lower than other parts of the State. The 2015 median household income for Port Townsend is \$42,745 as compared to the State of Washington at \$61,062. These data sets indicate that rental housing demand is likely strongest at the workforce housing level, which is a rent level that may not support new apartment construction without public subsidy.



## FINANCING IS DIFFICULT

Financing a multi-family apartment project in an area that has not seen apartments in recent years faces underwriting risk. Banks, appraisers, and others in the financing realm have little basis to determine the project's value, leaving developers with few, and usually expensive, financing options.



## REGULATIONS MAY NOT ALIGN WITH MARKET CHARACTERISTICS

On the regulatory side, stakeholders noted that permitting and entitlement processes are difficult to navigate. Specifically, we heard that the time required to go through the permit process is a hurdle for housing developers. This is common complaint in cities of all sizes. Whether or not the regulatory environment is a significant barrier to new development, it is worth tackling these perceptions as they can lead to less development interest from the builder community.



## INFRASTRUCTURE IS NOT IN PLACE TO SUPPORT DEVELOPMENT

We also heard from community stakeholders that there are infrastructure challenges related to home construction. Port Townsend has the only public sewer system in Jefferson County and some areas of the subarea do not currently have access to the system. It can be a major financial hurdle for the private sector alone to pay for new development supporting infrastructure where rents may not warrant the costs of the off-site improvements.



## Commercial/Industry Market:

### RETAIL

The subarea is located on a Port Townsend major retail corridor. The subarea features more properties that are automobile oriented than the Historic Downtown area. Since 2008, the retail vacancy rate within Port Townsend has not risen above five percent, a nationally recognized benchmark for a healthy retail market. Like similarly sized cities, the majority of retail buildings within the City are under 5,000 sq. ft. Average retail rents have slowly declined since 2007 to a stable range between \$12 to \$14 per sq. ft. Overall, the retail market appears stable within Port Townsend.

- **GENERAL RETAIL:** The national retail market is currently in a state of flux as online retailers pull sales from brick and mortar stores. Given the relatively small size of the community, modest local incomes, and seasonal nature of the tourist industry, only select tenants may be able to establish themselves in the subarea in the near term. Longer term, there is a potential for accelerated growth as the subarea becomes more established.
- **GROCERY STORES:** There are currently four grocery stores within four miles of the subarea. Additionally, the City has a few national brand grocers and at least one local specialty grocer. It is unlikely that a traditional grocery store will locate to the subarea in short term. Related specialty shops may be viable.
- **RESTAURANTS/CAFES:** Restaurants and cafes will play an important role in the future development of the subarea. Restaurants and cafes will be likely located in visible locations along or near Sims Way or well-defined commercial nodes.



Retail shop (Source: Pexels)



Grocery/bakery (Source: Pexels)



Cafe (Source: Pexels)



Office (Source: Pexels)



Industrial (Source: Pexels)



Artist Studio (Source: Pexels)

## *Commercial/Industry Market:*

### **OFFICE AND INDUSTRIAL**

The City of Port Townsend office and industrial sectors are smaller than the retail sector. The largest industrial node is located south of the City in the Glen Cove area. There are no sizeable flex industrial buildings or distribution warehouses in the City. The majority of industrial buildings are under 10,000 sq. ft. The smaller building size provides flexible options for artisans and “makers.” Community stakeholders repeatedly mentioned the importance of artisan and farm-to-table movements within the City. Similarly, Port Townsend’s office sector is modest in size, and has a relatively stable rental market. A majority of private commercial permits issued in the past ten years have been for new development in the subarea.

One of Port Townsend’s major barriers to new retail, office, and industrial development is its small labor force. Future growth in the subarea, and within the City as a whole, may be hindered by the lack of available labor. Overall, the subarea will likely not develop overnight, but will slowly mature on a project by project basis.

- **GENERAL OFFICE:** Port Townsend has a relatively small office market. A new office development is likely to be built by an established local firm as a new facility. While the demand is currently low for new office space, the subarea is an attractive location for new development due to easy auto access and the emergence of manufacturing. The 2016 office vacancy rate was estimated at 2.2%.
- **GENERAL INDUSTRIAL:** Port Townsend’s industrial market is a mixture of contractors, boat or marine oriented industries, and artisan/makers. While speculative industrial construction remains unlikely, new construction for build-to-suit situations will likely continue. The subarea presents an ideal location for small scale industrial development due to its easy access and established pattern of industrial and artisan uses in the area.
- **CRAFT INDUSTRIAL/MAKER SPACES/ ARTISAN STUDIO:** Makers sometime find it difficult to find financing. New construction for craft industrial, maker spaces, and artisan studios in the subarea will require either significant private funding or established tenant businesses. In the near term, there is likely a demand for this land use type, as it is aligned with Port Townsend’s reputation as an artisan hub.



**3.0**

## Community Engagement & Desires

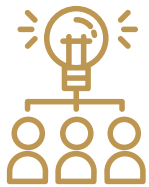
**3.1** Engagement  
Plan

**3.2** Task Force  
Engagement

**3.3** General Public

# 3.1 - Engagement Plan

The Rainier Street & Upper Sims Way Subarea Plan included a community engagement plan to ensure meaningful participation from diverse perspectives. The project included a customized engagement plan tailored for various levels of involvement, including a task force group, the general public, and City leaders. The engagement plan identified multiple ways that people could participate including meetings, workshops, interactive exercises, written comments, and surveys.



## TASK FORCE

The City created a task force to serve as the primary technical and recommendation body for the project. The Task Force was created through invitation and comprised diverse community representation including property owners, business owners, real estate professionals, the Chamber, government staff, and the city at large. The Task Force was intended to serve as the representative sounding board to provide insight on community needs and desires. The Task Force provided project input and made recommendations on the project components.



## GENERAL PUBLIC

The City created opportunities for the general public to participate and provide critical input into the plan. The public was engaged through both community workshops and on-line surveys. The engagement plan focused on public input that related to land uses and building character and that helped identify key plan components.



## PLANNING COMMISSION

The project team engaged the Planning Commission through work sessions at project milestones to present the information obtained and to show the working pieces to the plan. The Planning Commission provided guidance and recommendations on engagement methods, plan components, and potential public policy.



Community Workshops were held to engage the public.

# 3.2 - Task Force Engagement

The project team engaged the Task Force at four working meetings throughout the planning process. The meetings were structured to be interactive and collaborative. At each meeting, the facilitators provided an agenda and a set of meeting objectives. The Task Force was engaged in the form of roundtable discussions and focused on categories that aligned with the project components. The initial Task Force meeting was focused on identifying individual interests, area challenges, and project opportunities. The Task Force embarked on a walking tour to provide a firsthand perspective

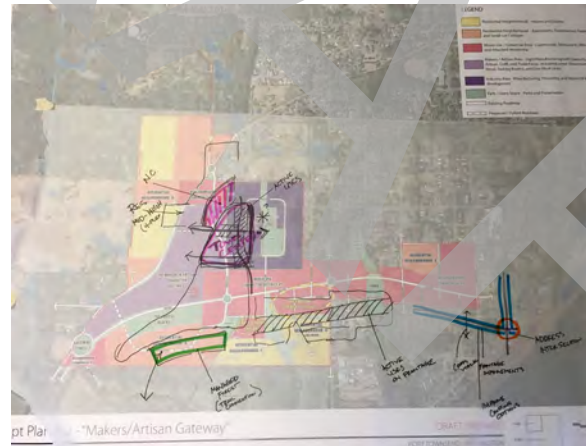
of land uses, building conditions, traffic, and pedestrian mobility. The subsequent meetings were tailored to individual feedback of proposed concepts and policies.

## Task Force Feedback

The following summarizes key sentiments and desires expressed by the Task Force. The subsequent sections of the Subarea Plan include Task Force recommendations pertaining to specific project elements.

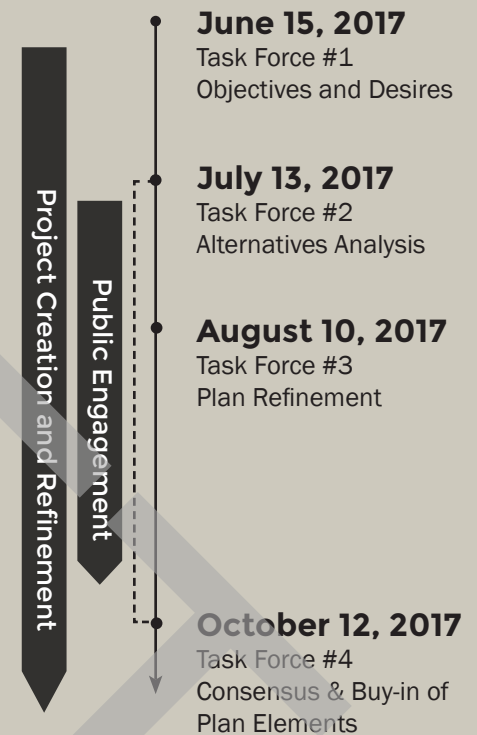


The Task Force provided guidance and recommendations on the Subarea Plan components.



The Task Force worked collaboratively to refine the Subarea Plan Concept Plan.

## Task Force MEETING DATES



## Subarea Assessment and Priorities

The Task Force members were asked to participate in exercises to assess the study area and also apply site observations. The purpose of these exercises was to identify the high level of opportunities and challenges for the study area. It also helped identify some common themes and ideas amongst the task force.

### TASK FORCE OBJECTIVES



- I. Establish working partnerships
- II. Assess the subarea
- III. Identify planning focus
- IV. Provide recommendations and suggestions throughout the project

### MEMBER MAJOR INTEREST TOPICS



- Economic development
- Housing
- Affordability
- Labor
- Predictability
- Transportation and access

### OPPORTUNITIES





- Provide housing options
- Create jobs
- Create identity
- Provide live/work space
- Provide mixed-use
- Improve walkability
- Promote community/collaboration
- Create distinctive building style
- Realize/acknowledge development potential
- Provide food and drinking establishments
- Provide retail
- Design/construct 7th and 10th Streets
- Promote infill/redevelopment

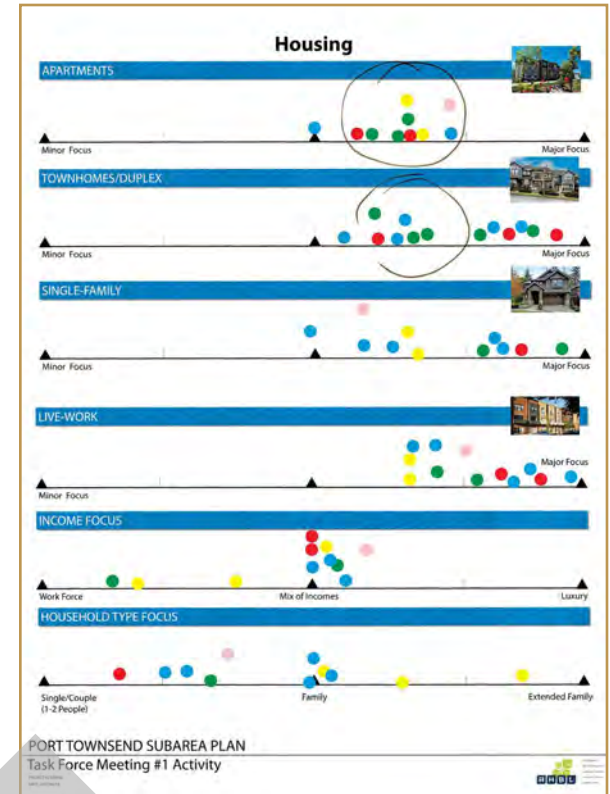
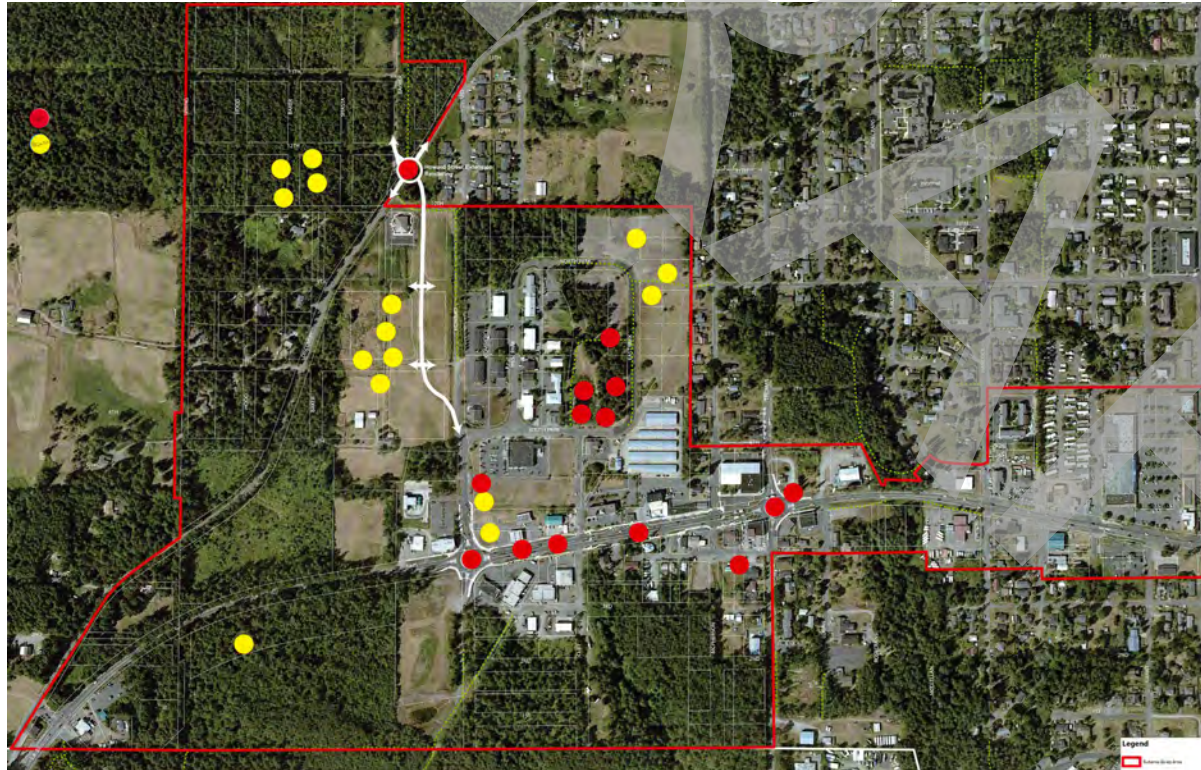
### CHALLENGES



- Ability to attract/retain workforce
- Expand awareness beyond Sims Way
- Articulating the market intent for the area
- Overcoming bureaucracy
- Municipal implementation speeds
- Providing signage in public spaces
- Creating Rainier Street identity
- Aligning vision with regulations
- Ensuring ownership/buy-in to objectives
- Creating a local flavor
- Integrating old and new
- Creating development incentives

## SUBAREA PLACE IDENTIFIERS

- 
**Favorite Place:** Task Force members were asked to indicate their favorite place(s) within the study area by placing a red dot on an aerial. Participants were also asked to explain why they chose that area. (RED dots)
- 
**Most Potential Place:** Task Force members were asked to indicate the areas within the study area that have the greatest potential by placing a yellow dot on an aerial. Participants were also asked to explain their reasoning. (Yellow dots)



The Task Force members used 'slider maps' to vote on their preferred planning elements. Participants used dot stickers to indicate individual preference.

Task Force - Subarea Place Identifiers Map

## Subarea Recommended Planning Focus

The Task Force identified the level of importance for specific planning elements as they relate to the subarea plan. To achieve this, the Task Force participated in a 'slider exercise' to identify the level of importance that Task Force members rated particular planning elements/categories. It also identified areas of consensus. Task Force members were asked to place a dot on a sliding scale under a variety of urban element categories. The dot placement corresponded to the participant's personal opinion of importance as it related to the Subarea Plan. The following summarizes the Task Force's recommendations for various planning elements:

### ARCHITECTURE



- Establish architectural standards
- Focus on 1 and 2 story buildings
- Place less focus on 3 to 5 story buildings
- Require building orientation to streets (small setbacks)
- Allow traditional, contemporary, and modern architectural styles

### HOUSING



- Emphasize future residential development with the following housing types:
  - » Apartments
  - » Townhomes/duplex
  - » Single-family
  - » Live-work
- Provide housing that accommodates a variety of household structures (e.g. extended family, couples, roommates)

### PARKS AND OPEN SPACE



- Provide wider access to parks.
- Provide trail connections/extensions
- Ensure natural resources preservation/conservation
- Consider incorporating community gardens into districts/neighborhoods

### TRANSPORTATION



- Provide a street connectivity between districts and neighborhoods
- Build upon a traditional street grid pattern
- Accommodate bicyclists/pedestrians
- Construct streets with on-street parking at commercial nodes and within residential neighborhoods
- Design streets with landscaping and shade trees

### COMMERCIAL



- Emphasize future commercial services on the following types:
  - » Retail shops
  - » Specialty/craft items
  - » Everyday/convenience items
- Limit commercial/retail to small/medium scale; avoid large format, 'big box' commercial buildings
- Plan for commercial/retail as part of mixed-use projects

### INDUSTRY



- Emphasize future industry on the following types/categories:
  - » Office
  - » Manufacturing/maritime
  - » Food & beverage manufacturing
  - » Leading edge technology
  - » Artisan/crafts/trade
  - » Brewing/distilling/winemaking
  - » Healthcare



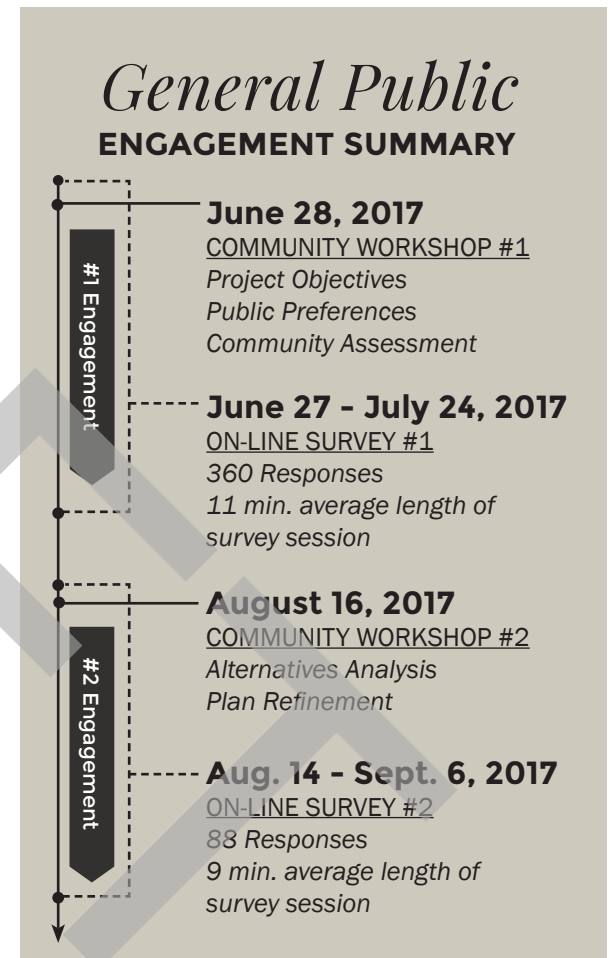
# 3.3 - General Public Engagement

The project team engaged the general public through workshops and surveys at two milestones within the planning process; (i) at the beginning to establish community preferences and (ii) mid-way through the planning process for the public to respond to concept alternatives. The workshops/surveys were structured to be interactive and allow a variety of ways to provide feedback and recommendations. The surveys mirrored the workshops' topics and questions. Surveys were hosted for the weeks following the corresponding workshops.




**COMMUNITY WORKSHOP #1** was hosted at the Cotton Building in downtown Port Townsend on June 28, 2017, and was planned with a welcome desk, interactive engagement stations, and a designated area for written comment. Facilitators circulated amongst the attendees to welcome dialogue, answer questions and provide guidance on the engagement stations. It was first important to identify the community's preferences for land uses and building design. It was equally important for the public to provide its assessment of the subarea's facilities and existing conditions. This initial public feedback was used to establish the vision and narrow the land use focus to align with common community themes. An on-line survey was hosted for several weeks following the workshop.

**COMMUNITY WORKSHOP #2** occurred at the Towne Point community room located just northeast of the subarea on August 16, 2017. The engagement event was planned with a welcome desk, a brief presentation, interactive engagement stations, and a designated area for written comments. The subsequent workshop/survey was focused on seeking the community's opinions relating to proposed planning schemes and components. Specifically, the planning team provided design alternatives and concepts to how the subarea could be developed. The second workshop provided the project team with public guidance to make refinements that resulted in a locally preferred concept plan. An on-line survey was hosted for three weeks following the workshop.

The following pages summarize the initial public desire and sentiments related to land use and building design. The subsequent sections of this Subarea Plan include public responses and comments pertaining to specific project elements.



**Community Workshop #1 Focus**

-  **LAND USE**
-  **COMMUNITY ASSESSMENT**
-  **PARTICIPANT FEEDBACK**



Participants at Community Workshop #1

## Response Summary

The following summarizes the public's responses at the community workshop and the on-line survey. Data in the tables below are weighted based on the total number of responses. It is worth noting that the online survey ran from June 27, 2017 – July 24, 2017 and received a total of 360 responses. The in-person workshop was held on June 28, 2017, and attendees were directed to take the full online survey if they wished following the event. The full online survey results were provided in a memorandum to City staff.



Project information signs at Community Workshop #1

## Land Use: Housing

### Q1. WHAT ARE ACCEPTABLE HOUSING TYPES FOR THE SUBAREA?

	Total Responses	% of Responses	Online Responses	Meeting Responses
Single-Family/Houses	194	20.2%	184	10
Cottages/Small Houses with Shared Space	284	29.6%	261	23
Townhouses/Duplex	209	21.8%	196	13
Apartments	199	20.7%	182	17
Other:	74	7.7%	68	6
<b>TOTAL</b>	<b>960</b>	<b>100.0%</b>	<b>891</b>	<b>69</b>

### Q2. WHAT STYLES OF APARTMENTS WOULD YOU LIKE TO SEE IN THE SUBAREA?

	Total Responses	% of Responses	Online Responses	Meeting Responses
Garden-Style Apartments	145	22.6%	143	2
Urban-Style Apartments	84	13.1%	76	8
Courtyard-Style Apartments	144	22.4%	131	13
4-Plex-Style Apartments	172	26.7%	162	10
Other:	98	15.2%	78	20
<b>TOTAL</b>	<b>643</b>	<b>100.0%</b>	<b>590</b>	<b>53</b>

## Land Use: Housing (cont.)

### Q3. WHAT ARCHITECTURAL STYLE SHOULD BE APPLIED TO HOUSING IN THE SUBAREA?

	Total Resp.	% of Resp.	Online Resp.	Meeting Resp.
Traditional	133	38.0%	130	3
Modern	14	4.0%	12	2
Mix of Styles	156	44.6%	128	28
Other:	47	13.4%	47	0
<b>TOTAL</b>	<b>350</b>	<b>100.0%</b>	<b>317</b>	<b>33</b>

### Q4. WHAT SCALE OF HOUSING WOULD YOU LIKE TO SEE IN THE SUBAREA?

	Total Resp.	% of Resp.	Online Resp.	Meeting Resp.
1-2 Stories	255	57.2%	234	21
3-4 Stories	154	34.5%	135	19
5+ Stories	37	8.3%	36	1
<b>TOTAL</b>	<b>446</b>	<b>100.0%</b>	<b>405</b>	<b>41</b>



Participants providing comments on engagement boards at Community Workshop #1

## Land Use: Commercial and Industry

### Q5. WHAT TYPE OF BUSINESSES/COMMERCIAL WOULD YOU LIKE TO SEE IN THE SUBAREA?

	Total Responses	% of Responses	Online Responses	Meeting Responses
Grocery Store/Produce Stand	204	11.6%	188	16
Clothing	103	5.9%	100	3
Restaurants/Delis	202	11.5%	187	15
Arts/Crafts/Artisan	195	11.1%	174	21
Coffee/Café/Bakery	220	12.5%	203	17
Offices	127	7.2%	122	5
Lounges/Bars	107	6.1%	100	7
Medical/Clinics	102	5.8%	98	4
Banking	60	3.4%	59	1
Maritime	81	4.6%	77	4
Hardware Store/Building Supply	72	4.1%	70	2
Manufacturing/Processing	166	9.4%	152	14
Automobile Service/Fuel Station	57	3.2%	57	0
Other (specify):	62	3.5%	58	4
<b>TOTAL</b>	<b>1758</b>	<b>100.0%</b>	<b>1645</b>	<b>113</b>

### Q6. WHAT TYPE OF SHOPPING ENVIRONMENTS SHOULD BE CREATED IN THE SUBAREA?

	Total Responses	% of Responses	Online Responses	Meeting Responses
Mixed-Use Center	253	43.7%	224	29
Shopping Center	31	5.4%	31	0
Stand Alone	61	10.5%	52	9
Artisan Studios	202	34.9%	182	20
Other (specify):	32	5.5%	32	0
<b>TOTAL</b>	<b>579</b>	<b>100.0%</b>	<b>521</b>	<b>58</b>

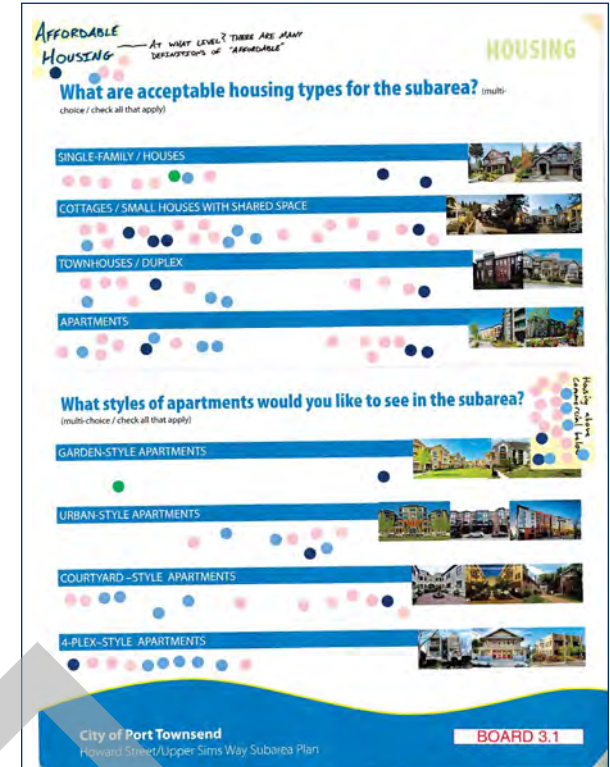
## Land Use: Commercial and Industry (cont.)

<b>Q7. WHAT WOULD YOU LIKE TO SEE AS THE FUTURE SCALE OF MANUFACTURING AND COMMERCIAL BUSINESSES IN TERMS OF SIZE?</b>				
	Total Responses	% of Responses	Online Responses	Meeting Responses
Small: 5,000 SF (e.g. Boutique-style shops)	266	58.6%	237	29
Medium: 5,001 - 39,000 SF (e.g. Henery Hardware)	149	32.8%	136	13
Large: Over 40,000 SF (e.g. Safeway)	39	8.6%	38	1
<b>TOTAL</b>	<b>454</b>	<b>100.0%</b>	<b>411</b>	<b>43</b>

<b>Q8. WHAT ARCHITECTURAL STYLE SHOULD BE ENCOURAGED FOR COMMERCIAL BUILDINGS IN THE SUBAREA?</b>				
	Total Responses	% of Responses	Online Responses	Meeting Responses
Traditional	156	47.0%	153	3
Modern	31	9.3%	28	3
Mix of Styles (Traditional and/or Modern)	145	43.7%	128	17
<b>TOTAL</b>	<b>332</b>	<b>100.0%</b>	<b>309</b>	<b>23</b>

## Land Use: Open Space/Recreation

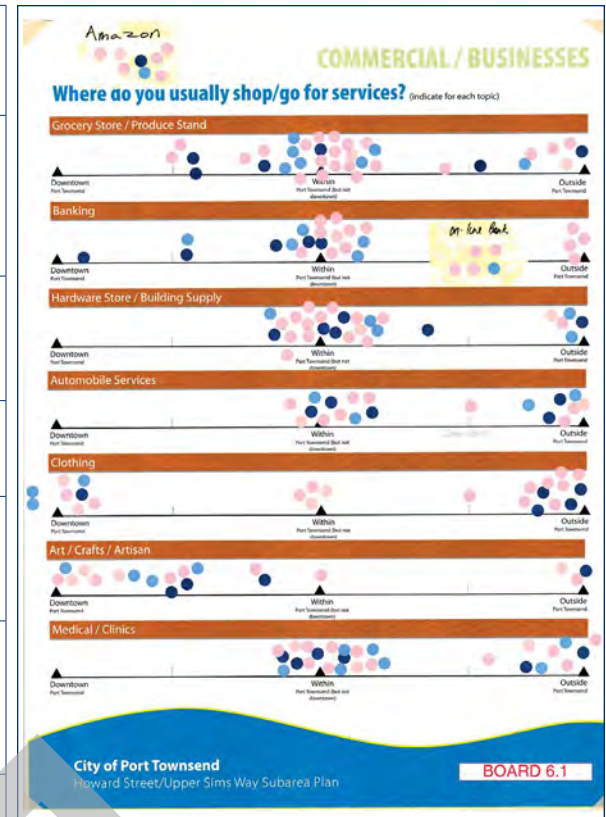
<b>Q9. WHAT TYPES OF OPEN SPACE AND RECREATION AMENITIES SHOULD BE CONSIDERED FOR THE SUBAREA?</b>				
	Total Responses	% of Responses	Online Responses	Meeting Responses
Trails/Trail Expansions/Trail Connections	288	26.2%	258	30
Active Green Space	221	20.1%	198	23
Passive Parks	216	19.6%	193	23
Dog Parks	147	13.4%	128	19
Community Gardens	228	20.7%	207	21
<b>TOTAL</b>	<b>1100</b>	<b>100.0%</b>	<b>984</b>	<b>116</b>



Engagement boards at Community Workshop #1, dots represent a participant's 'vote' for a particular item (colors are irrelevant).

**Q10. WHERE DO YOU SHOP FOR SPECIFIC ITEMS/SERVICES? (WHERE DO PORT TOWNSEND RESIDENTS SHOP?)**

	Shopping locations						Meeting Response Summary
	Downtown Port Townsend		Within Port Townsend (but not within downtown)		Outside Port Townsend		
Grocery Store/ Produce Stand	34	12.1%	212	75.2%	36	12.8%	A vast majority of respondents indicated that they shop within the City, but zero respondents indicated they get these items downtown
Banking	58	20.6%	180	64.1%	43	15.3%	A vast majority of respondents indicated they bank within the City, with a few votes for downtown and outside of the City
Hardware Store/ Building Supply	32	11.5%	187	67.3%	59	21.2%	A vast majority of respondents indicated that they shop within the City, but zero respondents indicated they get these items downtown
Automobile Services	7	2.6%	147	53.6%	120	43.8%	An even split of respondents indicated they get automobile services either within the City (but not downtown) or outside of the City. One respondent specifically indicated they go to Glenn Cove.
Clothing	73	26.8%	33	12.1%	166	61.0%	A majority of respondents indicated they shop for clothes either outside of the City or online (Amazon). There were approximately 6 responses for downtown and 4 for shopping within the rest of the City
Arts/Crafts/ Artisan	162	62.8%	44	17.1%	52	20.2%	A vast majority of respondents indicated they obtain these items either downtown or elsewhere within the City
Medical/Clinics	19	6.9%	206	74.4%	52	18.8%	A vast majority of respondents indicated that they shop within the City, but zero respondents indicated they get this service downtown
Other Comments:	(see summary column)						Online retailers (Amazon) were specifically mentioned for obtaining some of these items, along with online banking



'Where do you shop?' engagement board at Community Workshop #1, dots represent a participant's 'vote' for a particular item (colors are irrelevant).

## Community Assessment

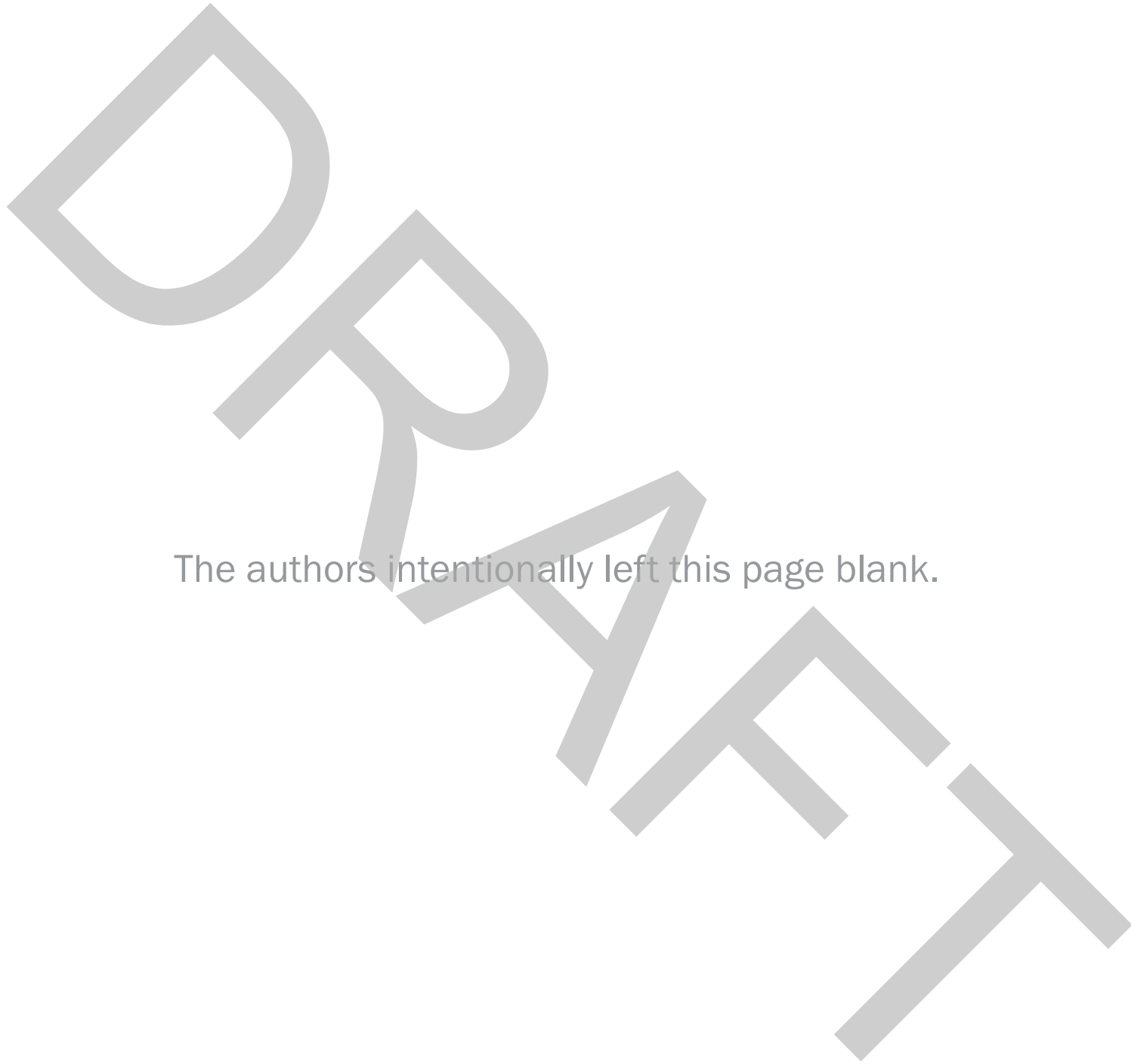
The community workshop and the on-line survey included an opportunity for participants to provide feedback relating to the existing conditions within the study area. The questions asked respondents about their satisfaction with the existing amenities, aesthetics, safety, parking and transportation in the subarea. Respondent satisfaction was ranked 1 - 100 (poor = 1 and excellent = 100). The following table provides the public's assessment of the subarea.

<b>COMMUNITY ASSESSMENT: HOW WOULD YOU RATE THE CONDITION OF THE FOLLOWING ELEMENTS/ITEMS/SERVICES IN THE SUBAREA?</b> (Indicate on a score of 1 - 100 (1 = Poor/100 = Excellent))				
Category	Online Average (SurveyMonkey)	Meeting Average (approximate)	Cumulative Average	Cumulative Rating
<b>AMENITIES (WITHIN THE SUBAREA)</b>				
Parks	35	28	35	Fair
Preservation/Conservation Areas	40	42	40	Fair/Neutral
Entertainment Venues	28	46	29	Fair
Art	32	13	31	Fair
Trees/Landscaping	46	32	45	Fair/Neutral
<b>AESTHETICS (WITHIN THE SUBAREA)</b>				
Sims Way Landscaping	53	48	53	Neutral
Sims Way Sidewalks	55	39	54	Neutral
Howard Street Landscaping	41	21	40	Fair/Neutral
Howard Street Sidewalks	41	21	40	Fair/Neutral
Buildings Along Sims Way	40	29	39	Fair/Neutral
Buildings on Other Streets	46	20	46	Fair/Neutral
Signage	50	39	50	Neutral
Parking Areas	46	52	46	Fair/Neutral
Roundabout	63	78	64	Neutral/Good

**COMMUNITY ASSESSMENT: HOW WOULD YOU RATE THE CONDITION OF THE FOLLOWING ELEMENTS/ITEMS/SERVICES IN THE SUBAREA?**

(Indicate on a score of 1 - 100 (1 = Poor/100 = Excellent))

Category	Online Average (SurveyMonkey)	Meeting Average (approximate)	Cumulative Average	Cumulative Rating
<b>SAFETY (WITHIN THE SUBAREA)</b>				
Crime	59	50	58	Neutral
Walking	49	40	48	Fair/Neutral
Driving	58	51	58	Neutral
Bicycling	46	30	45	Fair/Neutral
Weather/Natural Disasters	60	69	60	Neutral
<b>PARKING (WITHIN THE SUBAREA)</b>				
Vehicle Parking Availability	49	58	50	Neutral
Vehicle Parking Location	50	57	50	Neutral
Vehicle Parking Accessibility	50	52	50	Neutral
Bicycle Parking Availability (racks)	36	17	35	Fair
Bicycle Parking Location	39	19	38	Fair/Neutral
<b>TRANSPORTATION (WITHIN THE SUBAREA)</b>				
Automobile Traffic	49	38	43	Fair/Neutral
Roadway/Pavement Conditions	46	53	46	Fair/Neutral
Route Options	43	19	41	Fair/Neutral
Transit Service/Coverage	44	27	43	Fair/Neutral
Transit Accessibility/Stops	45	26	44	Fair/Neutral
Walkability	45	33	44	Fair/Neutral
Sidewalk Conditions	42	32	41	Fair/Neutral
Sidewalk Connectivity	34	17	33	Fair
Trail Network and Connectivity	44	37	44	Fair/Neutral
Bicycle Facilities	42	16	40	Fair/Neutral
Roundabout Function	60	78	62	Neutral/Good



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# 4.0

## Subarea Planning Process and Vision

**4.1** Vision & Guiding Principles

**4.2** Gateway Plan Carry Over  
Themes

**4.3** Site Considerations & Opportunities

**4.4** Subarea Land Use Concept  
Alternatives

# 4.1 - Vision & Guiding Principles

The vision for the subarea is to create a dynamic, vibrant, and authentic collection of districts that foster quality employment and housing for Port Townsend. This vision is also intended to provide a flexible framework for redevelopment to occur along Sims Way and the abutting neighborhoods. The vision is to carry forward Port Townsend's community values of creativity, equity, and authenticity. The vision is rooted in five main themes.



## **ARTISAN INDUSTRY**

The vision centers on artisan trades as the foundation for jobs and industry. There is a desire to create a place that is both supportive and adaptable for entrepreneurial investment. There is a desire to cultivate businesses that are rooted in the traditional skills and crafts that reflect Port Townsend's distinctively creative community and can flourish in a specialty market supported by a local storefront and a mail order customer base.



## **HOUSING**

The City's economic prosperity is dependent upon its ability to provide quality affordable workforce housing. The vision is to create neighborhoods that are integrated and diverse providing housing choices from rental to ownership and from multi-family to clustered single-family. There is a desire to provide housing choices that cater to individual household size, income, and family structure. The housing vision includes new residential neighborhoods and thoughtfully-designed urban infill projects.



## **GREAT STREETS**

The vision includes creating great streets that will connect the community to neighborhoods and businesses within the subarea. The notion of great streets is focused on creating special public environments within the new roadways that will be built in the subarea. Streets will be attractive and multi-functional. Streets should safely accommodate pedestrians and non-motorized transportation modes.



## **INFILL AND REDEVELOPMENT**

There is a clear desire to facilitate infill and redevelopment along the Sims Way corridor and immediate surrounding areas. Infill development should occur on vacant and underdeveloped parcels along the corridor. Furthermore, there is a desire for adaptive reuse of existing buildings to support new uses. The plan provides land use flexibility within the corridor while maintaining strong design standards to facilitate a vibrant streetscape.



## **IDENTITY AND MARKETING**

The vision is oriented toward creating a community identity that can be effectively marketed to entice investors, residents, and visitors. The subarea represents the birth of new districts within the City. Growth of the area in alignment with its planned identity will result in a thoughtful, well-orchestrated area that can be marketed as a quality investment region.



## *Guiding Principles*

The Subarea Plan was pursued by following specific guiding principles to keep the long-range plan true and aligned to the project vision and to ensure equity to the community and property owners. These principles served as the foundation for exploring alternatives and strategies through the subarea planning process.

### **1. CREATE OPPORTUNITIES FOR JOBS AND EMPLOYMENT**

There is a desire to build upon the established business and industry areas within the subarea to create opportunities for additional quality jobs and employment. The Subarea Plan should retain the employment potential in existing industry areas and create opportunities to establish businesses in other parts of the subarea.

### **2. CREATE OPPORTUNITIES FOR HOUSING AND VARIETY**

There is a local desire to address the community's housing challenges with new residential development. The Subarea Plan should designate areas for future residential development and create opportunities to provide a wide range of housing types including single-family, multi-family, and mixed-use.

### **3. CREATE AN INTERCONNECTED AND SAFE TRANSPORTATION NETWORK**

The subarea area is envisioned with an interconnected and multimodal transportation network. The subarea should be designed with streets and pathways that weave together the individual neighborhoods, districts, and open space areas to provide individual choices of modes and routes.

### **4. PLAN FOR QUALITY AND VIBRANT URBAN DESIGN**

The Subarea Plan is expected to produce a thoughtful and captivating community design that carries forward the type of community character found in other districts within the City. The subarea plans for walkable districts that are distinctive, connected, and desirable to the community. The plan should allow land use flexibility to support a variety of complementary uses.

### **5. PROTECT AND ENHANCE NATURAL RESOURCES**

The subarea is envisioned to respond to and embrace its natural resources. The subarea will carry forward the City's policies for resource conservation and protection.

### **6. ALIGN REGULATORY CONTROLS WITH THE SUBAREA VISION**

There is a need to ensure that the City's standards and regulations are amended to align with the subarea vision to streamline investment and focus predictability in the subarea. The subarea project should include a strategy to amend land use regulations as necessary to implement the plan.

# 4.2 - Gateway Plan Carry Over Themes

The Port Townsend Gateway Development Plan (Gateway Plan) was adopted by City Council in 1993. This plan set the guiding principles and community vision for Sims Way between the City's western corporate boundary and the Historic Commercial District. The Rainier Street & Upper Sims Way Subarea includes the Forest Corridor and Upper Commercial District "rooms" of the Gateway Plan. Many of the recommendations and capital improvements discussed in the Gateway Plan have been completed. Other elements of the Gateway Plan are appropriate to continue forward in this Subarea Plan.

## Completed Elements:

The following capital improvements, policies, and recommendations have been employed in the Sims Way corridor. It is important to acknowledge these achievements and ensure that future plans within the subarea complement these assets.

- **A 200-FOOT FOREST BUFFER** created along a portion of Upper Sims Way to preserve the "carved out of the wilderness" character.
- **BICYCLE IMPROVEMENTS** have been made along Upper Sims Way, Rainier Street, and Discovery Road with the construction of bike lanes, cycle tracks, and multi-use trails.
- **PEDESTRIAN IMPROVEMENTS** have been made along Upper Sims Way and Rainier Street with the construction of sidewalks, pedestrian facilities, and marked cross walks. These pedestrian improvements are focused between the two roundabouts along Sims Way.
- **ROADWAY IMPROVEMENTS** with roundabouts and stormwater management at Upper Sims Way and Rainier Street (formerly, Howard St.) and Upper Sims Way and Thomas Street intersections.

## Ongoing Recommendations:

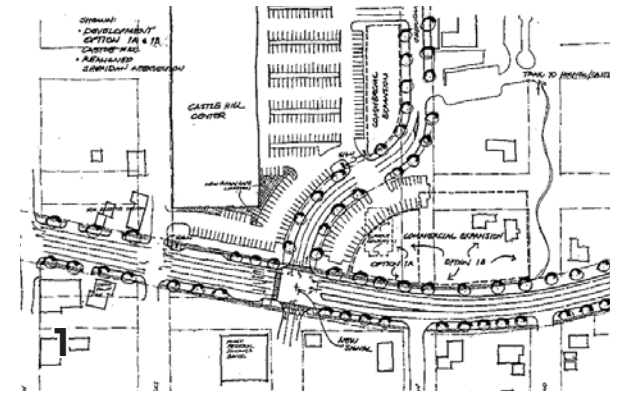
The following policies, improvements, and planning ideas are adopted in the Gateway Plan and are appropriate to be carried forward in this new Subarea Plan.

- **FOREST BUFFER:** Continue to preserve the Forest Buffer along a portion of Upper Sims Way to preserve the "carved out of the wilderness" character and a conifer backdrop. This forested buffer is an appropriate aesthetic and urban design element for the subarea and as a sense-of-arrival into the City.
- **GATEWAY INTERSECTION:** Redesign the short link between Sims Way and Discovery Road at the City's western entrance. This will improve circulation and could create a signature gateway feature.

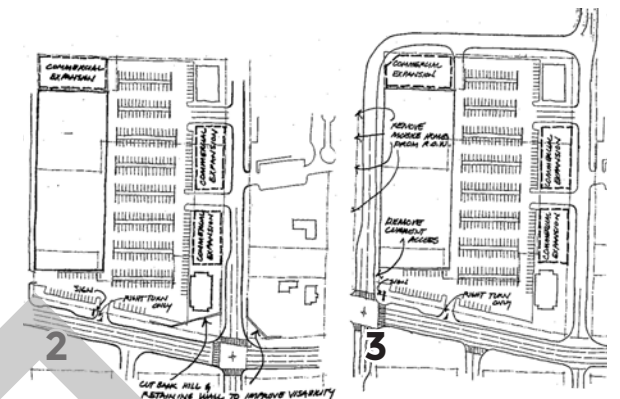


**Figure 4. Port Townsend Subarea Plan Areas**  
The City has identified several subarea planning areas throughout the city. The Gateway Plan was adopted in 1993 and applies to most of Sims Way.

- **SHERIDAN/SIMS WAY INTERSECTION:** Explore design solutions to improve the circulation and function for Sheridan Street and Sims Way. This may include signalization, street realignment, or a combination of the two.
- **PEDESTRIAN SIGNALS:** Construction of a pedestrian signal at Sims Way and Hancock Street. This will improve the pedestrian circulation within this segment of Sims Way and provide a safe connection between businesses on both sides of the street.
- **MOBILITY SAFETY:** Correct the pedestrian, bicyclist, and vehicular safety issues existing at the Sims Way and Sheridan Street intersection. The intersection remains unsignalized and creates an opportunity to improve the circulation/access at this primary intersection within the corridor.
- **SIDEWALKS AND TRAILS:** Continue to expand existing sidewalk and trail connectivity as the Upper Sims Way area develops. Continue to develop a safe and well-defined bike route throughout the gateway corridor. The subarea includes several trails that traverse and terminate in the subarea. There are opportunities to provide additional connections and linkages to ensure a connected trail network that will facilitate recreational and commuter travel.
- **RAVINES:** Protect and preserve the ravines along the gateway corridor. The subarea should develop a land use and street network plan that responds to topography. This is an appropriate policy that should carry forward in the subarea.
- **RETAIL & COMMERCIAL:** Encourage retail development with storefronts adjacent to sidewalks and streets. The community has confirmed its desire to create walkable business districts with beautiful streetscapes. This existing urban design policy related to building orientation is appropriate to carry forward.



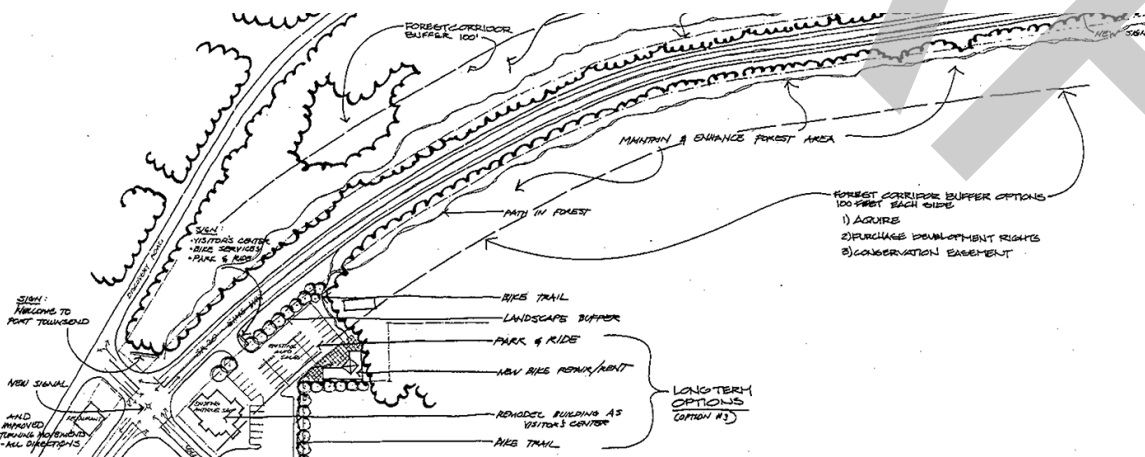
Gateway Plan: Sheridan Alignment Option 1



Gateway Plan: Sheridan Alignment Options 2 & 3



Sims Way/Sheridan Intersection in 2018  
(Source: GoogleEarth)



Gateway Plan: Gateway Corridor Improvements (western portions)

# 4.3 - Site Considerations/ Opportunities

The subarea has several design considerations and opportunities that shaped the land use plan. These considerations and opportunities were identified early in the process and were used to create the project base to shape the various design alternatives. These characteristics are identified in the Site Assessment Map Figure 5.

## *Key Site Considerations*

**COMMERCIAL CORRIDOR:** Sims Way is an established commercial corridor with existing structures and viable businesses. The segment between Rainier Street and Thomas Street resembles a more traditional ‘main street’ with buildings oriented to the street with generous sidewalk amenities. The eastern corridor resembles ‘highway commercial’ with a more auto-oriented development pattern. Many buildings are set back from the street with large surface parking lots.

**ACCESS:** The subarea has opportunity for multimodal access in and around its boundaries. Three primary streets serve the subarea; Sims Way, Discovery Road, and Rainier Street (formerly Howard Street). There are some local streets within the subarea that connect into existing neighborhoods. The City was originally

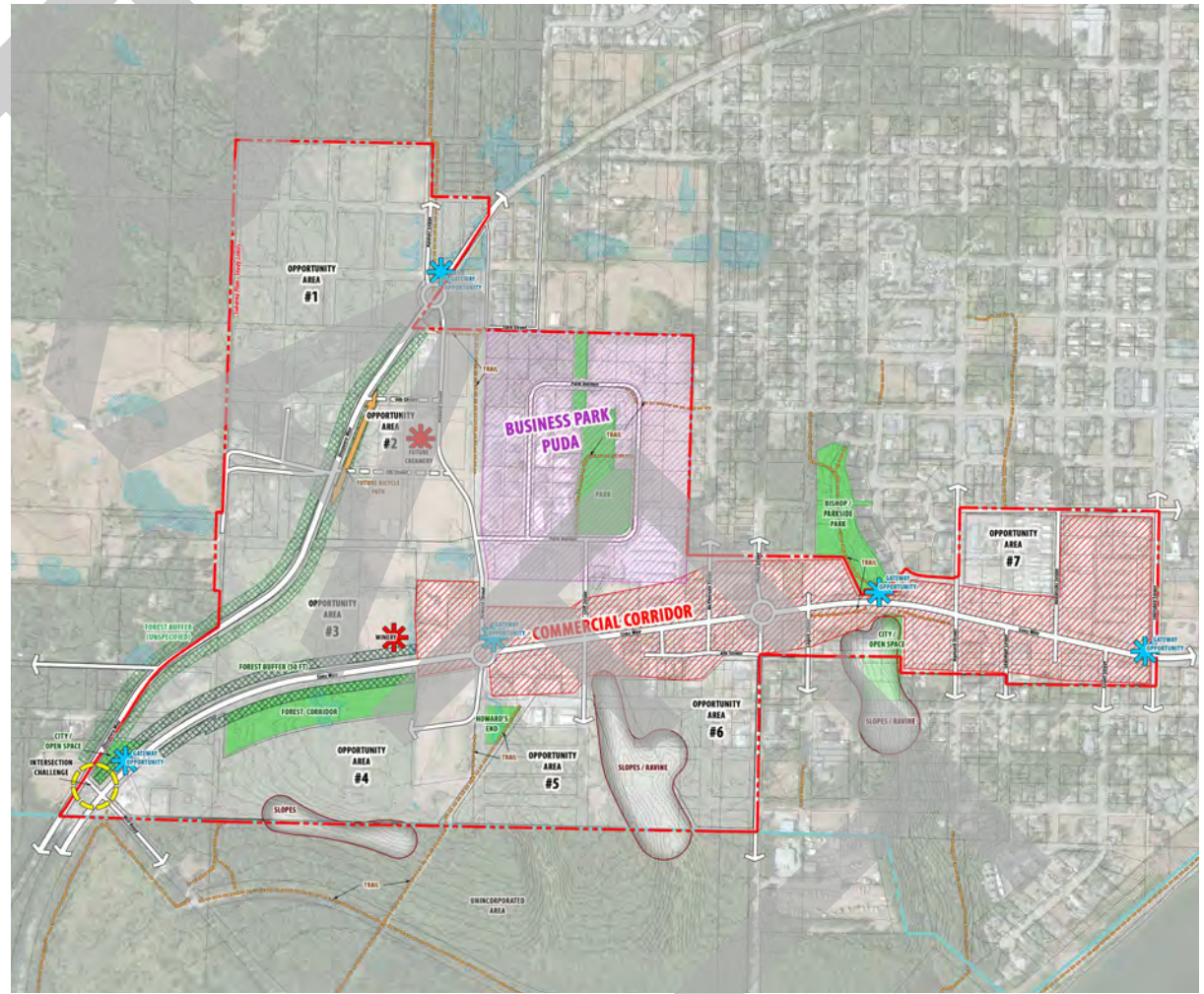


Figure 5. Subarea Site Assessment Map

platted with a continuous street grid and portions extend into the subarea. When the Business Park was developed, the original street grid was interrupted. The subarea contains several miles of unpaved rights-of-way that are aligned on the original grid. The subarea also has several miles of trails.

**DEVELOPABLE SITES OPPORTUNITY AREAS:** The subarea includes several sizable properties that can support future development. The western areas and north of Sims Way are relatively flat and are well connected. These sites possess a wide range of development opportunities. The vacant areas south of Sims Way include several large tracts for development but are somewhat limited by topography in some finite areas.

**REDEVELOPMENT AREAS:** The Sims Way corridor has tremendous redevelopment potential. Several of the sites are underutilized and there is existing street/utility infrastructure. There are several vacant infill properties peppered through the neighborhoods along Sims Way. This creates opportunity for smaller-scale residential and commercial development. Furthermore, there are older homes and structures that can be re-purposed to support start-up businesses that are budget sensitive but desire a more creative neighborhood setting. Zoning controls with flexibility are necessary to accommodate redevelopment and adaptive reuse projects.

**BUSINESS PARK:** The subarea includes the Port Townsend Business Park that is developing with new businesses and limited government services. The Business Park was approved with a Property Use and Development Agreement (PUDA) which vested the project for certain land uses and development standards that differ from current zoning requirements. There is an opportunity to better integrate the business park into the surrounding areas with additional street and pedestrian connections that would create more cohesion amongst businesses and create a distinct business district.

**PARKS AND OPEN SPACE:** The subarea includes multiple public parks and designated open spaces. The Business Park includes a private park with public access. The park is wooded with a small pond. The Forest Corridor is a natural area along Sims Way. It has large evergreen tree stands and a thick understory. Howard's End is a wetland preserve located at the south end of Rainier Street. It has trail connections and natural areas for passive recreation. Bishop Park is located in the northern ravine midway along the Sims Way corridor. This is an established park with neighborhood connections. Many of these areas can be enhanced for additional community access and enjoyment.

**TOPOGRAPHY:** The subarea has varying topography. The southernmost areas slope quickly to the south and include some steep areas that preclude most development. Two ravines extend across the subarea; one extends along Cliff Road south of Sims Way and the other extends across Sims Way east of Logan Street. The balance of the subarea is predominately flat.



*Traditional-style development along Sims Way*



*Existing development in the Port Townsend Business Park*



*New Rainier Street connection with bicycle/pedestrian amenities*

## Subarea Opportunities



Active streets with businesses and bicycle/pedestrian facilities (Source: Unsplash)



Trails and pedestrian connections (Source: Pexels)



Distinctive mixed-use districts (Source: Pexels)

**NEW STREETS:** The subarea will require the design and construction of new streets in order to provide local connections and to open property for development. There is a local opportunity to develop new streets in a way that strengthens the intended community character and ensures a level of quality for the public realm.

**ACTIVE STREETS:** There is a community desire to create vibrant business districts that are walkable, interesting, and possess commercial vitality. There is opportunity to designate specific streets and corridors that will be focused for activity and function as 'Main Streets' with active ground-level uses.

**TRAIL AND PEDESTRIAN CONNECTIONS:** The subarea has the potential to possess strong bicycle and pedestrian activity. There is an opportunity to link trail connections with future links to create an expanded, interconnected network. Furthermore, there is opportunity to extend sidewalk connections and close broken links so that the entire area is safe and convenient for pedestrians.

**DISTRICTS:** The subarea can be developed as a series of unique and distinctive districts that each have their own character and land use mix. There is opportunity to plan the subarea as a collection of specific districts so that planning occurs at the neighborhood scale and attributes can be tailored for each area.

**LAND USE FLEXIBILITY:** The subarea will grow with both new development and incremental redevelopment activities. There is opportunity to create land use flexibility to respond to the changing market characteristics and housing demands. The subarea can be planned as a series of mixed-use districts and the City's development standards can provide for more land use options.

**UTILITY EXTENSIONS:** The subarea includes several large vacant areas for future development. In doing so, there is opportunity to perform utility planning that will ensure that future uses have adequate water and sewer service. There is opportunity to develop a financing strategy to extend utilities to these areas while considering the topographic challenges present within the subarea.



## *Context Opportunities*

**GATEWAY:** The subarea presents the gateway to the City from the southwest. The subarea is the first impression of the community. It is located closer to the larger Jefferson County population. There is opportunity to establish an identity for the subarea and to capitalize on the passerby trips moving through the area for commerce.

**INNOVATION CORRIDOR:** The subarea is understood to be the next area within the City for substantial planning and investment. There is an opportunity to build excitement about the subarea that will result in meaningful investment.

**PARTNERSHIPS:** The subarea includes several sizable properties that can support future development. The western areas and north of Sims Way are relatively level and are well connected; they possess a wide range of development opportunities. The vacant areas south of Sims Way include several large tracts for development but are somewhat limited by topography in some finite areas.



*The new Rainier Street corridor creates opportunity for a new innovative business district and multimodal transportation.*

# 4.4 - Subarea Land Use Concept Alternatives

There are several ways the subarea can be designed and developed to implement the project vision and guiding principles. In the early planning stages, several conceptual plan alternatives were created to explore various spatial arrangements for the subarea. These were used to engage the Task Force and City staff to identify preferred elements to help define the desired design for the subarea. These alternatives were also created so that future readers can reference back to specific design scenarios to better understand the reasoning for the inclusion of certain design elements in the final plan. The final Master Plan reflects a layering of the ideas generated during the development of alternatives.

## *Site Elements*

Each concept alternative includes similar site elements that are provided in differing spatial arrangements. These site elements are essential to address the project vision and to follow the guiding principles.

- I. **DISTRICTS:** this includes designated areas that are planned to have common characteristics in terms of land uses, urban design, and overall character.
- II. **OPEN SPACE AREAS:** this includes parks and open space areas that are intended for recreation and preservation.
- III. **PRIMARY STREETS:** this includes defining the primary streets within the subarea that would be constructed in the built out scenario. Proposed future streets are dashed, while existing streets are solid.

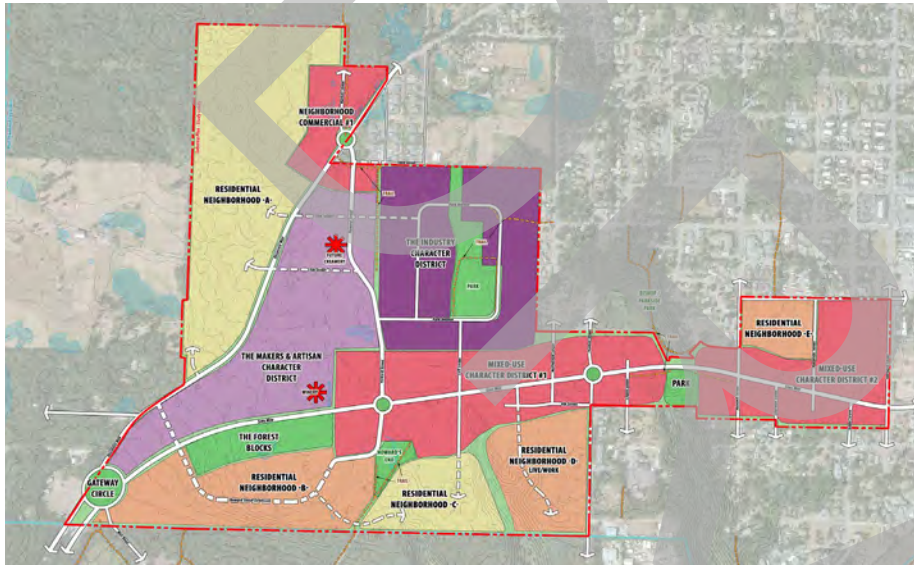
## *Alternatives Assessment*

**CONCEPT A.1 “MAKERS/ARTISAN GATEWAY”:** this concept places the City’s artisan and craft trades at its gateway along Sims and Discovery. A Gateway Circle (a large roundabout) creates a key entry into the City and ties together Sims Way and Discovery Road. Sims Way is planned as a mixed use corridor. The areas to the south and far northwest are planned for future residential neighborhoods. A neighborhood commercial district is planned at Discovery Road and Rainier Street.

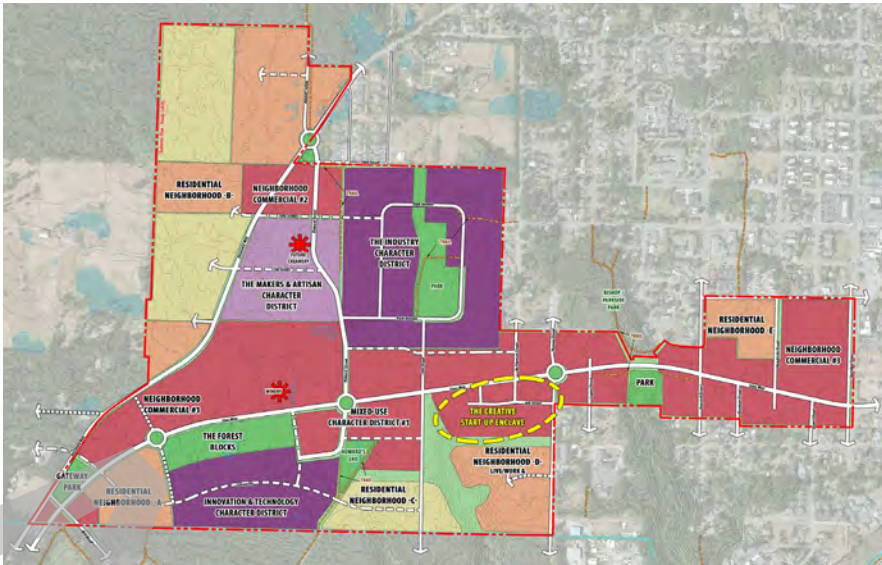
**CONCEPT B.1 “LIVE/WORK/SHOP”:** this concept is an adaptation of the current zoning and designates distinct areas for residential, industrial, and commercial uses. A large commercial area is planned along Sims Way at the gateway. This concept identifies a start-up enclave south of Sims Way along 4th Street (the buildings provide affordable rent for start-up businesses). A sizeable neighborhood commercial area is located around Discovery Road and Rainier Street with residential density radiating from this center.

**CONCEPT C.1 “TOWN CENTER”:** this concept ties Discovery Road and Sims Way together in a mixed use Town Center. All the other districts within the subarea radiate out from this center. The Town Center District will include destination shopping and multi-family uses. This complements the adjacent Makers/Artisan District and surrounding residential. Residential neighborhoods are designated for the land south of Sims Way and include the hillsides.

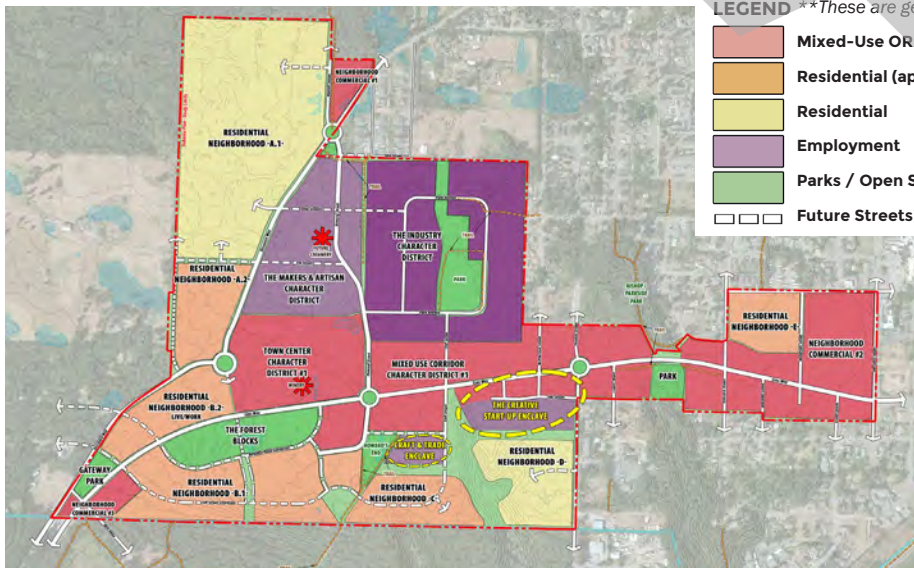
**CONCEPT C.2 “ARTISAN VILLAGE”:** this concept ties Discovery Road and Sims Way together in the Artisan Village. All the other districts and neighborhoods within the subarea radiate out from this center. The Artisan Village includes a mix of manufactured goods, retail showrooms, and tasking rooms. The Artisan Village will also include destination shopping and multi-family. Residential neighborhoods are designated for the land south of Sims Way and include the hillsides.



Concept Alternative A.1 - "Makers/Artisan Gateway"



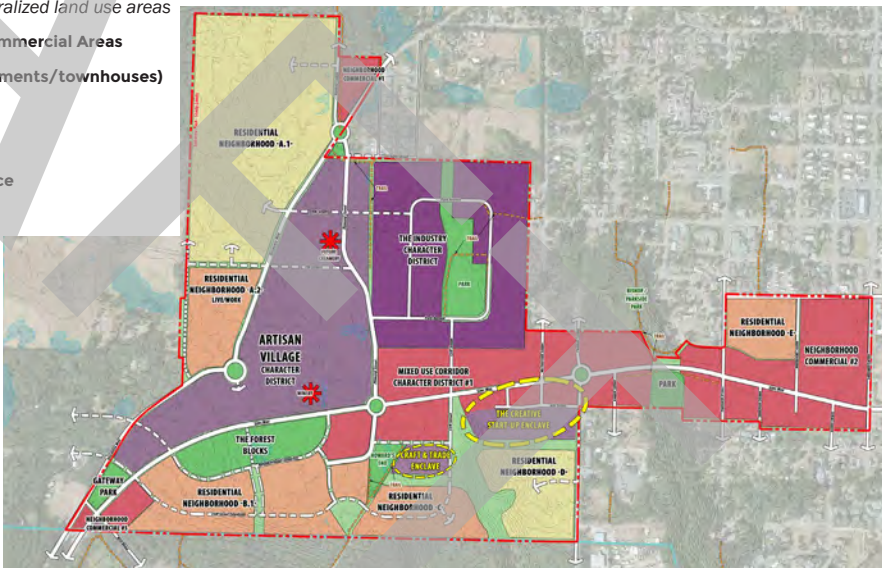
Concept Alternative B.1 - "Live/Work/Shop"



Concept Alternative C.1 - "Town Center"

**LEGEND** \*\*These are generalized land use areas

- Mixed-Use OR Commercial Areas
- Residential (apartments/townhouses)
- Residential
- Employment
- Parks / Open Space
- Future Streets



Concept Alternative C.2 "Artisan Village"

## Preferred Alternative

The Task Force reviewed and assessed the concept alternatives. The Task Force used the vision and the guiding principles in conducting its assessment. There was consensus amongst the Task Force attendees to develop/refine a concept plan that combined Concept A.1 and C.2 and incorporated the following key ideas:

- **ARTISAN/MAKERS VILLAGE:** develop an Artisan/Makers Village between Discovery Road and Sims Way.
- **GATEWAY:** create a signature gateway feature at the western entry to the City to fix the awkward Mill/Discovery/Sims intersection.
- **NW RESIDENTIAL:** plan the areas to the northwest as residential with a mix of housing types that generally align with existing zoning standards.
- **NEIGHBORHOOD COMMERCIAL:** create/retain the neighborhood commercial node along Discovery Road and just south of Howard Street (as depicted in Concept B.1).
- **TRAIL EXTENSIONS:** include logical trail extensions into and through the subarea.

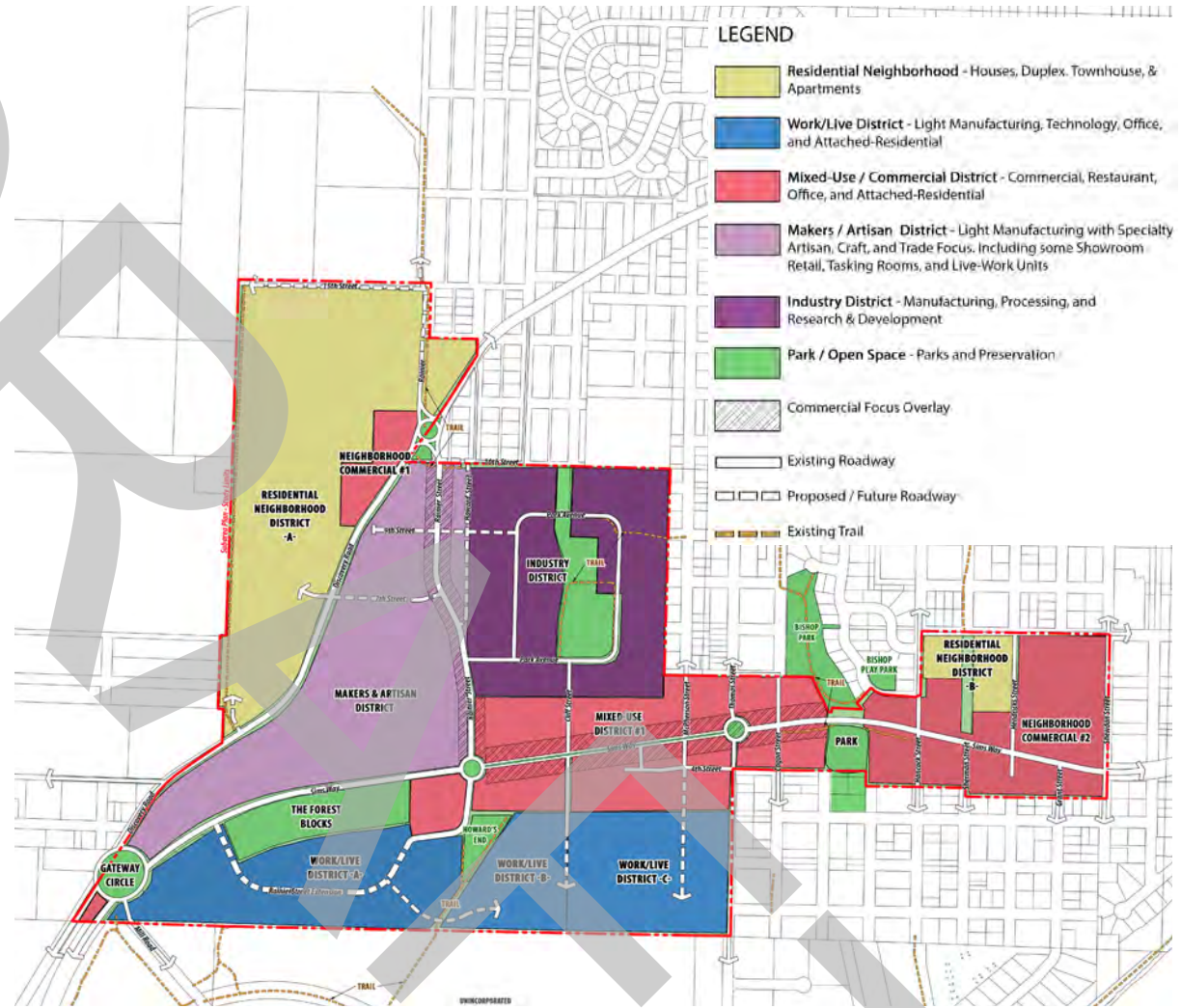


Figure 6. Preferred Concept Alternative



**5.0**

# Subarea Concept Plan

**5.1**

Vision & Guiding Principles

**5.2**

thru

**5.8**

Districts

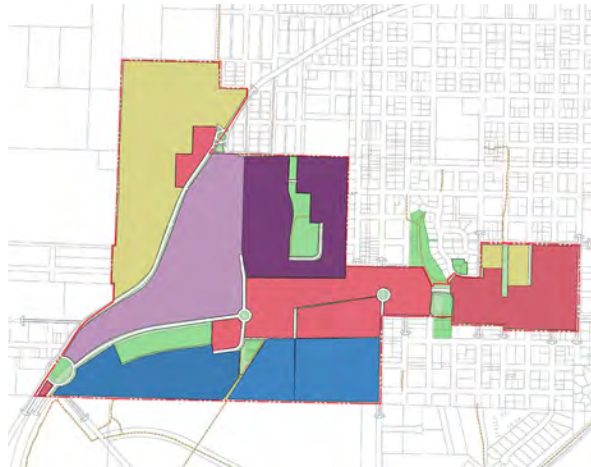
# 5.1 - Subarea Concept Plan

The Subarea Concept Plan Figure 7 was created from individual districts, streets, trails, and open space. Six individual districts were created to guide development and the urban form within the subarea. This allows the subarea to be planned at the neighborhood level and acknowledges that specific areas will develop with their own look and feel. Each district in the Subarea Plan has a distinct urban design profile that includes primary land uses, development patterns, intensity, and building styles. It is intended that the City will revise the Comprehensive Plan Future Land Use Map and the official Zoning Map to implement this plan.

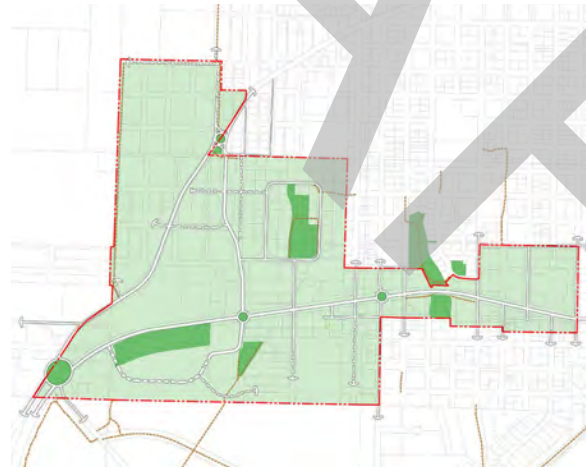
A number of key features are planned to implement the vision and guide development within the subarea. The Concept Plan establishes streets, trails, and open space areas that solidify the intended vision for the subarea and tie together the individual districts. These features are catalyst projects that will support development and investment within the subarea. While each district will be described in this section, the plan elements in this document will further describe the projects and policies that will need to take place in order to implement the Subarea Plan.

## *Concept Plan Elements*

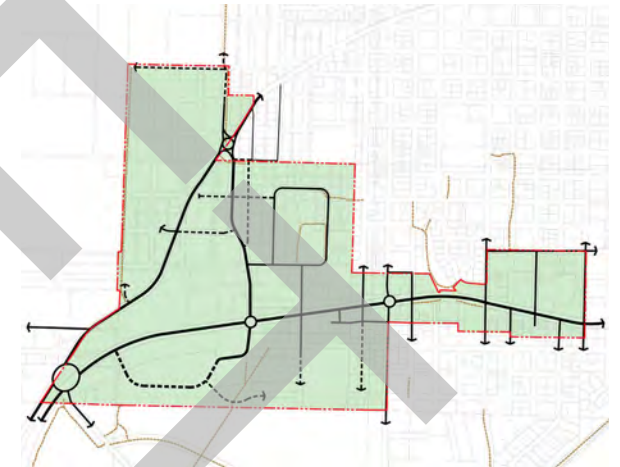
- I. **DISTRICTS:** designated areas that are planned to have common characteristics in terms of land uses, urban design, and overall character.
- II. **OPEN SPACE AREAS:** parks and open space areas that are intended for recreation and preservation.
- III. **PRIMARY STREETS:** primary streets within the subarea that would be constructed in the built out scenario. Proposed future streets are dashed, existing streets are solid.



Districts



Open Space Areas



Primary Streets

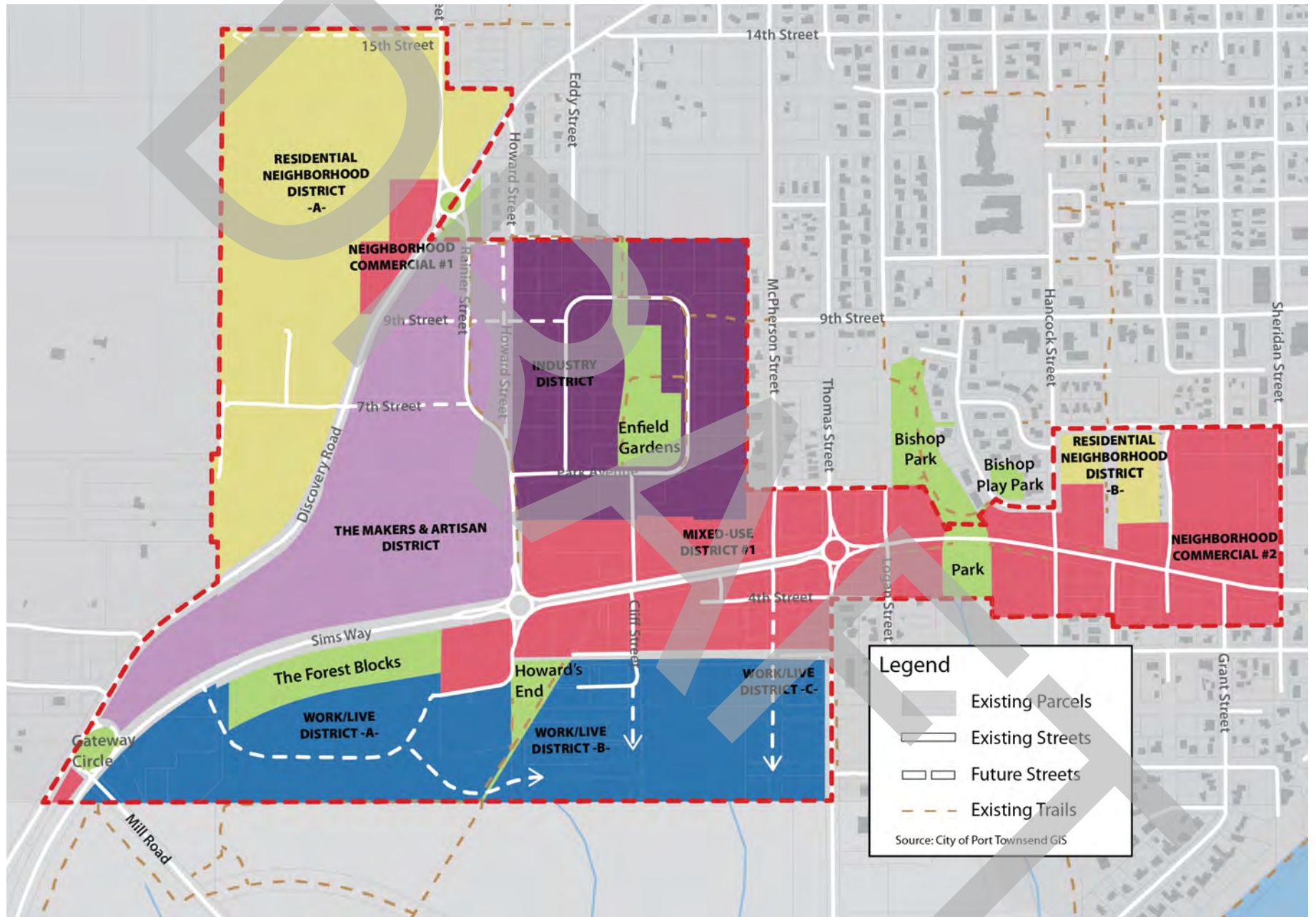


Figure 7. Rainier Street & Upper Sims Way Subarea Concept Plan

# 5.2 - Makers & Artisan District



(Source: Unsplash)

The Makers & Artisan District is located in the inner block between Discovery Road, Sims Way, the Gateway Circle, and Rainier Street. Rainier Street is envisioned as the primary commercial spine that knits together the district. The intent is to provide a unique district within the City that will support job-creating businesses, promote artisan innovation and collaboration, and be a distinctive community draw. The area currently supports a winery, agriculture, offices, and service uses. There are near-term plans to construct a creamery and other businesses rooted in traditional trades. The district will evoke an atmosphere where a crafts-person uses traditional methods to create tangible items in limited quantities and sell items on-site as part of the business programming.

In planning for the Makers & Artisan District, the primary land uses will include manufacturing and industry. Secondary uses will include small-scale retail, eating/drinking venues, apartment-style residential, and supporting office space. Rainier Street will be the main commercial spine within the district. Buildings will be oriented to streets with ground floor active uses such as shop space. Buildings should be designed using traditional materials including wood and stone façades with wood and metal accents. The urban form should be borrowed from the Uptown and Downtown districts in terms of building orientation and walkability.

The urban form is to be focused on a pedestrian scale with a tight urban street grid radiating out from Rainier Street. The district is envisioned with a vibrant streetscape. Designated roadways will require ground level façades to have active uses such as commercial and office space. The Makers & Artisan District will require significant capital improvements to create the intended character and urban design. Specifically, construction of 7th, 9th, and Howard Streets are necessary to provide access and frontage for future uses. Street parking is envisioned along local streets so that patrons can park once and walk to multiple destinations. Surface parking lots will be minimized and located to the side or rear of buildings. Howard Street will be designed as a convertible 'festival street' that can be closed to vehicular traffic and support local events. These standards and improvements are essential to create a compact, walkable urban environment. The City's existing tree buffer should be maintained along Sims Way and portions of Discovery Way to retain the sense of entry into the community.

## *Land Use Focus*

**PRIMARY USES:** Manufacturing and Industry

**SECONDARY USES:** Commercial, Office, and Housing

## *Scale and Urban Form*

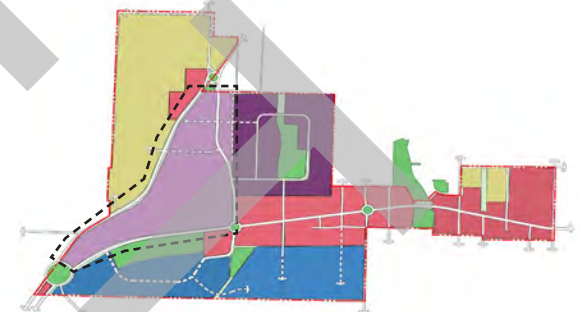
**HEIGHT:** 2 to 4 stories

**BUILDING ORIENTATION:** Close to streets.

**BUILDING FACADES:** Wood, stone and painted metals. Generous window coverage. Active ground floor uses along designated streets.

**STREETSCAPE:** On-street parking, wide sidewalks, street trees, street furniture.

**ESTIMATED GROSS AREA:** +/-38.36 acres





## Makers & Artisan Key Components

**RAINIER STREET COMMERCIAL CORRIDOR:** There is opportunity to create Rainier Street as the district 'Main Street.' This will require buildings to be oriented to the street and provide ground-level commercial/active uses along the frontage. Manufacturing and industrial businesses should have customer use areas and showrooms along Rainier Street. Façades should be designed with window coverage and distinctive architectural elements. Surface parking lots should be located to the side or rear of buildings. Portions of Rainier Street are designated as a "Commercial Focus Overlay" which allows ground floor active uses such as retail, restaurant, office, and similar uses.

**NEW STREETS AND CONNECTIONS:** The district is designed with a tight urban street grid. The plan includes construction of new roadways involving 7th, 9th, and Howard Streets. All streets will include sidewalks, on-street parking, street trees, and provisions for bicyclists. Streets will be developed per cross section designs as funding sources for construction become available.

**ARTISAN DESTINATIONS:** The district will develop with a collection of artisan enterprises that focus on the making and selling of locally sourced products. These enterprises are envisioned to include customer/visitor components including tasting rooms, show rooms, studios, shop space, and eateries that complement the manufacturing and processing activities on site. Entertainment and commercial components will be allowed to encourage prolonged visits.

**PERFORMING ARTS & ARTIST STUDIOS:** This district will support performing arts venues and artist studios. These venues promote creativity and should welcome outside spectators. Additionally, these uses may have a retail component to sell associated merchandise. The district should provide affordable rent and shared space for artists. Studios may double as the artists' residences. Workforce development may be co-located with performance or other gallery/studio space.

**PUBLIC AMENITIES:** The district will include public amenities and services for patrons within the district. Public restrooms, water fountains, and bus shelters will be provided within the district. Strategic roadway segments will be designed as convertible 'festival streets' that can be periodically closed to vehicular traffic to support events and other civic gatherings.

**DISTRICT SIGNAGE AND GATEWAY:** The area represents the birth of a new commercial district and transportation corridor. New gateway signage and features are proposed to identify the area and direct patrons to it from surrounding thoroughfares.

**INTERIM USES:** The district can benefit from interim uses such as food trucks, outdoors sales, art installations, and event space to occupy and activate the area in the near-term while the district is being built-out with permanent structures.



Artisan destination, brewery and events courtyard  
(Source: Flickr, Lars Plougmann)



Artisan destination, winery (Source: Pexels)



Interim use, food truck (Source: Unsplash)

# 5.3 - Industry District



(Source: Unsplash)

The Industry District is planned for the area and parcels within the Port Townsend Business Park. The district is situated adjacent to the Makers & Artisan District, the Sims Way commercial corridor, and residential neighborhoods. The Industry District encompasses Park Avenue. There are two roadway connections at the southern portions at Cliff Street and Rainier Street. The district has a diverse land use mix ranging from light manufacturing to government services. There are several vacant lots. Roadway and utility infrastructure are in place to support future development. The area is under a Property Use and Development Agreement (PUDA) that vested certain land uses and development standards under the approval. The long-term vision for the Industry District is to retain its present character and support future development as allowed by the PUDA. The Industry District can be better integrated into the overall city with additional street and pedestrian connections.

## Industry District Key Components

**NEW STREETS AND CONNECTIONS:** The Industry District is envisioned to complement the adjacent Makers/Artisan District with like uses and established manufacturing uses. There is opportunity to better link the two districts with a 9th Street roadway connection between Rainier Street and Park Avenue. Furthermore, there is opportunity to tie into the area trail system with permanent facilities.

**DISTRICT SIGNAGE/MONUMENTATION:** The district is located behind other parcels along Sims Way and Rainier Street. Given this location, the Industry District may appear hidden from passerby customer traffic. Monument signage can be provided along surrounding thoroughfares to direct patrons to the businesses and destinations within the Industry District. This is planned to spur economic vitality and to build equity amongst businesses across the subarea.

**GOVERNMENT SERVICES ENCLAVE:** The district includes several existing health and government services. Jefferson County has a significant land holding within the Industry Area. The northwest corner of the Industry District possesses an opportunity to establish a government services node to serve the greater community and to serve as a catalyst to complement surrounding commercial services.



Existing office in the Business Park

## Land Use Focus

**PRIMARY USES:** Manufacturing and Industry

**SECONDARY USES:** Commercial and Office

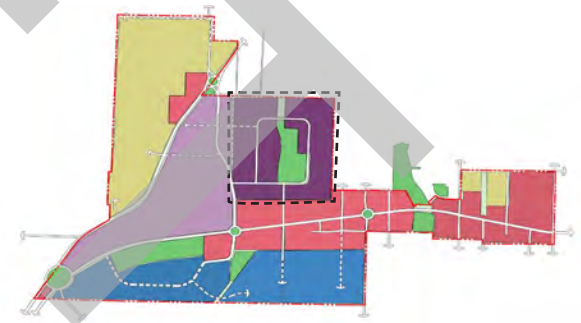
## Scale and Urban Form

**HEIGHT:** 1 to 3 stories.

**BUILDING ORIENTATION:** Close to streets.

**STREETSCAPE:** Sidewalks with street trees.

**ESTIMATED GROSS AREA:** +/-27.58 acres





Existing Port Townsend Business Park Circa January 2018 (Source:GoogleEarth)



New brewery within the Port Townsend Business Park



Small-scale manufacturing (Source: City of Port Townsend)



Government/Public Uses

# 5.4 - Work/Live District



(Source: Pexels)

The Work/Live District is planned along the southern portions of the subarea (south of Sims Way) between Mill Road and Thomas Street. The area is generally underdeveloped. Portions of the land area are wooded and there are some isolated areas with relatively flat terrain. A ravine bifurcates the district and steep slopes are located along the southern boundary. The district is planned for a mixture of both employment-generating uses and workforce housing. Light-manufacturing, research and development, and offices would be appropriate job-creating businesses. Housing is envisioned to include multi-story apartments and attached residential to complement the businesses within the district. Small-scale neighborhood commercial and accessory retail are intended to serve the primary uses and provide services within a close, walkable distance.

The urban form will include a collection of multi-purpose buildings with diverse architecture. Buildings should be oriented towards the interior streets. A forest buffer should be maintained along Sims Way. Parking, loading, and service areas should be heavily screened to minimize their appearance. Building heights will likely vary between one and three stories and should include window cover and architectural elements on street-facing facades. Future development should extend and tie into the city-wide trail system. Projects should frame the Forest Blocks that front Sims Way and should provide pedestrian and bicycle connections to this community asset. The Work/Live District should be designed to meld into the adjacent mixed-use areas and commercial corridors; this follows a vision to focus commerce on the main thoroughfare and provide housing and industry on the adjacent blocks.

## Land Use Focus

**PRIMARY USES:** Manufacturing, Industry and Office

**SECONDARY USES:** Commercial and Housing

## Scale and Urban Form

**HEIGHT:** 1 to 3 stories.

**BUILDING ORIENTATION:** Close to streets

**BUILDING FACADES:** Wood, stone and painted metals. Generous window coverage.

**STREETSCAPE:** Wide sidewalks with street trees.

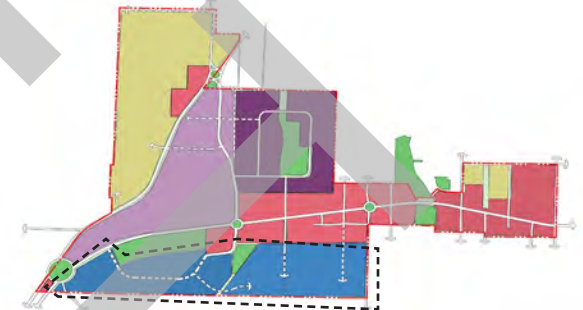
**ESTIMATED GROSS AREA:** +/-41.56 acres



Mix of employment and housing (Source: GoogleEarth)



Multi-family/workforce housing





Live/work townhouse units



Office/light manufacturing businesses

## Work/Live Key Components

**NEW STREETS AND CONNECTIONS:** The district is designed with an interconnected street network to tie the future uses into the surrounding area. There are large areas of the district that have no roadway access, thus, new roadway extensions will be required to support future employment-generating uses and housing. The plan includes a southern Rainier Street extension that will provide a second intersection with Sims Way further to the west. The plan anticipates Cliff and McPherson Streets will be extended to the south. Two new east-west local roadways are envisioned to further interconnect the district.

**PARKS AND OPEN SPACE:** There is opportunity to make Howard's End a recreational focus for the district by enhancing park access, signage, and trail connections. The plan calls for trail extensions through the district to complete city-wide linkages. Future district development should embrace and tie into the Forest Blocks.

**JOBS/HOUSING BALANCE:** The district is intended to provide employment-generating businesses and new workforce housing projects. The district will provide the land use flexibility to allow industry, office, and multi-family residential uses.



District-oriented retail as seen in Historic Uptown



Open space areas

# 5.5 - Mixed-Use District



(Source: Pexels)

The Mixed-Use District is located along Sims Way between Rainier Street and Hendricks Street. The majority of the existing land uses are mostly commercial with a mixture of restaurants, offices, housing, and vehicle service. The intent of the Sims Way Mixed-Use District is to encourage a range of land use activity and to focus on property redevelopment. Other goals for the Mixed-Use District are to build upon the established development along the Sims Way frontage and provide greater land use and design flexibility for those properties located on side streets and adjacent blocks.

The primary land use focus for the district is commercial and mixed-use. Secondary uses could include light manufacturing, office, and attached residential. The redevelopment strategy for the district is more focused on the urban form than land use. The ideal urban form is centered on creating multi-story buildings along the Sims Way frontage with parking located at the rear of the building. The first floor is intended to contain mostly active uses such as retail, restaurants, and services to create a vibrant streetscape for business patrons. The upper floors fronting Sims Way would be appropriate for office and residential. Properties located on side streets are intended to provide a transition between the mixed use district and the surrounding neighborhoods and manufacturing enclaves. The building style should be a mixture of traditional and modern architecture to create a diverse urban character. The existing Sims Way streetscape should strengthen as redevelopment occurs through the construction of wide sidewalks, street trees, landscaping, and street furniture.

## *Mixed-Use District Key Components*

**SIMS WAY COMMERCIAL CORRIDOR:** The mixed-use district plans will continue and build upon the community’s efforts for Sims Way to function as a commercial ‘Main Street’ with vibrant streetscape and active ground-floor uses. The City will implement urban design requirements to orient buildings to the street frontage, minimize the appearance of surface parking lots, and provide attractive building façades along the corridor. Portions of Sims Way are designated as a “Commercial Focus Overlay” which allows ground-floor active uses such as retail, restaurant, office, and similar uses.

**REDEVELOPMENT FOCUS:** The district is intended to experience redevelopment throughout the corridor. There is opportunity to promote adaptive reuse for existing buildings to support new and expanded tenants. There are underused properties that can support infill development and intensification within the corridor.

## *Land Use Focus*

**PRIMARY USES:** Commercial

**SECONDARY USES:** Office, light manufacturing, and attached residential

## *Scale and Urban Form*

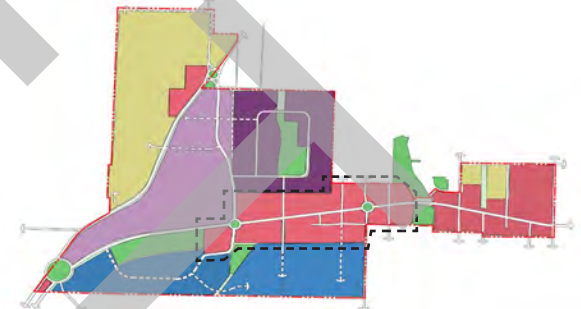
**HEIGHT:** 2 to 4 stories.

**BUILDING ORIENTATION:** Close to streets.

**BUILDING FACADES:** Mix of traditional and modern architecture. Generous window coverage.

**STREETSCAPE:** Wide sidewalks, street trees, street furniture, and on-street parking.

**ESTIMATED GROSS AREA:** +/-29.78 acres



**CREATIVE START-UP ENCLAVE:** The existing buildings and vacant lots along 4th Street provide an opportunity for adaptive reuse to support a collection of creative start-up businesses. The existing structures can be retrofitted as offices, artist studios, and co-housing for small businesses that require affordable accommodations and creative working atmosphere. The vacant lots provide opportunity for small-scale infill development for commercial and/or housing within the Sims Way corridor. Support for the start-up enclave can occur by relaxing site development standards related to on-site parking, buffering, and street improvements so that the costs for site retrofitting are minimized.

**PEDESTRIAN IMPROVEMENTS:** The Mixed Use District can become a highly walkable enclave within the City by completing an array of pedestrian improvements to provide a connected sidewalk network and enhanced pedestrian crossings. Several of the side streets require sidewalks to close the gaps within the overall network. Sims Way requires pedestrian crossing improvements to enhance the perception of safety and to alert motorists to yield. This will include additional crossings and user-activated signal devices at strategic locations along the corridor. There is also an immediate need to complete a designated sidewalk or pathway across the ravine at the district's eastern boundary to provide continuous pedestrian connections through the corridor.

**CLIFF STREET IMPROVEMENTS:** Cliff Street is a significant street within the district and connects the Business Park directly to Sims Way. The existing right-of-way within this segment is substandard and portions of the street have been constructed outside of the right-of-way. This should be remedied by right-of-way acquisition. Cliff Street is also planned to extend south of Sims Way to tie together the southern mixed-use blocks and provide access to the planned Work/Live District.

**BISHOP PARK EXPANSION:** There is opportunity to expand Bishop Park with the ravine and south of Sims Way. There are parcels that could be designated and improved for public recreational use and to provide a greenway connection that ties together the north and south neighborhoods.



*Build upon existing commercial venues.*



*Adaptive use of older buildings.*



*Existing buildings have potential for reuse.*



*Active street life (Source: Pexels)*

# 5.6 - Neighborhood Commercial



(Source: Unsplash)

Neighborhood Commercial Districts are planned at two locations within the subarea: (#1) West of Discovery Road at Rainier Street, and (#2) along Sims Way between Hendricks Street and Sheridan Street. The intent of the Neighborhood Commercial District is to provide commercial services to immediately surrounding neighborhoods and districts. The primary land use focus is retail, restaurant, and service-oriented business. Attached residential is an appropriate secondary use. The intended urban form is neighborhood-scaled commercial, mixed-use and residential buildings. The built environment should focus on creating a walkable environment that complements and is compatible with the adjacent neighborhoods. The Neighborhood Commercial Districts require streetscape improvements that include pedestrian amenities, landscaping, and access management.

Neighborhood Commercial #1 District is currently vacant land and is nestled around a future residential area and across from the Makers/Artisan District. It is envisioned that future commercial buildings will be oriented to Discovery Road and transition into abutting areas. It is contemplated that attached residential may occur along its periphery to provide a compatible shift in land uses and intensity. Its long-range planning focuses on creating a new, identifiable neighborhood node that provides local services and complements the surrounding districts.

Neighborhood Commercial #2 District is a developed area along Sims Way and includes an array of existing development and businesses that serve the immediate vicinity. An existing shopping center anchors the district at Sheridan Street. The center is suburban in character and includes a grocery store, shops, government services, and a bank. The outbuildings are situated close to Sheridan Street although their main storefronts are oriented to the interior parking lot. The façades along Sheridan Street are perched above the frontage and appear as service entries. Other properties are reminiscent of highway commercial uses. Many sites include freestanding commercial buildings with surface parking lots. There is tremendous opportunity for adaptive reuse of existing buildings, comprehensive site development, and incremental infill of surface lots and underutilized property.

Neighborhood Commercial #2 requires substantial streetscape improvements to strengthen pedestrian/bicyclist mobility and efficient traffic circulation. Sims Way lacks a holistic streetscape theme. The vision includes a continuous sidewalk network, additional pedestrian crossings, and landscaping enhancements. The intersection at Sims Way and Sheridan Street should be improved to create a defined gateway and enhance traffic circulation.

## *Land Use Focus*

**PRIMARY USES:** Commercial

**SECONDARY USES:** Office and attached residential

## *Scale and Urban Form*

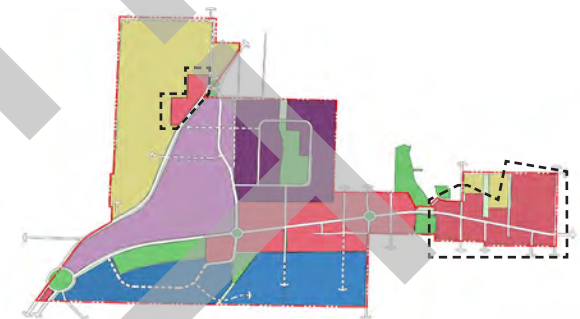
**HEIGHT:** 1 to 3 stories.

**BUILDING ORIENTATION:** Close to streets.

**BUILDING FACADES:** Mix of traditional and modern architecture. Generous window coverage, defined customer entrances.

**STREETSCAPE:** Wide continuous sidewalks, street trees, street furniture, designated pedestrian/bicyclist crossings.

**ESTIMATED GROSS AREA:** +/-23.20 acres





## Neighborhood Commercial Districts Key Components

**SIMS WAY COMMERCIAL CORRIDOR:** Neighborhood Commercial #2 will continue and build upon the community's efforts for Sims Way to function as a distinctive commercial corridor. The City will continue urban design requirements to orient buildings to the roadway, minimize the appearance of surface parking lots, and promote active commercial uses along the frontage.

**STREETScape ENHANCEMENTS:** The roadways around the neighborhood commercial districts will be improved with streetscape elements including wide sidewalks, street trees, and hardscape to promote walkable commerce and to create a distinctive shopping environment.

**PEDESTRIAN/BICYCLE FACILITY IMPROVEMENTS:** Sims Way will receive sidewalk extensions, enhanced pedestrian crossings, and bicycling parking facilities. Discovery Road will add a sidewalk and cycle track. A dedicated pedestrian crossing will occur at 9th Street and the Rainier Street roundabout.

**SHERMAN STREET GREENWAY:** The unimproved Sherman Street right-of-way north of Sims Way will be enhanced as a pedestrian/bicycle greenway to provide non-motorized connectivity between the commercial uses and the surrounding residential neighborhoods. This greenway will tie into the existing trail network and include lighting and landscaping enhancements.

**SHERIDAN STREET/SIMS WAY INTERSECTION:** The City will explore solutions and strategies to improve the circulation and functionality of the intersection of Sims Way and Sheridan Street. Alternatives may include signalization, pavement improvements, and/or street realignment.



Retail buildings oriented to streets (Source: GoogleEarth)



Neighborhood-scaled shopping street.



Commercial retail building (Source: Flickr NNECAPA)



Attached residential as a transitional use between commercial and single-family neighborhoods.

# 5.7 - Residential Neighborhoods



(Source: Pexels)

Residential Districts are planned at two locations within the subarea: (A) west of Discovery Road and (B) northwest of Neighborhood Commercial #2 in the eastern edge of the subarea. The intent of the Residential Districts are to provide high-quality and affordable housing for the community. The preferred land use of this district is both single-family and multi-family housing. The primarily urban form of this district is to provide a mixture of single-family detached, attached, and multi-family housing that would decrease in density as the district transitions outward from the adjacent commercial district. The housing style will be a mixture of traditional and modern styles that range from 1 to 4 stories. The streetscapes will be residential in character and designed to promote pedestrian/bicyclist use and connectivity.

Residential Neighborhood A is vacant and is envisioned to support a collection of new housing communities. The neighborhood will include a variety of housing options including single-family housing, attached residential, and small-scale multi-family. Multi-family is planned along Discovery Road and surrounding the adjacent neighborhood commercial enclave. The district will become an interconnected collection of neighborhoods. Park and open space amenities will be provided concurrent with housing development to create a complete community. The street network and trail connections will be extended to interconnect with the larger subarea.

Residential Neighborhood B is located amongst an established housing community and adjacent to an active commercial node. The neighborhood is presently developed with apartments and a mobile home park. The vision is to acknowledge this area as an important residential enclave and to support housing redevelopment over the long-term. As redevelopment occurs, streets, sidewalks, and trails will be improved to knit together the surrounding neighborhood and commercial uses.

## *Land Use Focus*

**PRIMARY USES:** Medium/high density multi-family

**SECONDARY USES:** Single-family detached, single-family attached, and accessory dwelling units

## *Scale and Urban Form*

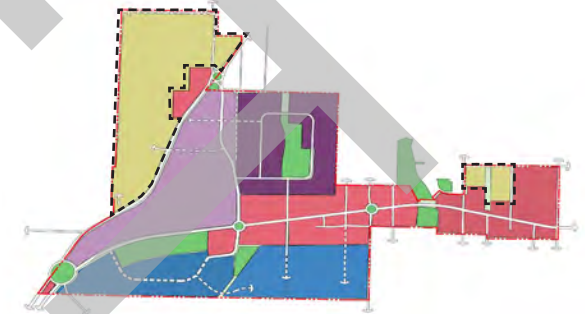
**HEIGHT:** 1 - 3 stories and 2 - 4 stories for multi-family

**BUILDING ORIENTATION:** Close to streets, open space areas, and courtyards.

**BUILDING FACADES:** Mix of traditional and modern architecture. Generous window coverage. Limits on front-loading garage.

**STREETSCAPE:** Sidewalks, on-street parking, and street trees.

**ESTIMATED GROSS AREA:** +/-45.30 acres



## *Residential Neighborhoods Key Components*

**HOUSING VARIETY:** The residential neighborhoods will be afforded the flexibility of housing variety to appeal to family structures, household size, income, and personal living preferences. The neighborhoods will be developed/redeveloped with housing diversity that includes multi-family and single-family detached and attached.

**PARKS AND AMENITIES:** Future neighborhoods will emerge with neighborhood parks to serve the residents and provide equitable recreational amenities. Parks and amenities will be provided on a variable scale to serve the intended population. Both public and private park spaces will be provided concurrent with neighborhood development.



*Neighborhoods with diverse housing types and park space  
(Source: GoogleEarth)*



*Housing oriented to neighborhood streets*



*Neighborhood parks*



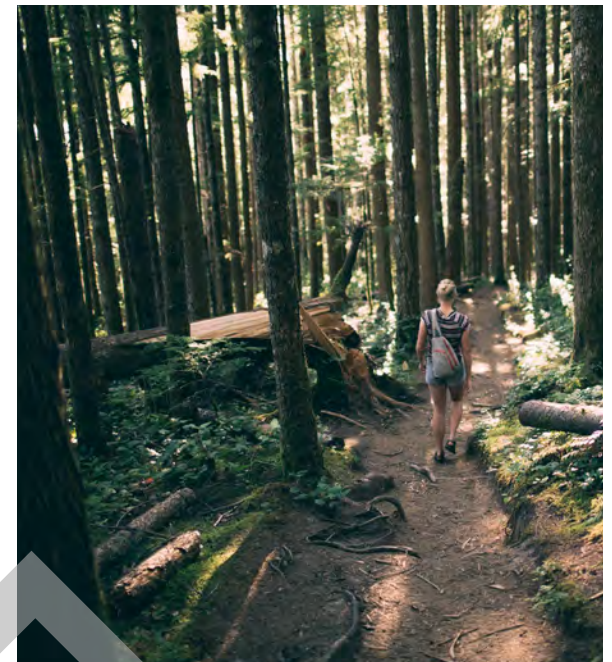
*Neighborhood with housing variety (Source: Pexels)*

# 5.8 - The Forest Blocks District



(Source: Pexels)

The Forest Blocks District is approximately 5.62 acres and located on the south side of Sims Way mid-block between Mill Road and Rainier Street. The City-owned parcels are heavily forested and include several unmaintained, user-created trails that connect to other nearby trails. The vision is to designate the Forest Blocks District as the recreational centerpiece for the subarea as a passive, wooded park, and managed area. The Forest Blocks District will serve as the premier trailhead by which the area's trail network will originate.



Hiking trails in the Forest Blocks (Source: Unsplash)

## *The Forest Blocks District Key Components*

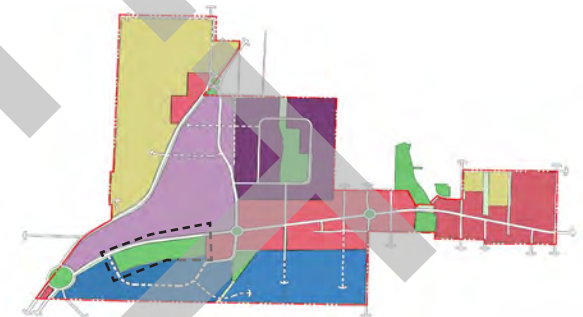
**SIGNATURE PARK:** The Forest Blocks District is envisioned to be the signature natural park within the subarea. The park will be the centerpiece of the subarea's development and serve as an iconic civic gathering place along the Sims Way corridor. Park improvements should be subtle and retain much of the site's natural vegetation and ecological character. The park will be formally incorporated in the City's parks and recreational programming.

**TRAILHEAD AND CONNECTIONS:** The Forest Blocks District is planned as a significant trailhead for the area's trail network. Trails will be designed to tie into the Forest Blocks District and radiate out to a larger regional network. Parking and service facilities will be developed to enhance the user experience. Signage and wayfinding will be employed to create a complete trail system.

**MANAGED RESOURCES:** The City will employ long-term management of natural resources within the Forest Blocks District to balance safety, aesthetics, and environmental health. The City will identify strategic partnerships with other government and non-profit entities to implement a management program for the subarea's quintessential natural park.



Proposed Forest Blocks preserve along highway (Source: Unsplash)



**6.0**

# Plan Elements & Implementation Framework

**6.1** Introduction and  
Element Structure

# 6.1 - Introduction & Element Structure

## *Plan Elements*

To realize the community's vision for the subarea, the City will establish and commence an implementation strategy to ensure the subarea develops and prospers according to this vision. The Subarea Plan includes the following elements: **LAND USE, TRANSPORTATION & MOBILITY, OPEN SPACE & RECREATION, and UTILITIES.** The plan elements provide information and recommendations that can be addressed, partially, through City of Port Townsend Comprehensive Plan, Municipal Code, Capital Improvement Plans, and other policy documents. The plan elements are structured to (i) assess the current conditions, (ii) articulate the future plans, and (iii) provide recommendations for implementation.

## *Implementation Methods*

Plan implementation should focus on specific objectives and actions that will create the urban environment and character as envisioned. The Subarea Plan requires a combination of three strategies to provide a holistic approach to implementation. The City must (i) regulate development, (ii) orchestrate specific capital improvements, and (iii) market the area. These strategies are further explained below:

- I. **DEVELOPMENT REGULATIONS** will be amended to ensure that future development is designed according to the plan's vision and strengthens the intended community character. Amendments will provide flexibility to allow adaptive reuse of existing structures. Amendments include standards governing land use, building scale, and architectural design.
- II. **CAPITAL PROJECTS** by government agencies and private developers will serve as important catalysts for the implementation of the plan. These include specific site improvements that will support future development and create the desired urban form.
- III. **MANAGEMENT AND MARKETING** will be necessary to attract investment. Coordinated community service activities, public policies, and administrative structure will facilitate businesses and development envisioned in the plan.



# 7.0

# Land Use Element

**7.1**

Overview

**7.2**

Current Land Use Context

**7.3**

Future land Use Plan

**7.4**

Land Capacity Analysis

**7.5**

Land Use Catalyst Projects

**7.6**

Goals and Policies

# 7.1 - Overview

The Land Use Element guides future development within the Rainier Street & Upper Sims Way Subarea Plan. This element will facilitate actions pertaining to future land use plans, zoning, capital projects, and public programs aimed towards plan implementation. This was completed by examining the current land use context (land use and zoning regulations) to identify policies and regulations that will be needed to support the community vision as established in this Subarea Plan. The Land Use Element provides a future land use plan, recommends catalyst projects, and establishes goals and policies that align with the vision.

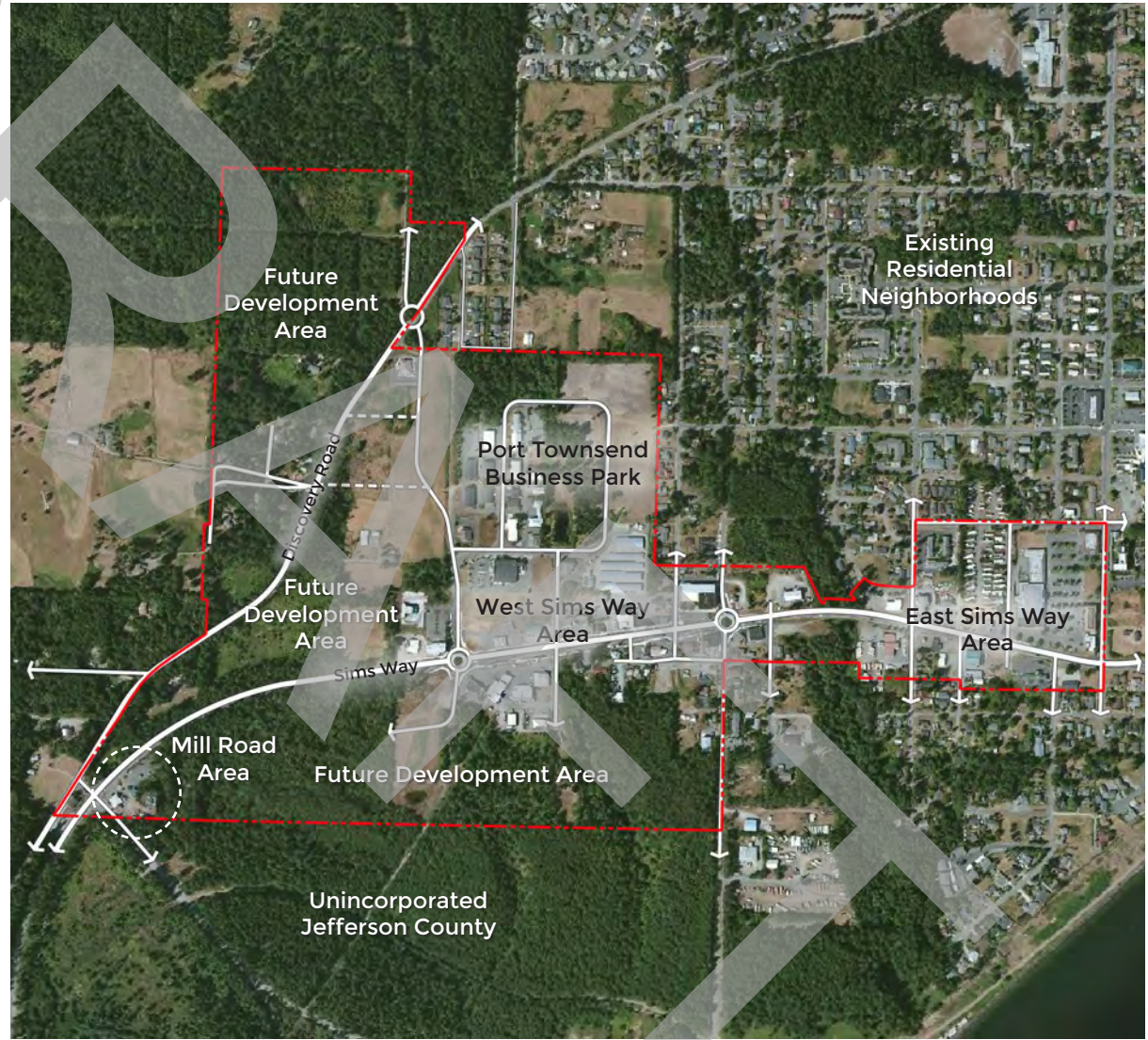


Figure 8. Subarea and Vicinity Development Areas



# 7.2 - Current Land Use Context

## *Existing Land Uses*

The subarea can be characterized by two very distinct land use patterns: (a) the developed areas in and around Sims Way, and (b) the large areas to the west which are largely underdeveloped. The developed areas can be further divided according to individual blocks. In contrast, the underdeveloped areas to the west can be summarized as large parcels with limited urban services.

**DEVELOPED AREAS:** The properties generally east of Rainier Street and north of 4th Street are characterized as developed land. There is a small commercial node at Mill Road, west of Rainier Street. The developed areas can be further described as individual blocks along the Sims Way corridor. (See Figure 8, Subarea and Vicinity Development Area). There is opportunity to provide more flexibility in the City’s development regulations to address nonconforming buildings and support adaptive reuse.

- **WEST SIMS WAY:** Sims Way is an established commercial corridor. The majority of the properties are developed with a range of non-residential uses. The segment between Rainier and Logan Streets follow a traditional development pattern with commercial buildings sited close to the street with parking and services oriented to the property rears thereby supporting a walkable commercial district. The properties on the side streets and interior blocks include a mix of commercial and industrial uses. Some residential buildings re situated in the area. Generally, the buildings are in good condition and there are some vacancies. Few buildings possess a traditional architectural style that mimics historic buildings in Port Townsend. Most of the structures have no particular architectural style. There are several structures that were constructed as single-family houses, but given their location on a commercial corridor it is anticipated that these buildings may experience adaptive reuse to support non-residential uses. Furthermore, there are several small, vacant parcels that are ripe for infill development.
- **EAST SIMS WAY:** The Sims Way segment to the east of Logan Street is an established commercial corridor. The urban character reflects a suburban development pattern with buildings set back from the street with surface parking lots; several sites have low building coverage. Generally, this segment follows a more auto-oriented development pattern. A shopping center anchors this area at Sheridan Street and includes a grocery store, small shops, and office uses. Overall, most of the buildings are single story and are in good condition, but most buildings have a nondescript architectural style. Since many of the sites are underdeveloped, it is assumed that properties along Sims Way are ripe for redevelopment and/or adaptive reuse to support future uses.



*Commercial development along Sims Way.*



*Existing buildings on Sims Way.*



*Streetscape elements on Sims Way.*



Sims Way corridor (Source: GoogleEarth)

- **PORT TOWNSEND BUSINESS PARK:** The Port Townsend Business Park is developing with a wide range of uses including office, light manufacturing, and government services. Many of the developed sites have mid to high building coverage, meaning structures generally cover at least half of their respective lot. All the buildings are in good condition and there is a wide range of architectural styles. Many of the industry-based structures are metal buildings; whereas, most of the office uses have higher quality exterior finishes (e.g., windows, materials, and paint colors). There are several vacant parcels available to support future development.
- **MILL ROAD:** There are several commercial properties clustered at Mill Road. These include a commercial building and one motor vehicle sales lot. One building is a two story structure oriented close to the street. One appears to be a converted service station and the others are generally simple in style. There is potential for adaptive reuse for all buildings. There is also opportunity for substantial redevelopment given the low lot coverage.

**FUTURE DEVELOPMENT AREAS:** The large central block north of Sims Way between Discovery Road and Rainier Street remains mostly undeveloped. An office building and small commercial structures are clustered at the southeast corner. A new winery, and associated agricultural activities, have been established along Sims Way. A future creamery is planned at Rainier Street and undeveloped 7th Street. The areas to the west of Discovery Road are comprised of large lot residential properties. Several sites have homes with large spans of undeveloped land. There are large tracts of undeveloped property on the south side of Sims Way. The undeveloped areas north of Sims Way are generally flat, whereas, the southern-most areas slope to the south and contain steep slopes.



Port Townsend Vineyards along Sims Way.



Vacant land along Rainier Street.

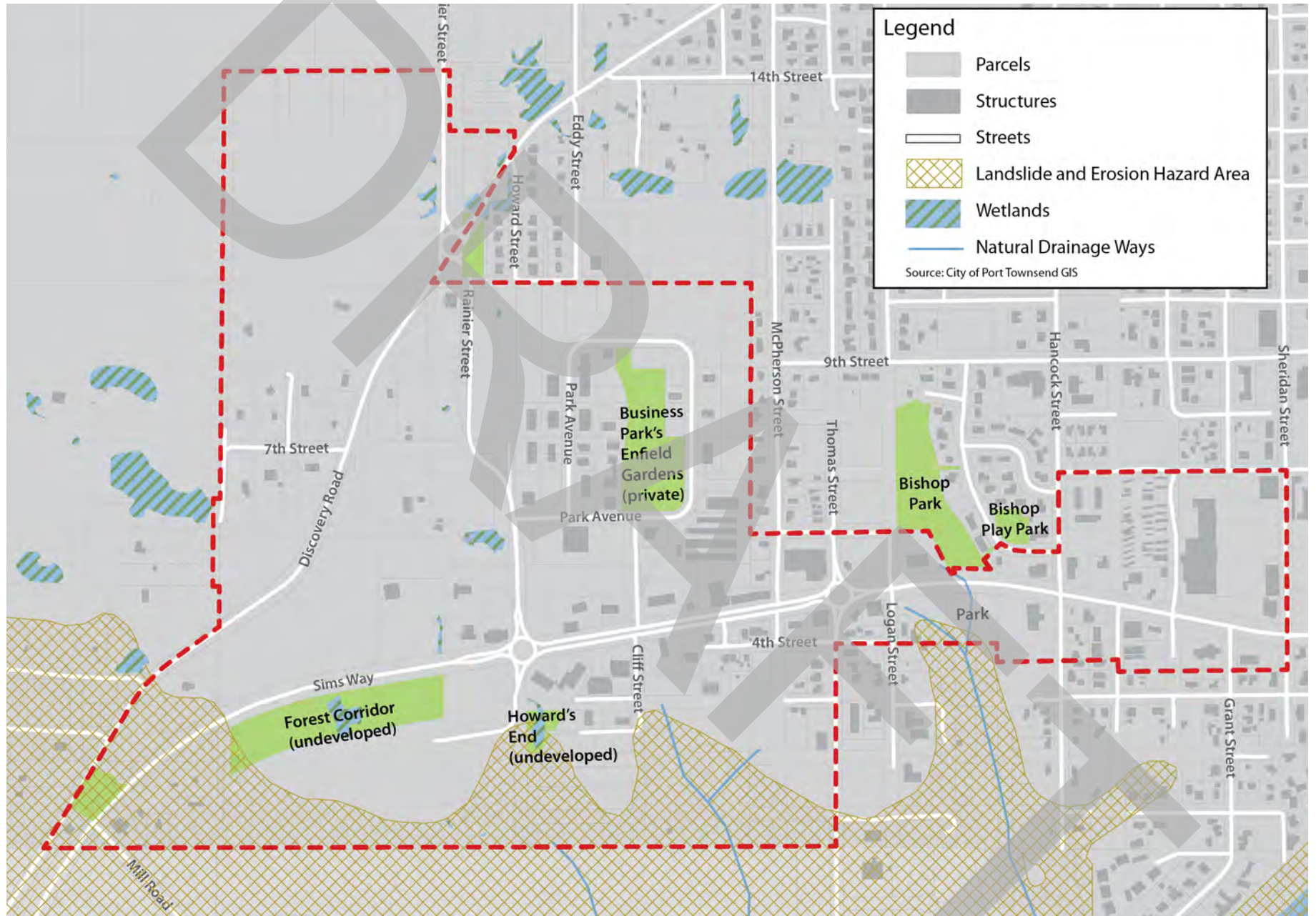


Figure 9. Current Subarea Vicinity and Natural Features Map

## Current Land Use Designations

The City of Port Townsend Comprehensive Plan has goals and policies that guide development within the subarea. The Comprehensive Plan is designed to help the City achieve its vision of maintaining or improving the community's character, environment, employment base, and quality of life while accommodating projected growth and improving community resilience and adaptability to changing circumstances. The Land Use Element includes a map that assigns land use designations to each property within the City. The map is the City's "blueprint" for action and graphically depicts where various land uses should be located.

The goals and policies found within the Comprehensive Plan serve as the foundation for the land use designations. Each land use designation allows certain land uses and aims to achieve a specific urban form. Specifically, the land use designations dictate how land may be used and developed in the future. The following land use designations are presently assigned to the subarea and described in the Comprehensive Plan:

- **C-II - GENERAL COMMERCIAL:** This designation has been applied to commercial areas located outside neighborhood and mixed use areas. The General Commercial designation accommodates a wide range of general commercial uses such as retail businesses, professional offices, hotels, restaurants, and personal services shops. Upper-story housing is permitted outright.
- **M/C - MIXED LIGHT MANUFACTURING AND COMMERCIAL:** This designation allows small scale manufacturing businesses along with associated and subordinate on-site retailing. The purpose of this designation is to provide for manufacturing and commercial enterprises that do not fit neatly under common definitions of light manufacturing or commercial. Ratios of manufacturing to commercial floor area are necessary within this designation to protect employment based manufacturing activities.
- **C-II/MU - COMMUNITY MIXED USE CENTER:** This designation accommodates a broad range of commercial uses and higher residential densities. Additionally, this designation accommodates a wide range of residential densities that approach those found in the R-IV designation. The C-II/MU designation has been applied to areas that are closer to the City's existing east/west commercial corridor. The C-II/MU district is intended to promote transit or pedestrian-oriented development patterns.
- **P/OS - EXISTING PARK & OPEN SPACE:** This designation includes City, County, and State owned parks and recreation areas. City-owned lands that provide valuable natural and open space functions are also designated P/OS.
- **P-I - PUBLIC/INFRASTRUCTURE:** The designation is applied to lands that provide public utilities, facilities, and services. Allowable uses include schools, libraries, public utilities, and government buildings.
- **R-III - MEDIUM DENSITY MULTI-FAMILY:** The R-III designation accommodates multi-family structures at a minimum density of 10 units per 40,000 square feet and a maximum density of 16 units per 40,000 square feet of land area. Although multi-family development is encouraged in these areas, single-family residences continue to be an allowed use where the parcel and/or contiguous ownership is less than 12,000 square feet in area.
- **R-IV - HIGH DENSITY MULTI-FAMILY:** This designation accommodates larger scale multi-family structures (e.g., 10-24 dwellings per structure) at a density of not less than 15 units per 40,000 square feet of land area or more than 24 units per 40,000 square feet of land area. A minimum density has been specified for this designation in order to discourage the use of this land for lower density, single-family development.

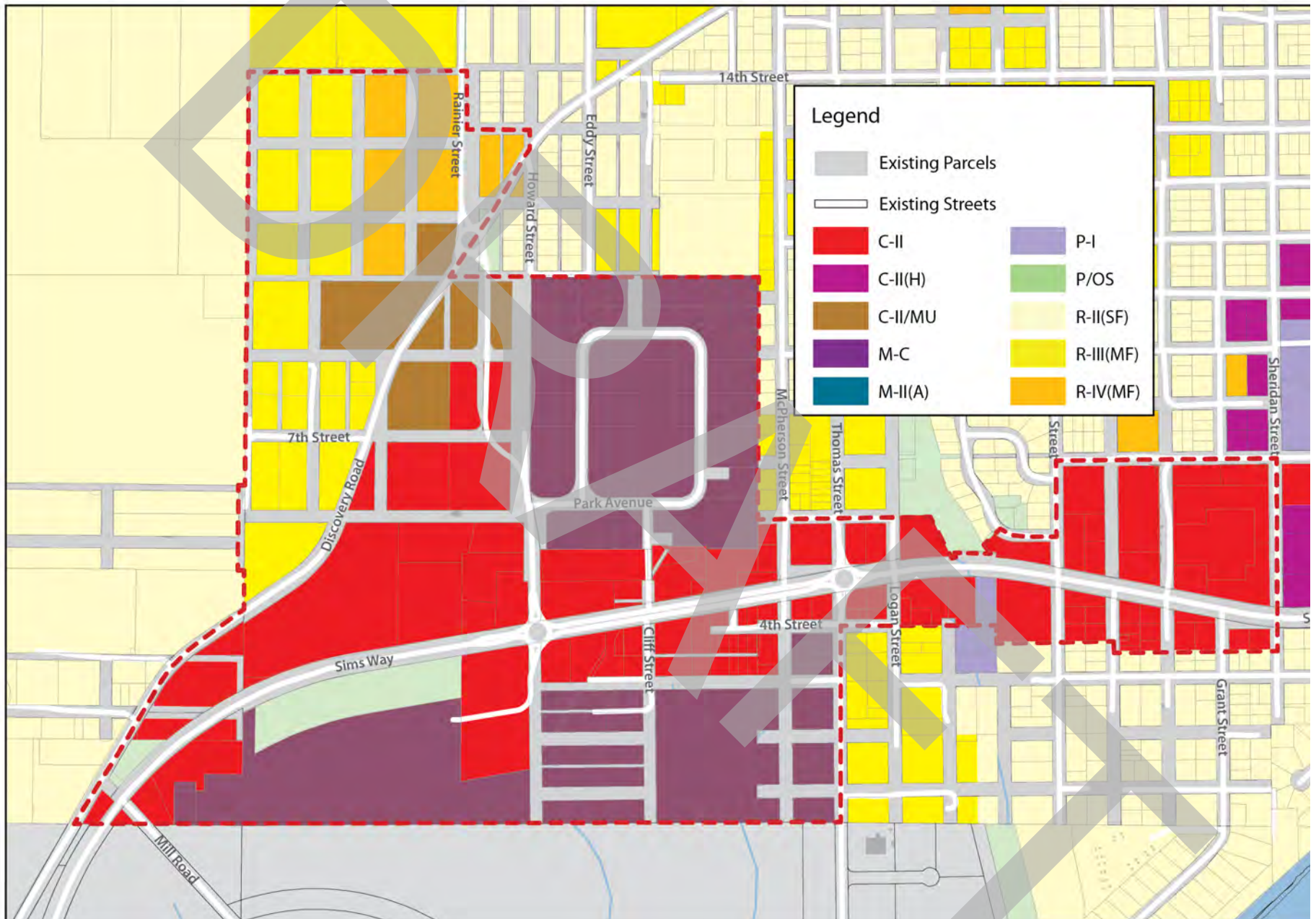


Figure 10. Current Land Use Map (as of Jan. 2018)

## Current Zoning

Port Townsend is divided into zoning districts that are consistent with and implement the City of Port Townsend Comprehensive Plan and establish development controls for specific areas of the community. Each zoning district defines how the properties within can be used, subdivided, and developed.

**ALLOWED USES:** The zoning code establishes which land uses are allowed within each zoning district. Land uses are identified in the zoning districts as permitted outright (P), subject to a conditional use permit (C), prohibited (X), or not applicable (N/A). Uses not specifically identified are not permitted. Table 7.2.a below summarizes whether a particular development type/use is allowed within each of the current subarea zoning districts.

ZONING DISTRICT	Development Type/Use								
	Artisan and Craft Uses	Light Manufacturing	Mixed-use Development	Office	Retail & Restaurants	Detached Single-Family Residential	Attached Single-Family Residential	Multi-family Residential	Restriction on Ground Floor Residential
<b>C-II</b>	P	C	P	P	P	X	X	P	YES
<b>C-II/MU</b>	L	X	P	P	P	X	X	P	NO
<b>M/C</b>	P	P	X	X	L	X	X	X	N/A
<b>R-III</b>	X	X	X	X	X	P	P	P	N/A
<b>R-IV</b>	X	X	X	X	X	X	X	P	N/A
<b>P/OS &amp; P/I</b>	Not applicable								
P: Mostly Permitted Uses Allowed C: Mostly Conditional Uses Allowed			L: Limited Permitted/Conditional Uses Allowed X: Not Allowed						



(Source: Unsplash)

## DESIGN STANDARDS

In addition to land use and dimension standards, the City of Port Townsend requires that multi-family, commercial, and mixed-use buildings meet specific design standards. These standards focus on architectural elements, urban form, and building orientation to adjacent streets. The intent of the design standards are to ensure that buildings are attractive and reflect a defined community character. The following is a summary of the design standards for each building type.

- **MULTI-FAMILY RESIDENTIAL DEVELOPMENT STANDARDS:** The multi-family development design standards focus on the built environment (building and parking orientation, building façade, roof articulation, building size, landscape, etc.) with some focus on the pedestrian and bicyclist environment (pedestrian and bicyclist amenities/connectivity). The standards require design elements such as windows and architectural articulation.
- **COMMERCIAL AND MIXED USE ARCHITECTURAL AND SITE DESIGN STANDARDS:** The design standards for commercial and mixed-use development design standards include a greater focus on the pedestrian and bicyclist environment (lighting, ground level transparency, weather protection, amenity and access requirements, etc.), while also including the built environment requirements (maximum building setback, Gateway Forest Corridor buffer, off- and on-street parking, and building design, etc). These design standards apply to the use rather than the location of the development. These standards can be adjusted to target specific areas while allowing greater flexibility in other areas of the community.

## BULK AND DIMENSIONAL STANDARDS

Based on zoning district, the subdivision code establishes specific requirements for how a property can be subdivided and developed. The zoning districts have a minimum lot area and width to control how property is divided in the future. Also, each zoning district includes dimensional standards that regulate how a structure is constructed and sited on a parcel. The standards are intended to ensure compatibility with adjacent structures and to implement the planned urban design for the area. Bulk and dimensional standards should correspond to the desired neighborhood character that the community wants to achieve.

## *Addressing Regulatory Challenges*

Existing land use and development regulations are intended to achieve a quality urban form and promote compatibility amongst surrounding land uses. In most cases, the current regulatory framework aligns with the community's vision for the subarea. However, some regulations complicate the process to achieve quality urban form and opportunities for housing/employment. These challenges are summarized below.

- **ACTIVE COMMERCIAL STREETS:** There is opportunity to use the City's zoning regulations to create active commercial streetscapes along Sims Way and Rainier Street. While the City regulates uses and establishes design guidelines, there is a challenge to ensure certainty that the corridors will redevelop as active commercial streets. There is opportunity to amend zoning and design standards to require that buildings along certain corridors contain some ground-floor commercial space to ensure the streetscape is lively and designed as shopping streets. This may be accomplished with an overlay district to require some commercial uses along designated corridors.
- **RESIDENTIAL ADAPTIVE REUSE AND INFILL:** There is an opportunity to address the City's housing needs and to promote urban infill with additional residential development along the Sims Way corridor. Most of the area is zoned C-II which allows multi-family uses but precludes units on the ground floor. More specifically, the current C-II zoning does not allow for stand-alone multi-family (buildings that are used entirely as residential units). While it is acknowledged that active street frontage is desired along Sims Way and Rainier Street, the C-II could be modified to allow stand-alone residential on side streets and blocks.
- **WORKFORCE HOUSING:** There is an opportunity to address the City's housing needs and to support future employment uses with nearby workforce housing. The City should provide information to developers on local, state and federal housing incentives. The City may want to consider density bonuses in certain circumstances that provide a benefit and enhance the quality of the development. The M/C district allows employment uses but does not allow residential development. While it is acknowledged that the community should reserve land for employment uses, the M/C could be amended to allow workforce housing.
- **ATTACHED RESIDENTIAL PLATS:** There is opportunity to accommodate attached residential (e.g., townhouses and rowhouses) on individual, fee-simple lots. In this arrangement, individual units are constructed in a single building, units share a common wall with the adjacent residents, and individual lots are platted beneath each unit. This allows the property owner the benefit of owning the property on which the unit sits. Attached units in a fee-simple arrangement are generally narrower and shallower than typical lots. Many of the City's zoning standards require minimum lot areas and widths that far exceed the typical market standards for attached residential. There is opportunity to amend the dimensional standards to better support a platted, attached residential product.
- **SITE SUITABILITY:** Much of the area south of Sims Way is located on sloped sites that are problematic for industry-based uses. There is opportunity to allow greater flexibility in the allowed uses in this area to respond to the topography (e.g. allow residential uses on sloped sites). Furthermore, the block east of Discovery Road is relatively flat and can better support these uses. There is opportunity to rezone this area for mixed-use and manufacturing to make available additional land to support industry-based development.
- **UNDEFINED USES:** Opportunity exists for the City to amend its zoning controls to accommodate innovative uses that are new in concept and align with the community's vision. The zoning regulations include a long list of land uses and specify where each is allowed. Any use that is not specifically listed in the code is prohibited; this restriction poses a challenge in accommodating future innovative uses that do not fall within the list of uses established in code. Establishing a formal review procedure to make similar use determinations would allow the City to respond to innovative new uses.

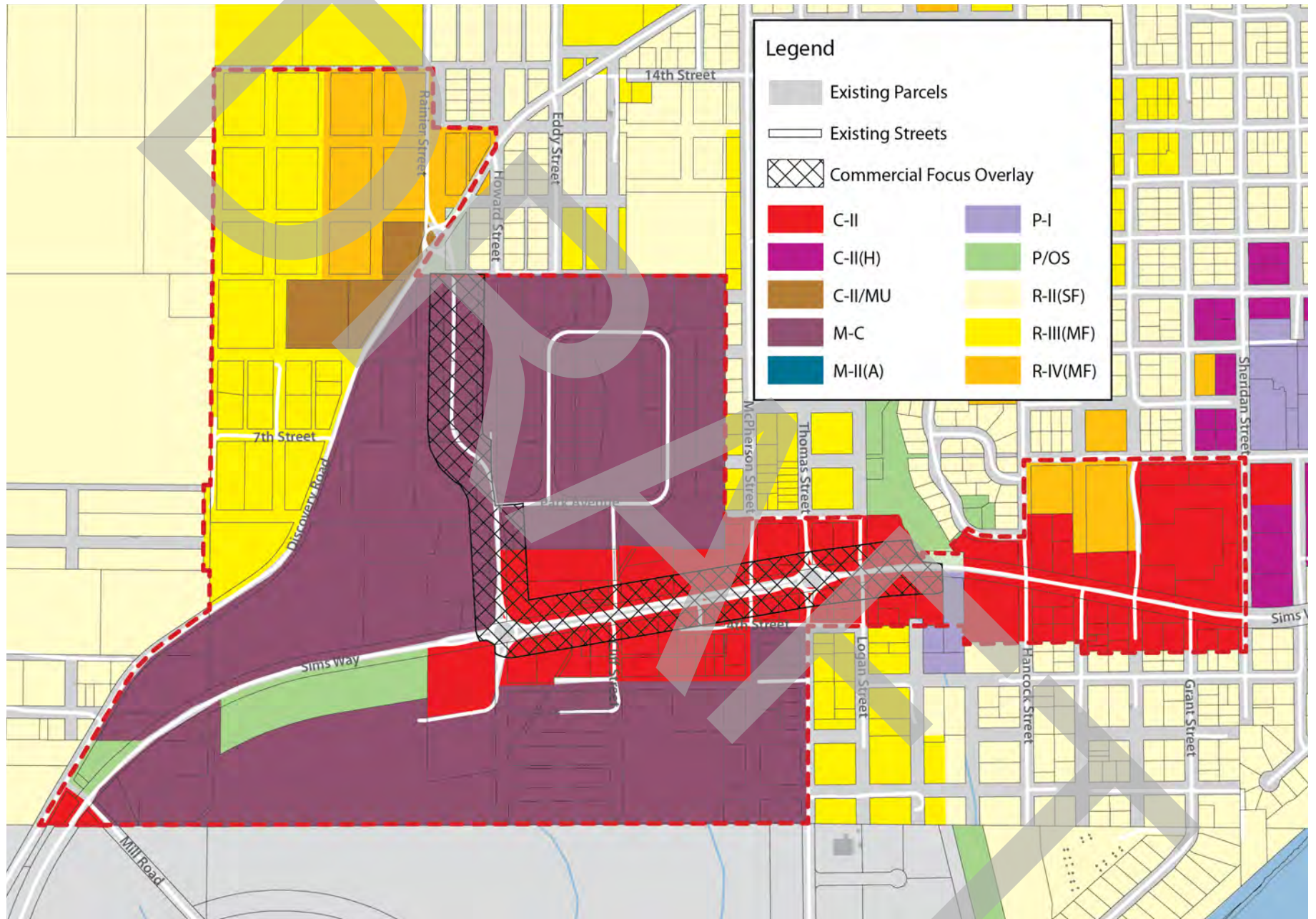


# 7.3 - Future Land Use Plan

The purpose of the Future Land Use Plan is to designate the properties within the subarea to implement the community’s vision and goals. The Future Land Use Plan utilizes the land use designations already established in the City of Port Townsend Comprehensive Plan but modifies the designation boundaries to coincide with the Subarea Plan. In turn, the City of Port Townsend Comprehensive Plan, zoning map, and Municipal Code will need to be amended to be consistent with this Subarea Plan.

The Future Land Use Plan for the subarea implements the subarea districts. In some cases, the same designation is used to implement multiple districts. Table 7.3.a provides a summary of the intended uses for each land use designation. The *Primary Uses* are the emphasis within each land use designation. However, other uses (*Secondary Uses*) are allowed as well.

<b>TABLE 7.3.A: LAND USE DESIGNATION SUMMARY</b>			
<b>Source: ECNorthwest Market Analysis Jan. 2018</b>			
Land Use Designation	Primary Uses	Secondary Uses	Acres <sup>(1)</sup>
<b>GENERAL COMMERCIAL (C-II)</b>	Commercial and Redevelopment activities <sup>(2)</sup>	Office Manufacturing/Industry Housing - Attached	35.5
<b>COMMUNITY MIXED-USE CENTER (C-II/MU)</b>	Commercial	Housing - Attached	4.7
<b>MIXED LIGHT MANUFACTURING AND COMMERCIAL (M/C)</b>	Manufacturing/Industry	Housing - Attached Commercial Office	98.3
<b>PARK &amp; OPEN SPACE (P/OS)</b>	Open Space and Recreation	N/A	5.4
<b>MEDIUM DENSITY MULTI-FAMILY (R-III)</b>	Residential	N/A	19.4
<b>HIGH DENSITY MULTI-FAMILY (R-IV)</b>	Residential	N/A	10.7
		<b>TOTAL:</b>	<b>174.8</b>
Notes:			
(1) Acreage is exclusive of right-of-way as of January 2018			
(2) Redevelopment activities shall be further defined, regulated, and permitted pursuant to the municipal code.			
(3) An overlay district that requires some ground floor commercial uses along primary corridors will help ensure that Secondary Users do not dominate a particular Land Use Designation. This will require code amendments.			



**Figure 11. Subarea Future Land Use Map**

## Key Amendments

**LAND USE BOUNDARY ADJUSTMENTS:** The Subarea Plan identifies a series of districts that are implemented with land use designations. Through the subarea planning process, it was identified which land use designations would best implement the vision for the districts. The Future Land Use Map reflects the implementation of these land use designations. This will result in some designation boundary amendments to the City's Future Land Use Map across the subarea.

- **C-II TO R-IV:** The southeast corner of Hancock Street and 7th Street is characterized by existing residential development. Through the subarea planning process it was acknowledged that this area should be formally designated as residential to retain these properties for residential uses. As a result, the future land use designation will be amended from C-II to R-IV to support future residential uses.
- **C-II TO M/C:** The subarea includes the C-II designation spanning much of the area along western Sims Way. Through the subarea planning process, several districts were identified in these areas. Specifically, the areas north of Sims Way between Discovery Road and Rainier Street are within the Makers/Artisan District. The areas south of Sims Way near Mill Road are identified as the Work/Live District. It is determined that the M/C designation best implements the plan's vision.
- **C-II/MU TO M/C:** The subarea includes the C-II /MU designation south of the Discovery Road/Rainier Street roundabout. The areas between Discovery Road and Rainier Street are within the Makers/Artisan District; it was determined that the M/C designation best implements the goals for this area.

**LAND USE DESIGNATION DESCRIPTIONS:** The Subarea Plan establishes a new vision and purpose for some land use designations in order to accommodate a more diverse array of uses. In doing so, it is important that the land use designation descriptions are amended to reflect the additional land uses. *(Note: The City should decide whether these changes will apply city-wide or just to the subarea.)*

- **C-II - General Commercial:** The designation description should be amended to allow some stand-alone multi-family residential. The City's zoning standards can be amended to enact land use controls to ensure certain corridors maintain ground floor commercial uses.
- **M/C - Mixed Light Manufacturing and Commercial:** The designation description should be amended to allow for workforce housing to complement industry-based employment uses. The City's zoning standards can be amended to ensure the designation is not dominated by residential development.

# 7.4 - Land Capacity Analysis

A land capacity analysis is a spatial exercise used to evaluate availability of buildable lands within a given district or area. This exercise is useful for calibrating the land use designations and to make future projections on available land to support desired uses. This will help the City monitor land availability as the subarea develops. In the future, the City may use this information to refine land use designations to support market demands (e.g. housing, employment etc.) The analysis is also intended to compare the current and future land use designations in terms of area and available land for development.

## *Land Capacity Analysis Methodology*

For the land capacity analysis of the Rainier Street & Upper Sims Way Subarea, the following methodology was employed.

**STEP 1: GENERATE A “LAND BASE.”** This involves selecting all of the parcels in the study subarea. Parcel data was obtained from the Jefferson County GIS Department.

**STEP 2: CLASSIFY LANDS.** Classify each parcel into one of the following categories.

- Developed land = Assessed improvement value greater than \$10,000 (Gross).
- Vacant land = Assessed improvement value less than \$10,000.
- Underdeveloped = Assessed improvement value greater than \$10,000 that could be subdivided or further developed.
- Public or exempt land = Land owned by public or other entities that will not be developed.
- Improvements = assessor/real estate term for any human-made items (e.g. structures, parking lots, etc.) but not including the land.

**STEP 3: TABULATION AND MAPPING.** The results are then presented in tabular and map format, including the land base by status (vacant, partially vacant, etc.), and the land base status by land use designation.

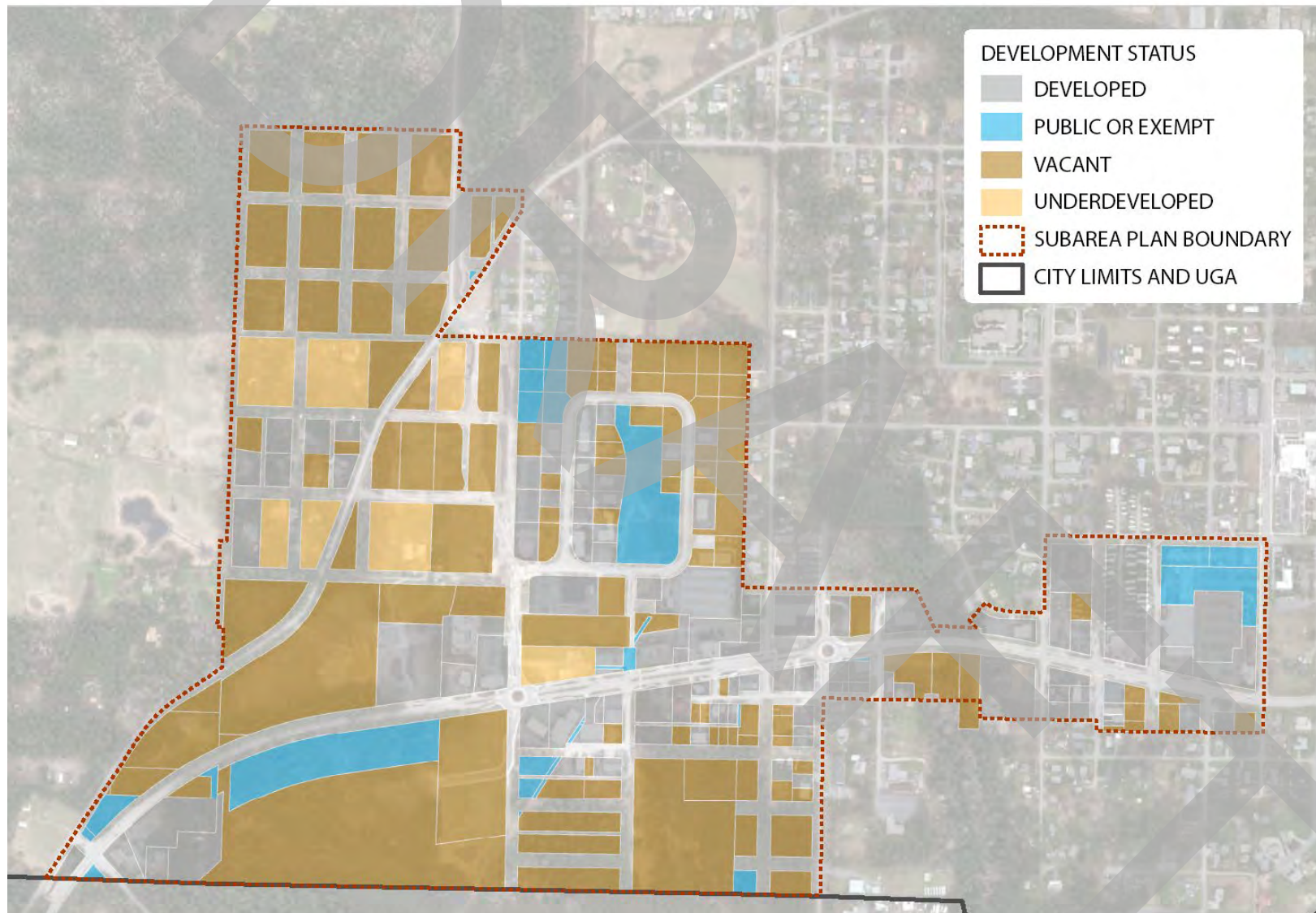
## Land Capacity Analysis

The Rainier Street & Upper Sims Way Subarea contains approximately 175 acres of land. Street right-of-way was excluded from this calculation. For this analysis, right-of-way includes areas that are currently in use, or are designated for transportation or other non-developable infrastructure uses. As of January 2018, 28 percent of the land in the subarea is developed, 56 percent is vacant, nine percent is public or exempt, and six percent is partially vacant (underdeveloped).

Many of the parcels adjacent to Sims Way are already developed. Areas to the northwest and to the south are primarily vacant. Several properties in the middle of the subarea have been partially developed and likely contain surplus developable land. Specifically, there are several underdeveloped properties throughout the subarea that possess additional capacity to intensify and support future development. This information provides baseline data of the developable land that is available at the time the Subarea Plan was prepared. The City can use this data to monitor and adjust its available land supply in the upcoming years to accommodate/attract an intended user.

**TABLE 7.4.a: SUBAREA LAND CAPACITY TOTALS** (as of January 2018)  
Source: ECONorthwest Market Analysis Jan. 2018

DEVELOPMENT STATUS	Count of Parcels	> 2.0 acres	0.5 – 2.0 acres	< 0.5 acres	Total Acres
<b>DEVELOPED</b>	103	5.2	25.2	19.0	49.4
<b>VACANT</b>	117	33.3	47.2	18.2	98.7
<b>UNDERDEVELOPED</b>	7	0.0	11.0	0.0	11.0
<b>PUBLIC OR EXEMPT</b>	32	8.6	3.4	3.8	15.7
<b>TOTAL</b>	259	47.1	86.9	41.0	174.8



**Figure 12. Subarea Land Capacity Map (January 2018)**

Source: ECONorthwest Market Analysis Jan. 2018

## *Land Capacity by Land Use Designation*

The land use capacity analysis was also calculated based on land use designation to assist with the monitoring of supply and to ensure that land is available to support future uses. This analysis is provided in the current and future land use plan scenarios to provide comparisons and to help the City plan its land supply into the future.

The recommended land use actions will increase the M/C and C-II/MU and reduce the C-II and R-IV designations. However, the recommended regulatory changes will increase residential and mixed-use potential in the M/C and C-II/MU designations.

LAND USE DESIGNATION	Developed	Vacant	Underdeveloped	Public or Exempt	Total
<b>C-II</b>	33.0	30.9	3.6	3.3	70.9
<b>C-II/MU</b>	0.0	5.7	3.3	0.0	9.0
<b>M-C</b>	12.8	41.9	0.0	6.9	61.6
<b>P-I</b>	0.0	0.8	0.0	0.0	0.8
<b>P/OS</b>	0.0	0.0	0.0	5.4	5.4
<b>R-III</b>	3.6	11.6	4.1	0.0	19.4
<b>R-IV</b>	0.0	7.7	0.0	0.0	7.7
<b>TOTAL</b>	49.4	98.7	11.0	15.7	174.8

LAND USE DESIGNATION	Developed	Vacant	Underdeveloped	Public or Exempt	Total
<b>C-II</b>	21.7	9.3	1.2	3.3	35.5
<b>C-II/MU</b>	0.0	2.4	2.3	0.0	4.7
<b>M-C</b>	21.1	66.9	3.4	6.9	98.3
<b>P-I</b>	0.0	0.8	0.0	0.0	0.8
<b>P/OS</b>	0.0	0.0	0.0	5.4	5.4
<b>R-III</b>	3.6	11.6	4.1	0.0	19.4
<b>R-IV</b>	3.0	7.7	0.0	0.0	10.7
<b>TOTAL</b>	49.4	98.7	11.0	15.7	174.8

# 7.5 - Land Use Catalyst Projects

The Land Use Element can be partially implemented through a series of related yet independent catalyst projects. These projects include capital investments, City programs, and public/private initiatives. These catalyst projects are planned to provide additional momentum for subarea implementation. More specifically, catalyst projects are intended to create an environment and market setting to spur private investment and entice tenants/residents to the region. The following land use related catalyst projects are recommended for the subarea.

## ADAPTIVE REUSE

Adaptive reuse describes the renovation and reuse of pre-existing structures for new purposes such as retail space, office, light manufacturing space and/or residential units. The Sims Way corridor has a significant stock of existing buildings and many are in good condition to support new uses. Many buildings need some tenant improvements to tailor the space to meet the tenant's needs.

Existing buildings provide relatively less expensive lease options for small businesses and start-ups. Improvements could include exterior enhancements such as paint, molding, landscaping and other architectural additions. Flexibility should be allowed through zoning regulations that are usually triggered with a change of use; this could include parking and landscaping.

## INTERIM/TEMPORARY USES

The subarea may take many years to fully build out with new buildings, contrary to the public's desire to create a vibrant commercial district in the near term. Interim and temporary uses could be instrumental to bring activity to the subarea in the short term and allow economic use of the properties. Specifically, these uses could include pop-up sales in non-permanent structures on properties along Rainier Street and Sims Way (e.g., Georgetown Trailer Park Mall in Seattle, pop-up shops/restaurants in storage containers as used in Montreal). This allows the subarea to build its brand well before permanent structures are completed. Other temporary uses may include a tiny home and recreational vehicle community to temporarily address the City's housing needs. The community should identify the uses that would be beneficial on an interim/temporary basis and create a recruitment strategy. Amendments to the zoning code may be necessary to facilitate this strategy.

## COMMERCIAL FOCUS OVERLAY

The City should create a *Commercial Focus Overlay District* over portions of Rainier Street and Upper Sims Way to require some ground floor commercial uses in new development projects. This will ensure that these corridors develop/redevelop with active uses such as restaurants, shops, and services. This will require amendments to the zoning regulations and map.



*Adaptive reuse of older buildings/sites.*



*Pop-up vendors interim uses (Source: Pexels)*



## PUBLIC BUILDINGS

Local governments can show their commitment to the subarea with new public buildings. Public buildings can set the tone for development in terms of material quality, building design, and site aesthetics. Furthermore, certain public buildings like schools, fire stations, and libraries, can help anchor a commercial district and bring a certain level of activity to the area that can benefit surrounding businesses. The City should consider partnerships with Jefferson County, Port Townsend School District, and the State of Washington to identify potential new facilities that would benefit the subarea development. This includes a new Jefferson County facility in the Industry District.

## DISTRICT MONUMENTATION AND WAYFINDING

The term ‘wayfinding’ encompasses all of the ways in which people orient themselves in physical space and navigate from place to place. Wayfinding includes the physical improvements such as signs, maps, markers, and other graphic or audible methods used to convey location and directions to travelers. Monumentation and wayfinding signage should follow a common theme in terms of architecture, materials, lettering, and scale. Furthermore, the design can be impactful and reflect the community’s vision for the subarea.

The subarea includes several distinctive districts that will have their own role, identity, and land use mix. Iconic monument signage can be used to create identifiable points of entry, strengthen community identity, and provide navigational reference for visitors. Specifically, the community should install monumentation at each end of the new Rainier Street corridor to physically identify the new commercial district and to direct customers to the corridor. A new welcome monument should be constructed within the proposed Gateway Circle to welcome visitors to the City of Port Townsend.

Additionally important, the Port Townsend Business Park is emerging with a wide range of manufacturing and commercial businesses; many including a retail/service component. It is located behind other commercial properties along Rainier Street and Sims Way making it access less apparent to passerby consumers. The community should construct signage and/or directional features to guide patrons to the Port Townsend Business Park. The community should also plan and construct wayfinding signage along Rainier Street, Discovery Road, Sims Way, and Sheridan Street to assist motorists, pedestrians, and bicycles to identify and reach local destinations.



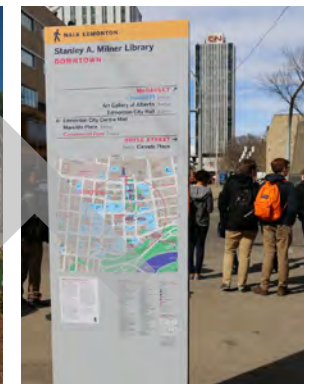
Public buildings.



Community entry signage.



Entry signage  
(Source: Flickr C. Harrison)



District wayfinding  
(Source: Flickr Mack Male)

# 7.6 - Goals and Policies

The following goals and policies should guide future development and decision-making within the subarea. These goals and policies should be integrated into other policy documents, development regulations, and technical standards.

<b>7.6.a - FUTURE LAND USE GOALS AND POLICIES</b>	
<i>Goal/Policy</i>	<i>Description</i>
<b>Goal LU.1</b>	<b>Ensure the City’s long-range planning documents and development standards align with the Subarea Plan vision.</b>
LU 1.1	Review the City’s Comprehensive Plan and amend as necessary to align with the Subarea Plan vision.
LU 1.2	Review the City’s development regulations and amend as necessary to implement the Subarea Plan.
LU 1.3	Review and amend the City’s design manuals and technical drawings to accommodate the desired streetscapes described in the Subarea Plan.
<b>Goal LU.2</b>	<b>Encourage and facilitate reinvestment in existing buildings.</b>
LU 2.1	Add policies that promote adaptive reuse of existing buildings within the subarea.
LU 2.2	Allow more land use flexibility to promote reinvestment in existing buildings.
LU 2.3	Establish design standards to ensure building redevelopment results in attractive, pedestrian-oriented streetscapes.
LU 2.4	Explore opportunities for façade improvement grants and other financial assistance for building improvements.
LU 2.5	Create programs to support start-up businesses.

## 7.6.a - FUTURE LAND USE GOALS AND POLICIES

<i>Goal/Policy</i>	<i>Description</i>
<b>Goal LU.3</b>	<b>Create vibrant, pedestrian-oriented commercial corridors along portions of Rainier Street and Sims Way.</b>
LU 3.1	Designate commercial focus overlay areas along primary street corridors that are intended to develop as key commercial districts.
LU 3.2	Create development regulations that require active uses along much of the ground floor of buildings fronting designated streets. Require design guidelines that require entrances, windows, and other architectural features along these corridors to create pedestrian-friendly commercial corridor.
LU 3.3	Promote ground floor retail space, restaurants, office, civic use, and live/work units along designated street frontages. Allow for a wider range of complementing uses to occur on upper floors.
LU 3.4	Actively recruit developers to construct projects that promote the intended urban form. Develop an economic development strategy to entice private developers and future business tenants.
LU 3.5	Identify and plan for future public buildings/uses to locate within the designated corridors to help create an active community node. Ensure that future public buildings follow the same building design standards that are required of private developers.
LU 3.6	Develop standards to reduce parking and loading standards within the corridor where proposed uses will contribute to a vibrant walkable commercial district that will lessen the need for private automobiles.
LU 3.7	Plan and develop wayfinding and other pedestrian-scaled signage to help patrons and visitors navigate the corridors and locate key destinations. Create monumentation or other entry features as key gateways to orient visitors and strengthen the districts' identifies.
LU 3.8	Explore the feasibility of new public buildings within the subarea as part of the City's public facility planning. Partner with Jefferson County, the school board, and the State of Washington to identify potential new facilities that would benefit the subarea development.

<b>7.6.a - FUTURE LAND USE GOALS AND POLICIES</b>	
<i>Goal/Policy</i>	<i>Description</i>
<b>Goal LU.4</b>	<b>Ensure a variety of housing options and living environment choices are provided throughout the subarea.</b>
LU 4.1	Allow for a wide variety of housing types through the subarea that includes single-family detached, attached, and multi-family.
LU 4.2	Amend the district dimensional standards to provide special lot size and setback standards based on the housing type. Provide smaller lot widths, lot sizes, and setback standards for single-family attached units.
LU 4.3	Allow for and promote variations in multi-family design.
LU 4.4	Allow for cluster housing as an incentive to maximize housing potential while protecting significant environmental features. Allow for design flexibility for sites with critical areas by allowing for reductions in the district dimensional standards.
LU 4.5	Allow for accessory dwelling units as part of single-family detached and attached, fee-simple units. Exempt accessory dwelling units from density standards.
LU 4.6	Allow live/work units within all non-residential districts within the subarea.
LU 4.7	Promote work force housing to occur concurrently with future manufacturing development.
LU 4.8	Establish density standards in commercial and mixed-use districts to accommodate residential land uses.

## 7.6.a - FUTURE LAND USE GOALS AND POLICIES

<i>Goal/Policy</i>	<i>Description</i>
<b>Goal LU.5</b>	<b>Provide family-wage employment by promoting a variety of manufacturing and commercial uses across the subarea.</b>
LU 5.1	Encourage and recruit industries that employ clean and sustainable manufacturing practices.
LU 5.2	Promote and encourage the development of artisan manufacturing that is focused on the creation of goods and products that are created in limited quantities and generally use traditional methods.
LU 5.3	Provide flexibility in the administration of development standards to allow for innovative production and effective solutions to site challenges.
LU 5.4	Focus design requirements on building façades that are directly oriented to public streets and areas of high pedestrian activity.
LU 5.5	Allow accessory retail as part of the manufacturing businesses.

# DRAPER

**8.0**

# Transportation and Mobility Element

**8.1**

Overview

**8.2**

Current Transportation &  
Context

**8.3**

Future Transportation &  
Mobility Plans

**8.4**

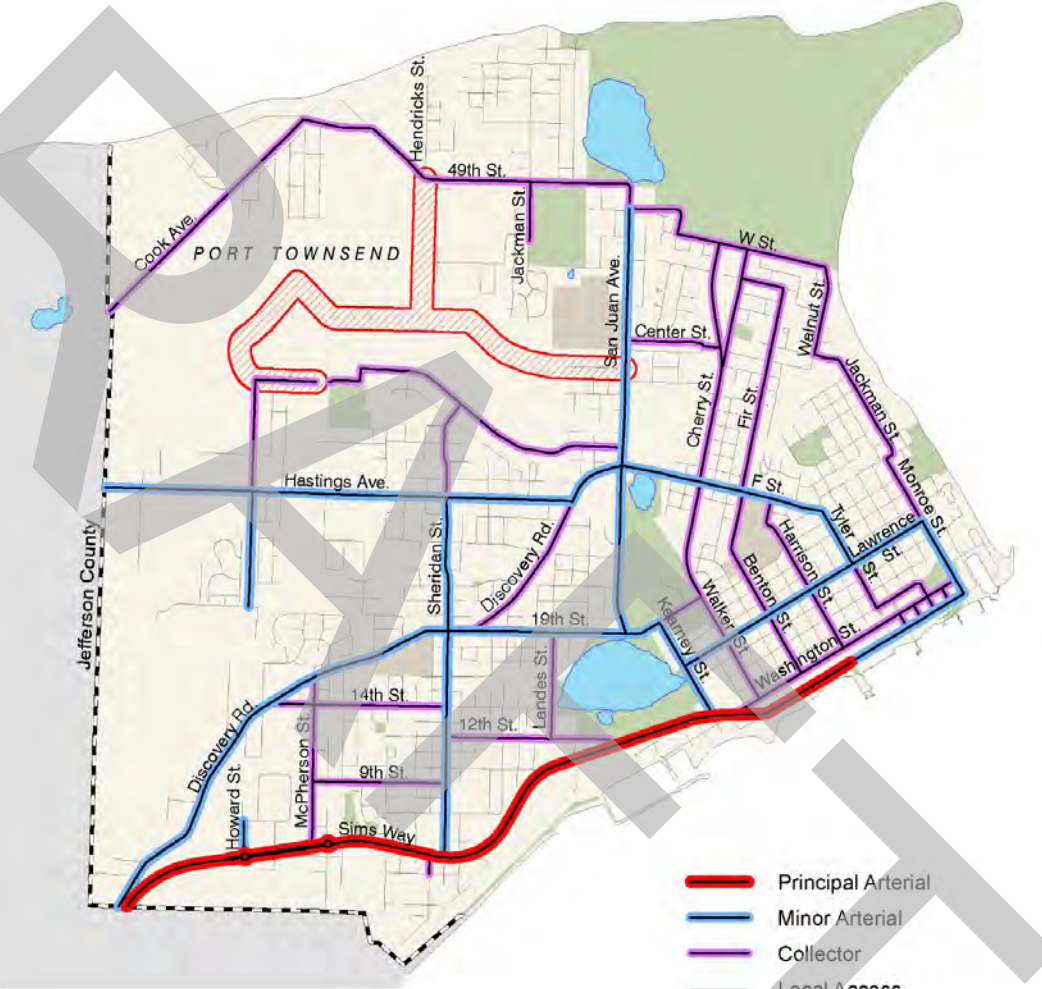
Catalyst Projects

**8.5**

Goals and Policies

# 8.1 - Overview

The Transportation and Mobility Element plans for the street, trail, transit, and pedestrian networks. This element will guide future actions pertaining to capital improvements and service standards in the subarea. This element explores the current transportation/mobility characteristics to establish the baseline conditions for the subarea. The element provides future transportation and mobility planning recommendations, catalyst projects, and establishes goals and policies to align with the subarea vision.



**Figure 13. Current Comprehensive Plan Street Classification Map**



# 8.2 - Current Transportation & Mobility Context

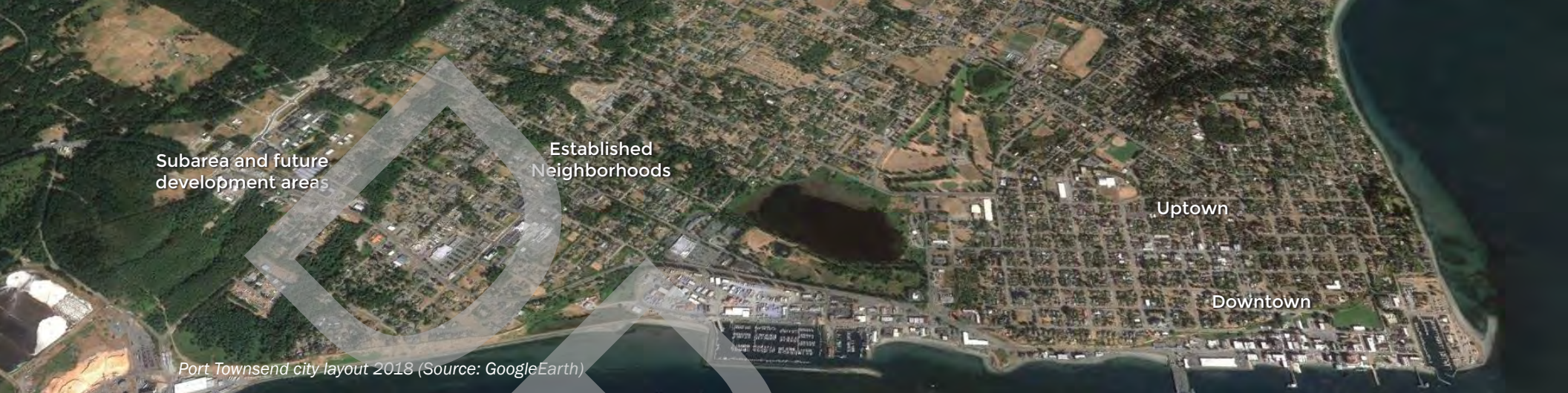
The subarea is located at the southwestern gateway to the City of Port Townsend. State Highway 20 (Sims Way) and Discovery Road provide regional access into the City and the subarea. McPherson Street and Sheridan Street provide north/south circulation within the subarea and provide local connections to established neighborhoods. Since the subarea acts as a gateway to the City, it is important to identify the existing transportation characteristics and gaps that shape the connectivity of the region. The current transportation characteristics are summarized below.

## *Street Classification*

City street classifications in Port Townsend are based on existing use patterns and planned volumes and rereviewed periodically and adjusted. The Public Works Department classifies all streets. The Comprehensive Plan identifies classifications for all streets within the City. The subarea includes a mix of lower and higher classification streets. Table 8.2.a lists the classification of streets within the subarea. The following classifications are used in Port Townsend:

- **PRINCIPAL ARTERIALS:** Streets that collect and distribute traffic to and from minor arterials.
- **MINOR ARTERIALS:** Streets that collect and distribute traffic to and from collector streets.
- **COLLECTORS:** Streets that provide connections between arterials and local streets.
- **LOCAL ACCESS STREETS:** Streets providing access to abutting residential properties. Local access streets are defined as any street not designated as a collector, minor arterial, or principal arterial street.

<i>Subarea Streets</i>	<i>Classification</i>
McPherson Street	Collector
9th Street	Collector
Sheridan Street	Minor Arterial
Discovery Road	Minor Arterial
Rainier Street (formally Howard Street)	Minor Arterial
Sims Way	Principal Arterial
Other Streets	Local Access



Port Townsend city layout 2018 (Source: GoogleEarth)



Interconnected neighborhoods/incremental street grid development with new subdivisions (Source: GoogleEarth)

## Roadway Connectivity

The subarea is well-served with collector and arterial streets that provide connections to other districts within the City. Sims Way links the Port Townsend peninsula with greater Jefferson County. Sims Way and Discovery Road serve as the primary the east/west connections. Rainier Street, McPherson Street, and Sheridan Street serve as the primary north/south connections. Several local streets provide access to individual neighborhoods and business districts.

Like much of Port Townsend, a majority of the subarea is platted with a grid street pattern. However, many of the rights-of-way are not improved or in use. As development occurs, it is anticipated that new streets will be constructed to provide local access and to result in a well-connected traditional urban grid. Currently, there is a lack of local street connections amongst the individual districts in the subarea. In most cases, motorists must utilize arterials and collectors to move between districts. Over time, the area will become increasingly congested if alternative routes are not constructed.

The streets within the subarea are constructed with a variety of cross section designs. Rainier Street and most of Sims Way are designed as urban sections with paved travel lanes, curbs, sidewalks, and landscaping. Rainier Street and Sims Way, in particular, include additional urban streetscape amenities including on-street parking and bicycle lanes. Sheridan Street includes bicycle lanes and intermittent on-street parking. The portion of Sims Way leading into the City from the west remains as a rural section without curbs, sidewalks, or landscaping elements. Discovery Way is currently a rural section, but, there are immediate plans to construct a cycle track along the east side of the street. The other streets exist as hybrids. Some segments have curbs and sidewalks and others do not.

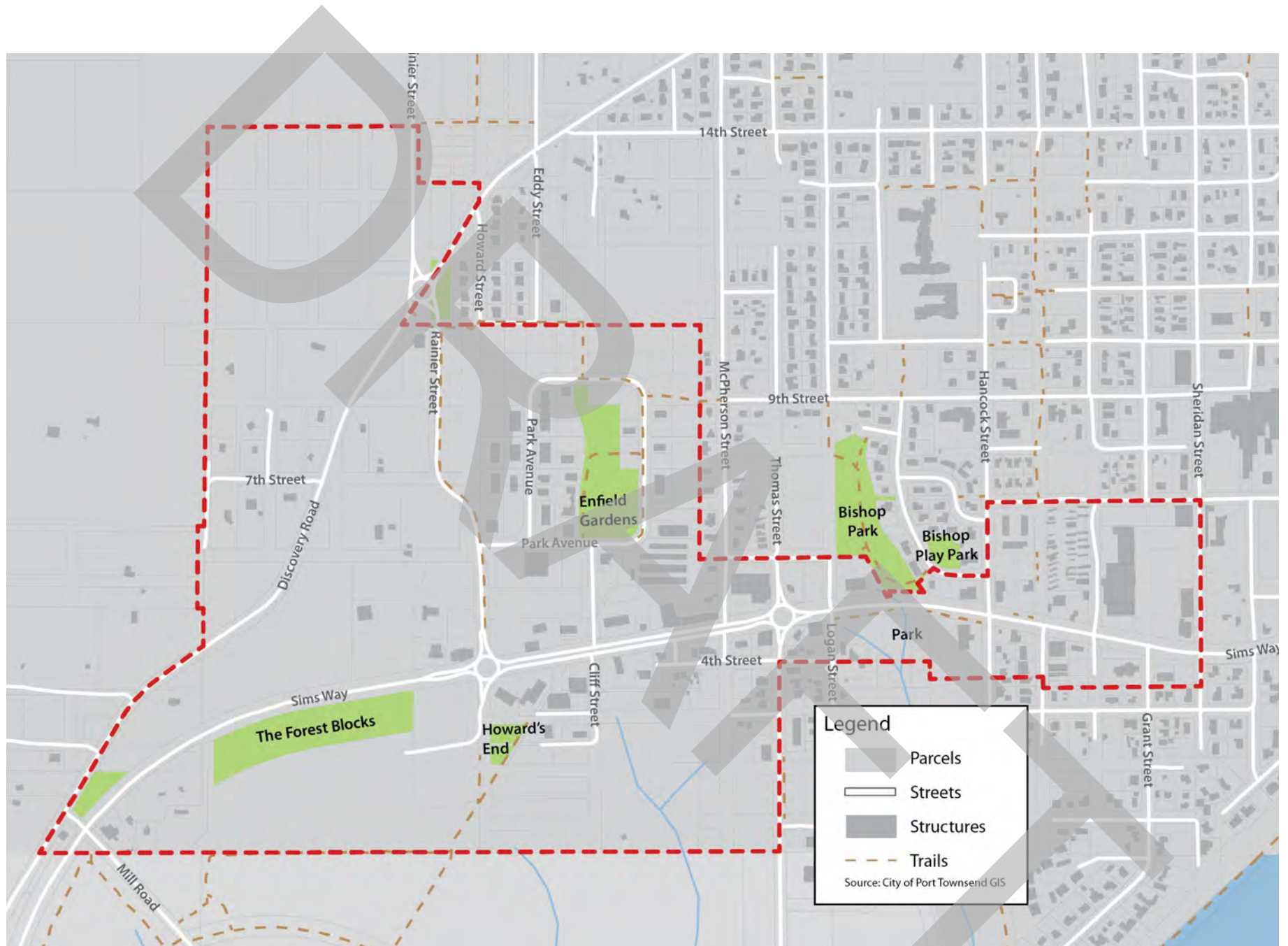


Figure 14. Current Street and Trail Map



Pedestrian routes and pathways (Source: Pexels)



Streets for a variety of users (Source: Pexels)



Trails and multi-use pathways (Source: Pexels)

## *Non-Motorized Mobility*

The subarea area is served with a variety of non-motorized mobility facilities that serve pedestrians and bicyclists. The City's Non-Motorized Transportation Plan establishes the various facility types that are used within municipal limits. The plan identifies future non-motorized facilities that are planned in and around the subarea. To date, most projects have been constructed. Pending projects are focused on bicycle/pedestrian improvements along Discovery Road and sidewalk projects along Sims Way near Sheridan Street. This subsection provides a narrative of the existing non-motorized facility characteristics of the subarea.

### **PEDESTRIAN INFRASTRUCTURE**

The main sidewalk facilities in the subarea are located along Sims Way and Rainier Street. These streets generally possess the highest degree of pedestrian infrastructure. There are currently no sidewalks along Discovery Road and most of the local access streets. Sims Way has two unsignalized pedestrian crossings between Rainier Street and Thomas Street. Two signalized crossings are located between the gulch and Sheridan Street. Local interviews revealed concerns for their effectiveness to alert motorists. Filling sidewalk gaps and enhancing pedestrian crossings are needed throughout the subarea to provide a safe and comfortable pedestrian environment.

### **BICYCLE INFRASTRUCTURE**

The main bicycle facilities in the subarea are the bike lanes on Sims Way. A dedicated cycle track was recently completed along Rainier Street between Discovery Road and Sims Way. Additionally, a cycle track is in the early construction phase along Discovery Road. There are no other bicycle facilities within the subarea. Providing additional bikeway connections and bicycle parking facilities are needed in the subarea to provide a better connected transportation network. The City's Non-Motorized Transportation Plan lists several types of bicycle facilities that are planned within the City, including on-street facilities, shared facilities, and separated facilities.

### **MULTIUSE TRAILS**

The subarea has several connections and access points to the Larry Scott Trail which is part of the regional Olympic Discovery Trail system. The Olympic Discovery Trail starts at the Port of Port Townsend Boat Haven trailhead, and continues across the Olympic Peninsula, ending in the City of La Push. The primary access to the Larry Scott Trail in the subarea is from Howard's End. Additional trail improvements and trail connections are warranted to provide greater connectivity.

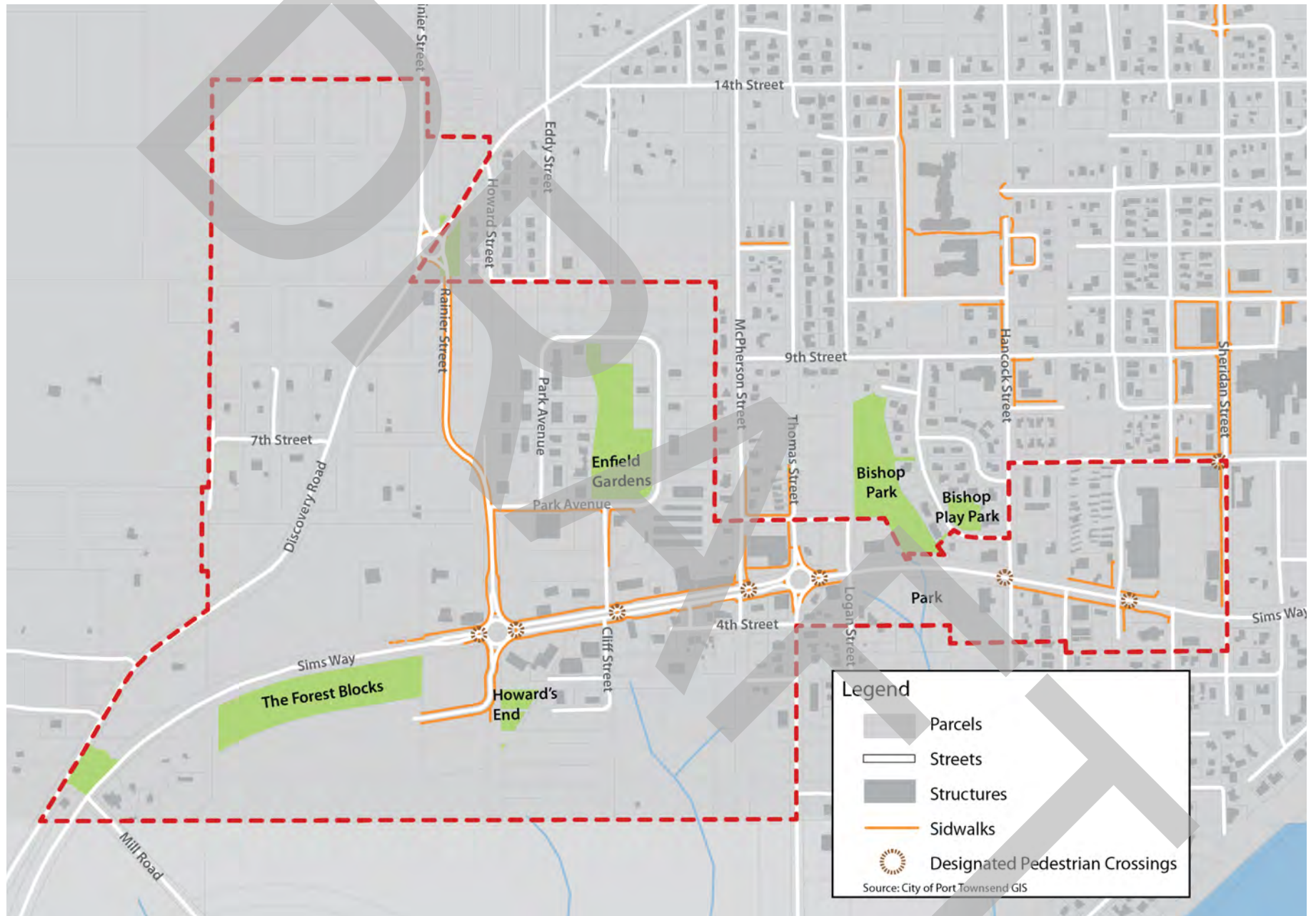


Figure 15. Current Sidewalks Map

## Transit Access

Jefferson Transit (JTA) provides multiple bus routes within the subarea. Six transit routes pass through the subarea. Route #3 (the Castle Hill Loop) skirts the subarea along the eastern boundary with its closest stop at 7th Street and Sheridan Street. Route #4 (the Upper Sims Way Loop) is a new transit route that started in 2018 and circulates the subarea. The majority of its route is in a one-way configuration (south and east directions). Routes #1 and #6 provide connections to other areas within Jefferson County. Routes #1, #7, and #8 provide transit connections to surrounding counties.

Sims Way provides access and transfers to multiple routes. Transit line transfer locations can be community assets since (i) they provide an accessible and affordable transportation option for the entire city, and (ii) they increase pedestrian activity and a walking commerce for nearby businesses. Riders can access routes #1, #4, #6, #7, and #8 via the stops between Sheridan Street and Rainier Street. Riders can transfer to Route #3 along Sheridan Street at 7th Street, this is one block/750-ft north of Sims Way.

The Sims Way stops include pull out areas so that buses can pick up riders outside of the vehicle travel lanes. No transit shelters are provided along Sims Way. There is little refuge or shelter for riders waiting for buses. The Rainier Street project was constructed with bus pull outs and concrete pads. Rainier Street has transit shelters.

**TABLE 8.2.B: CURRENT SUBAREA TRANSIT ROUTES**

Route	Service to:	Service Connection Type
#1	Brinnon and Quilcene via the Tri-Area Loop (Mason County)	Jefferson County Connection
#3	Castle Hills/Cook Avenue	Port Townsend Connection
#4	Upper Sims Way Loop (new service)	Port Townsend Connection
#6	Tri-Area Loop	Jefferson County Connection
#7	Poulsbo and Port Ludlow via the Tri-Area Loop (Kitsap County)	Regional Connection
#8	Sequim (Clallam County)	Regional Connection



Jefferson Transit bus (Source: Jefferson Transit)

## *Current Mobility Needs*

The current transportation and mobility network provides a good foundation to support future growth and redevelopment. However, there are system improvements that are needed to provide a complete multimodal and interconnected network. Future streets are needed to provide vehicle access to future development areas. In other areas, sidewalk connections and trail extensions are needed to fill network gaps and provide continuous routes. Finally, there is opportunity to improve the safety, convenience, and comfort for transit riders. This provides an opportunity for the City to adequately plan for transportation and mobility improvements within the subarea. The mobility needs are summarized below.

- I. ROADWAY EXTENSIONS & CONNECTIONS:** The subarea benefits from extensive platted rights-of-way that continue the grid street pattern found in the traditional areas of the City. There is a need to develop streets concurrent with development to provide an interconnected subarea that serves motorists, bicyclists, and pedestrians.
- II. SIDEWALK GAPS:** Many of the neighborhood streets have only intermittent sidewalk coverage. There is a need to fill in the gaps in the pedestrian network with new sidewalk construction.
- III. TRANSIT FACILITIES:** Sims Way supports several transit lines. The stops include signage and seats attached to the poles. There is a need to provide shelters at the Sims Way transit stops and to provide route timetables and system maps to assist riders.

# 8.3 - Future Transportation & Mobility Plan

The Transportation & Mobility Plan is intended to guide the expansion of the transportation network within the subarea into a complete and interconnected system. The plan includes multiple transportation choices for a variety of users. The new transportation network will provide greater internal circulation between the districts and connections to the established parts of the City. This plan identifies future streets, sidewalks, trails, and bicycle facilities that will create greater connectivity in the subarea. This plan identifies future roadways, sidewalks, and trail/bicyclist facilities.



Street design that serves a variety of users including vehicles, bicyclists, and pedestrians.



Include bicyclists and pedestrians in mobility planning (Source: Unsplash)



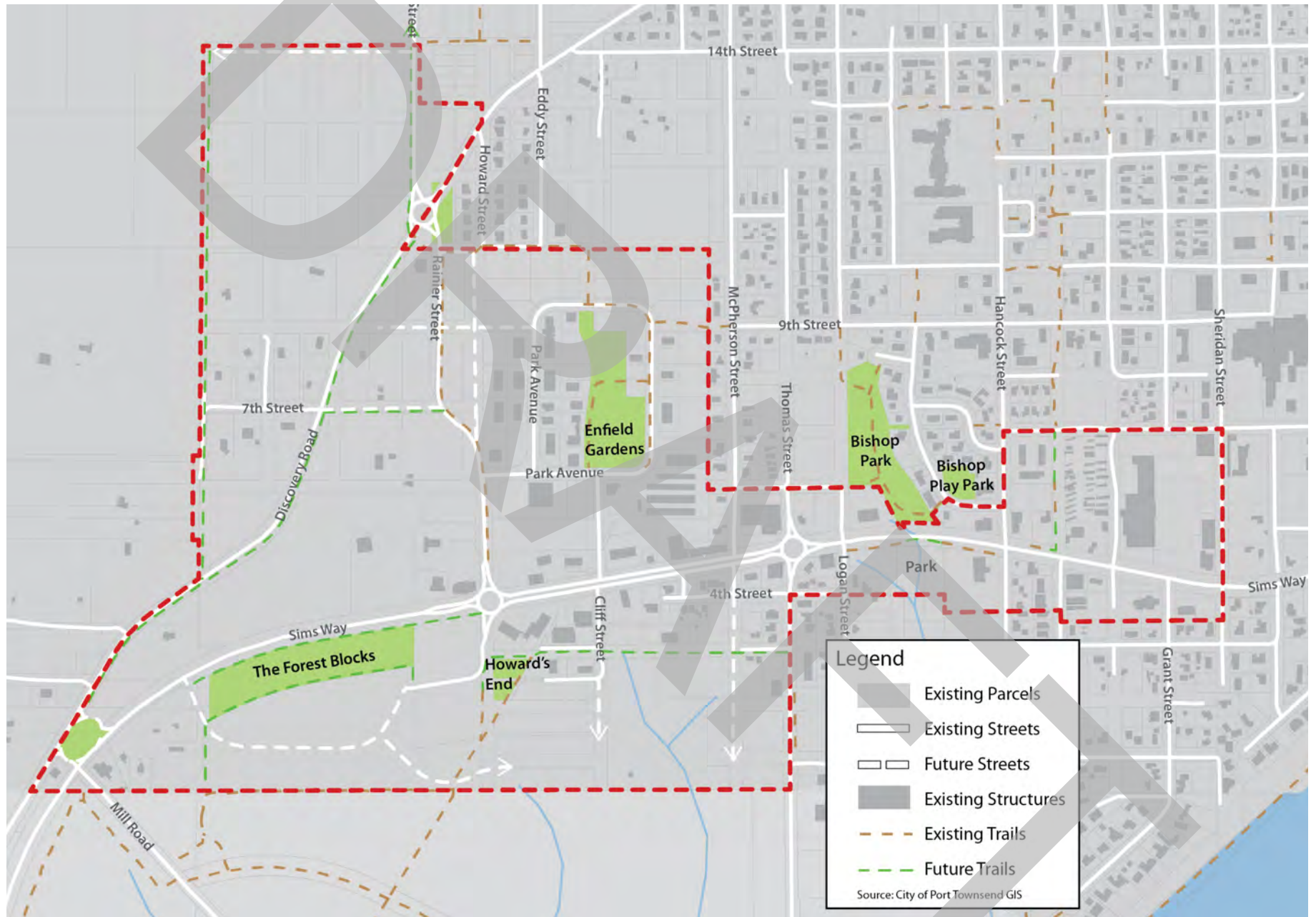
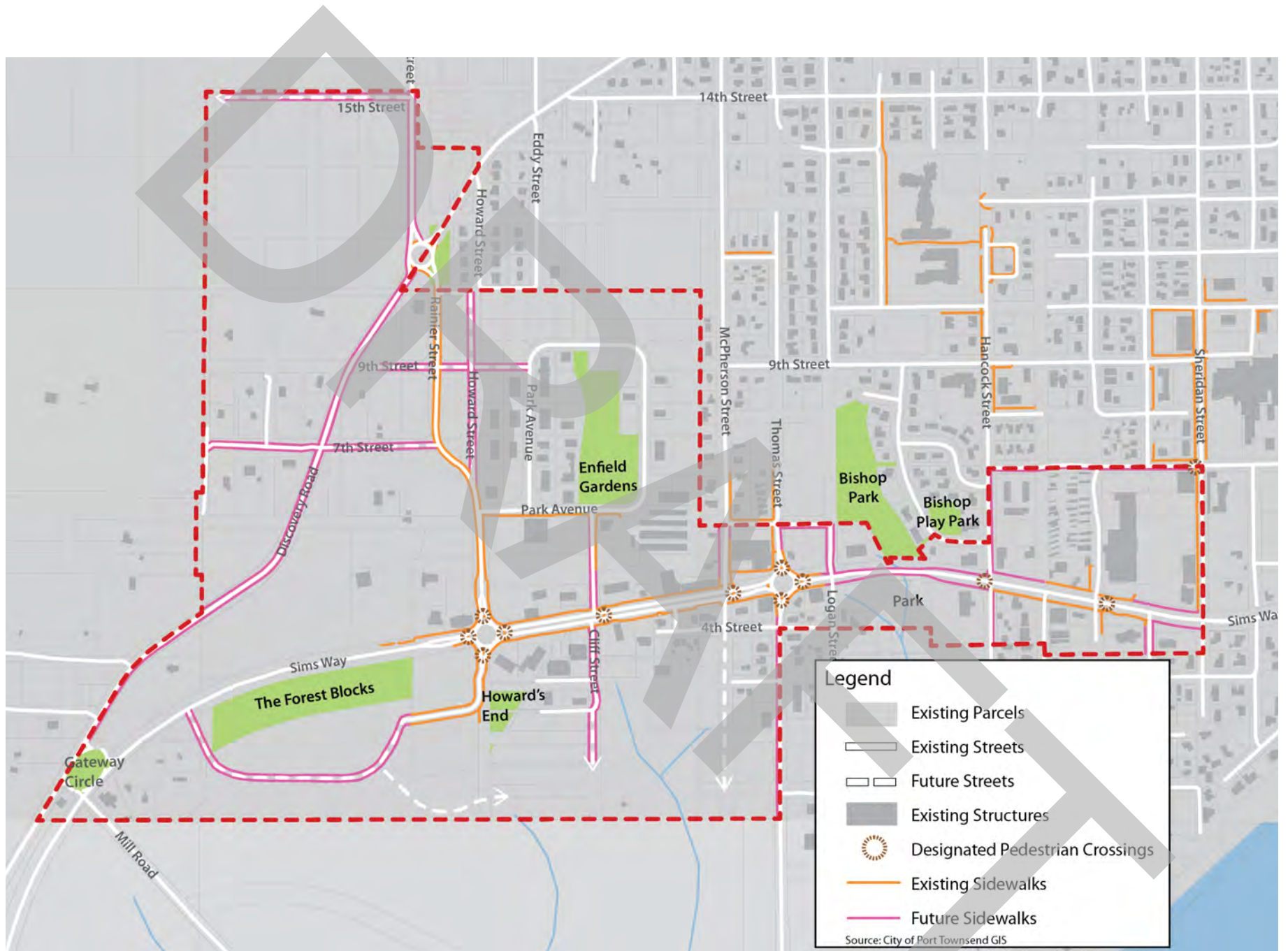


Figure 16. Future Streets and Trail Plan



**Figure 17. Future Sidewalks Plan**

# 8.4 - Transportation & Mobility Catalyst Projects

The Transportation & Mobility Element can be implemented through a series of catalyst projects to provide connections and access throughout the subarea. These projects include capital investments, City programs, and public/private initiatives that, collectively, bring the subarea vision towards full implementation. Responsibility for these catalyst projects should be shared by both public and private entities. The City must create local policy to establish who builds and maintains each of the catalyst projects. The catalyst projects are intended to create local connections to support private investment and future tenants/residents to the region. The following mobility-related catalyst projects are recommended for the subarea.

## SIDEWALK CONNECTIONS

The subarea deserves a continuous pedestrian network. The community should fill in the gaps in the sidewalk network as part of its capital improvement plan. The City should continue to require sidewalks to be constructed as new development/redevelopment occurs within the subarea. The Future Sidewalks Plan (Figure 17) illustrates locations where future sidewalk construction should be prioritized.

## PEDESTRIAN CROSSINGS

Designated and functional pedestrian crossings should be prioritized on major streets within the subarea to create a safe walking environment and to reduce conflicts with motor vehicles. A pedestrian crossing strategy should be developed for Discovery Road, Rainier Street, Sims Way, Thomas Street, and Sheridan Street since they carry high volumes of through traffic and are planned for higher pedestrian activity. The strategies for each roadway will identify and prioritize key pedestrian crossings that should be in place as the subarea develops. This will be instrumental when planning for future roadway connections and intersections. The pedestrian crossing strategies should identify areas where user-activated signalization should be installed to alert drivers and stop traffic.



*District sidewalks.*



*Designated pedestrian crosswalks.*



Bicycle parking (Source: Flickr Elvert Barnes)

## BICYCLE PARKING AND AMENITIES

Bicycle amenities in the public realm (rights-of-way) are essential for promoting a multimodal transportation culture. Bicycle racks create the opportunity to safely and securely lock bicycles while patronizing nearby businesses and/or working within the subarea. They also protect existing public amenities such as light poles, signs, and trees from improper locking. Fix-it stations provide a means for riders to conduct minor repairs that may be needed on their commute and make it possible to ensure safer travel. It is recommended that the City provide bicycle amenities at logical and convenient locations along Sims Way, Rainier Street, Discovery Road, and Sheridan Street. Amenities should be readily visible to promote alternative modes of travel. City currently requires outside bicycle racks as part of new developments. The City should also require that new buildings provide secured long-term parking for employees/residents (e.g., inside locked rooms, bicycle lockers, and similar facilities).



New class III route along Rainier St



Bicycle Fix-it Station

## CLASS III BIKE ROUTES

The subarea includes extensive bike lanes and paths along the major thoroughfares. There is opportunity to designate some of the local streets as bike routes (Class III as defined in the Non-Motorized Transportation Plan, 1998; updated in 2011) where vehicles and bicyclists share a common travel lane. Bike routes are usually designated with signage and/or painted sharrows on the travel lane pavement to denote a shared facility. This is important to provide local connections to area businesses and residential neighborhoods and to provide alternate bicycle routes across the subarea. Bike routes should link to other roadways with bicycle lanes and to the City's trail system.

## TRANSIT SHELTERS

Sims Way, Rainier Street, and Sheridan Street are important transit routes and transfer locations where transit riders can change from one bus line to another. The community should strengthen transit viability in the subarea through premium transit amenities including shelters, lighting, paved access, and signage. Shelters could be planned with enhanced landscaping, decorative paving, and lighting. Benches and trash receptacles should be provided and maintained. Shelters should be planned at locations that align with designated pedestrian crossings. They should also be sited in logical, safe locations to minimize riders' trips from one line to another. Finally, the transit rider's experience can be enhanced with digital transit arrive time signs, informational mobile apps, and posted system maps and timetables.



Transit shelter



Transit customer info signs (Source: Sound Transit)

## CLIFF STREET RIGHT-OF-WAY ACQUISITION

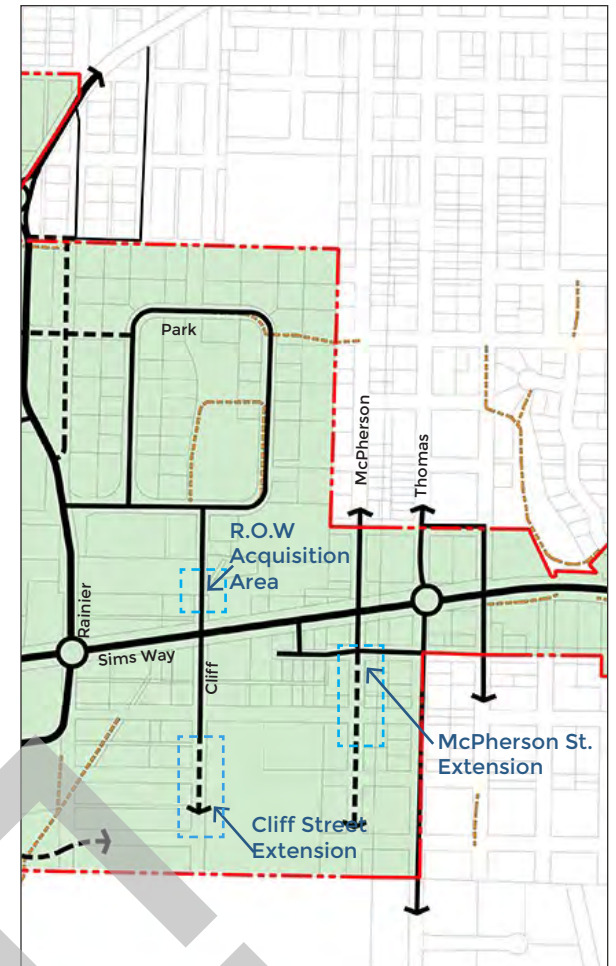
Portions of Cliff Street between Sims Way and S. Park Avenue do not include full right-of-way and portions of the paved areas are located on private property. Cliff Street is a vital vehicular connection into the Port Townsend Business Park. The City should develop a strategy to acquire the adequate right-of-way to accommodate travel lanes and sidewalks to ensure public access is secured in perpetuity.

## CLIFF STREET SOUTH EXTENSION

Cliff Street currently serves as a local connection to the Port Townsend Business Park. The areas to the south of Sims Way are planned within Work/Live District with future employment and workforce housing. The City should plan for a Cliff Street southern extension to connect the future Work/Live District with other portions of the subarea. The City should add this extension to official transportation plan maps so that it can be a part of the City's capital improvement plans and/or be constructed by private entities concurrent with development.

## MCPHERSON STREET SOUTH EXTENSION

McPherson Street currently serves as a local connection within the subarea that connects existing neighborhoods to the north with a commercial/employment enclave south along 4th Street. The areas south of Sims Way are planned as a Work/Live District with future employment and housing. The City should plan for a McPherson Street southern extension to tie into the planned Work/Live District. The City should add this extension to official transportation plan maps and retain all the existing right-of-way to ensure McPherson is extended concurrent with development.



Subarea location map for (i) the Cliff Street right-of-way acquisition area, (ii) the Cliff Street south extension, and (iii) the McPherson Street south extension.



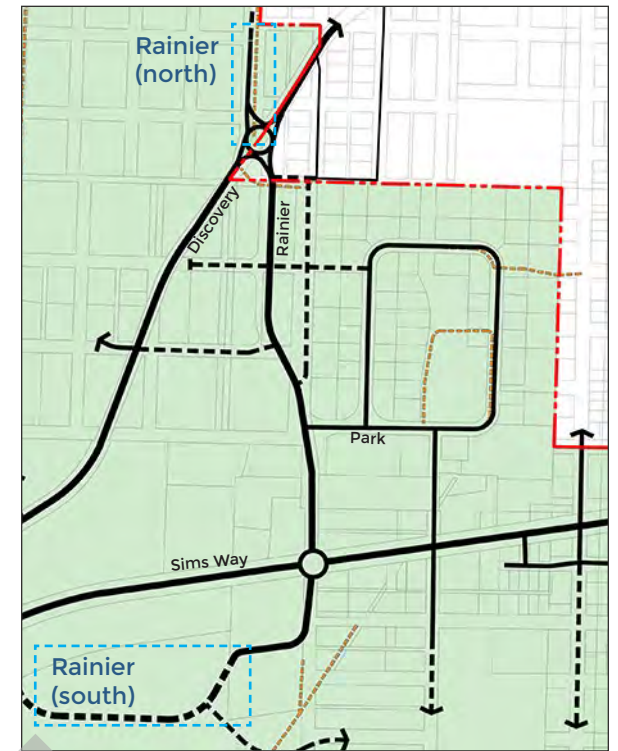
Rainier Street designed for multimodal transportation and green stormwater management.

## RAINIER STREET NORTH IMPROVEMENTS

The portion of Rainier Street extending north of the roundabout at Discovery Road remains as a rural section. This roadway segment is planned to serve as a significant transportation corridor connecting to future residential neighborhoods to the north. The City should adopt an implementation plan to improve Rainier Street into a multimodal corridor that services vehicle, bicyclists, and pedestrians. Through the subarea planning process a conceptual section was developed that includes two-way travel lanes, a multiuse path on the east side and a sidewalk along the west. A planter strip and a stormwater swale are planned along the pavement edges.

## RAINIER STREET SOUTH EXTENSION

Rainier Street is a minor arterial that provides a significant north-south connection across the subarea. The roadway currently terminates one block south of Sims Way. The City should adopt an implementation strategy to develop the Rainier Street South Extension. The subarea Concept Plan depicts Rainier Street as a new east-west extension that ties into Sims Way just west of the Forest Blocks District. This planned roadway segment an alternative transportation route to Sims Way and interconnects the planned Work/Live District to the others districts with the subarea. The City should add this extension to official transportation plan maps to ensure the street is constructed concurrent with future development.



Rainier Street (north & south segments) Subarea Location

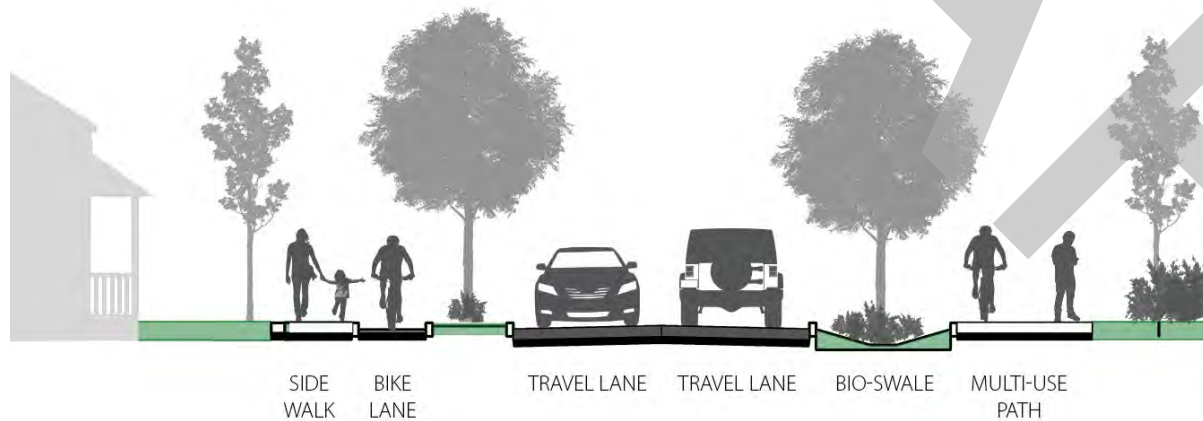
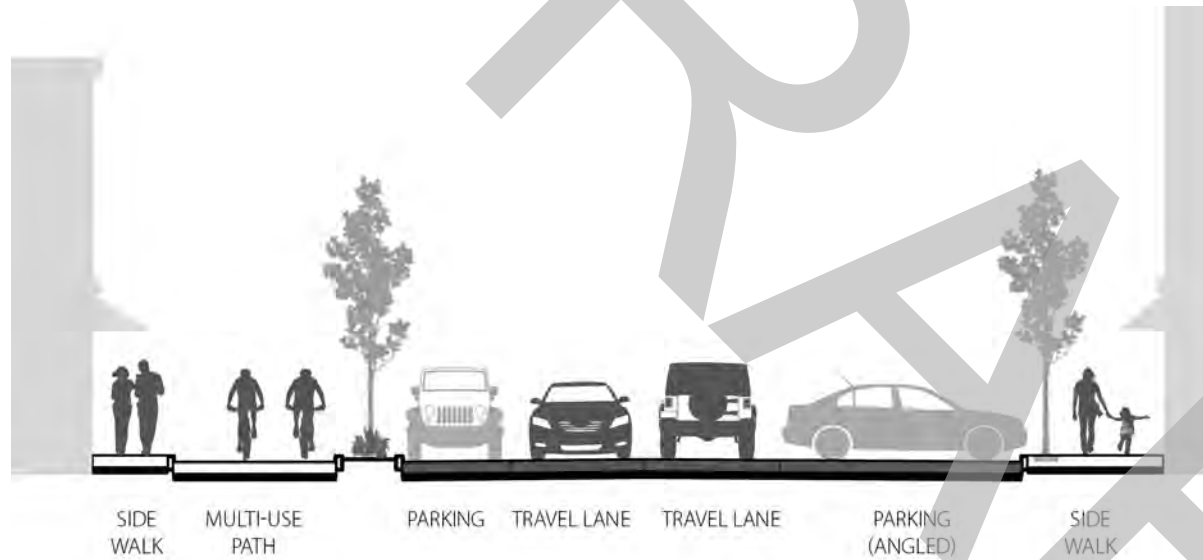


Figure 18. Rainier Street North - Future Street Cross Section

## 7TH STREET

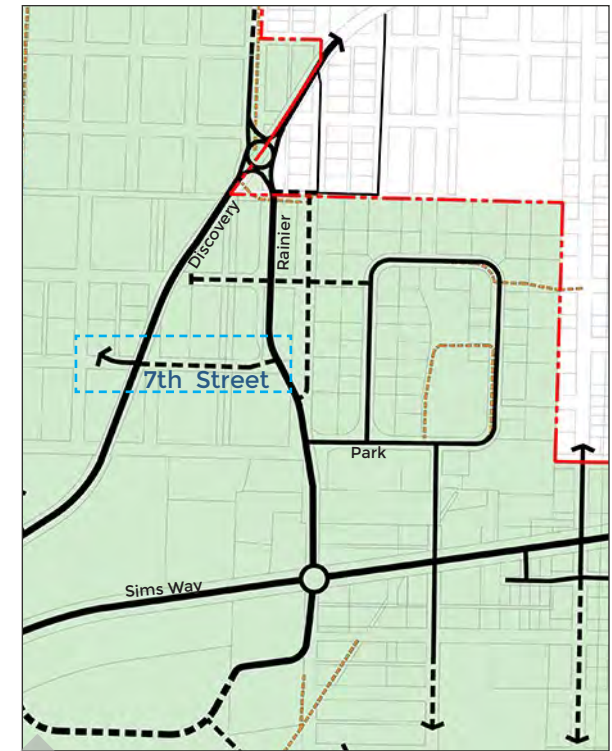
7th Street is a vital component to the creation of commercial node within the subarea. The existing right-of-way is undeveloped and there is a tremendous opportunity to develop a new district street to create a tight urban street grid around the planned commercial node in the Makers/Artisan District. The City should establish a strategy to construct 7th Street from Rainier Street to Discovery Road. This will provide addition multimodal access in the district. The surrounding character is planned as a vibrant commercial/employment district with active ground-floor uses. In doing so, 7th Street should be designed as an urban street section reflecting many of the elements found in the newly completed Rainier Street. This would include sidewalks, a cycle track, on-street parking, and landscaping/street trees. 7th Street will tie into the existing roadway stub on Rainier Street.



**Figure 19. 7th Street - Future Street Cross Section**



**Figure 20. 7th Street - Conceptual Plan**



*7th Street Subarea Location*

## 9TH STREET

9th Street is an important component to connect the Makers & Artisan District with the surrounding neighborhoods and districts. The right-of-way is mostly in place and remains undeveloped. There is an opportunity to develop a new district street that builds an urban street grid while connecting Rainier Street to the Port Townsend Business Park. The City should establish a strategy to construct 9th Street to extend eastward and westward of Rainier Street. The western portion will be highly urban in character and include wide sidewalks, street trees, on-street parking, and travel lanes. Due to topographic conditions, the 9th Street vehicle travel lanes will not connect to Discovery Road, although pedestrian connections will tie into the surrounding network. The eastern portion will also be urban in character and will include bicycle lanes to tie into the cycle track along Rainier Street. Right-of-way acquisition or access easements will be needed across a County-owned parcel to provide a link to Park Avenue in the business park. 9th Street will tie into roadway stubs that were provided as part of the Rainier Street construction.



9th Street Subarea Location

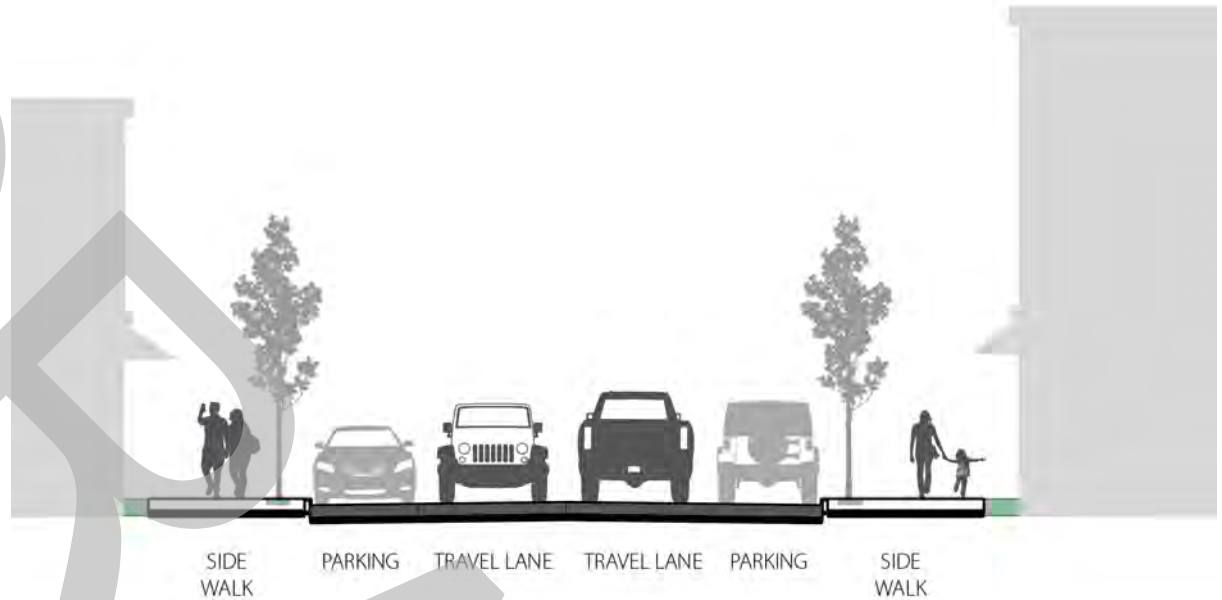


Figure 21. 9th Street western segment - Future Street Cross Section

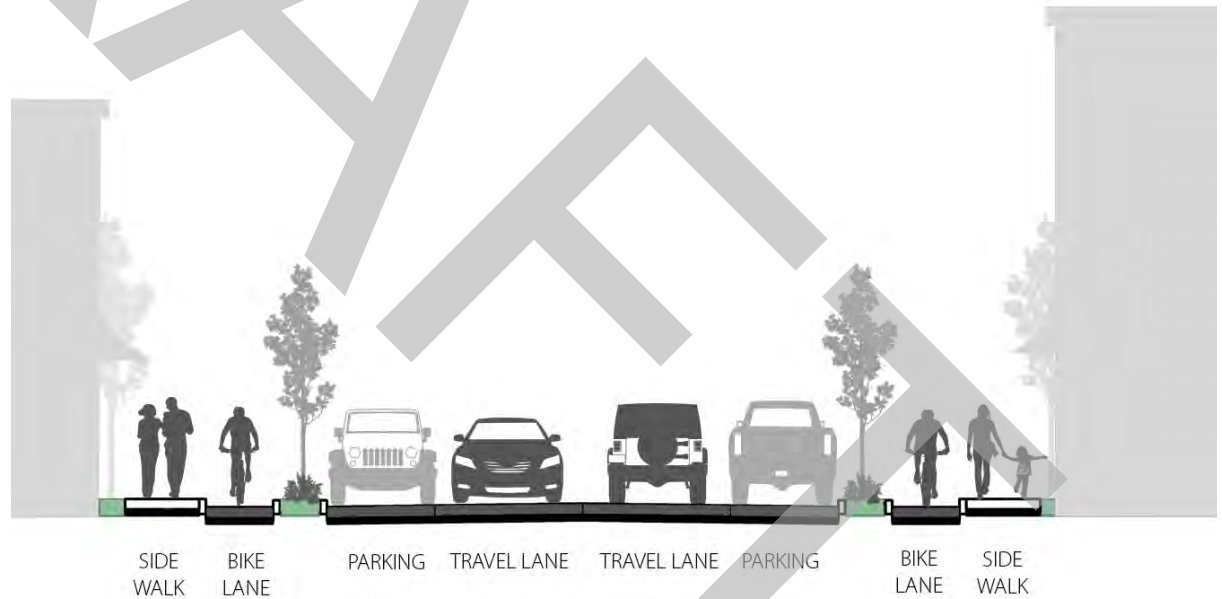


Figure 22. 9th Street eastern segment - Future Street Cross Section



## HOWARD (FESTIVAL) STREET

Howard Street will create direct access to businesses along Rainier Street and provide an area for periodic events and gatherings. The right-of-way presently exists and it remains undeveloped. Rainier Street was constructed with a cycle track along its east side. No vehicle driveways will be permitted to access properties along this frontage. There is opportunity to develop Howard Street as a convertible festival street that can provide access/service to adjacent properties but can be periodically closed to host outdoor events. The City should adopt an implementation plan to develop the Howard Festival Street. The street will be urban in character and include on-street parking, sidewalks, and a travel lane. The paved areas may be curbless and the vehicle use areas may be separated with bollards or textured pavement. Given the narrow right-of-way, Howard Street may be developed in a one-way configuration.



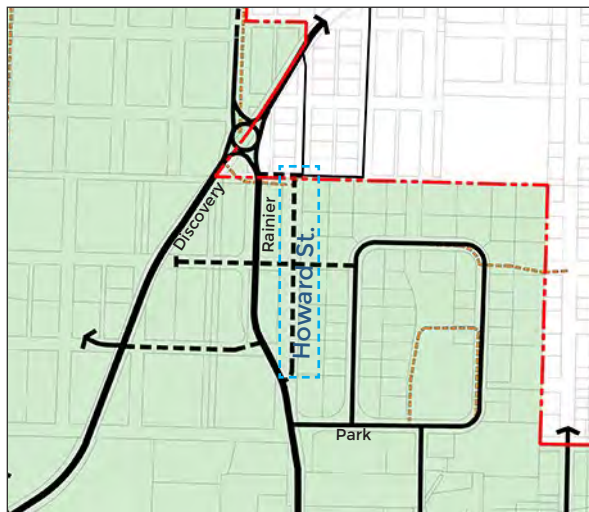
Festival Street (Source: Pexels)



Port Townsend street along waterfront.



Curbsless street with bollards (Source: Unsplash)



Howard (Festival) Street Subarea Location

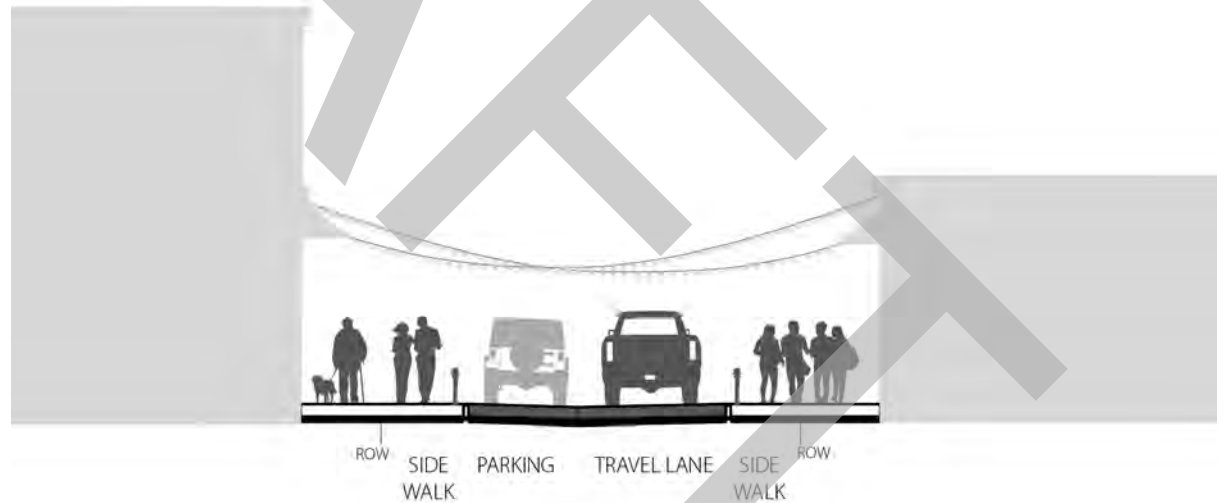
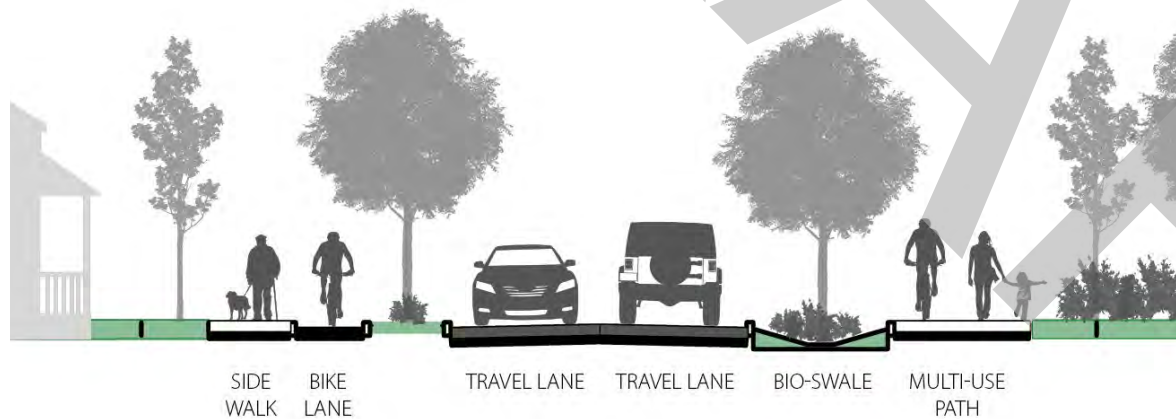


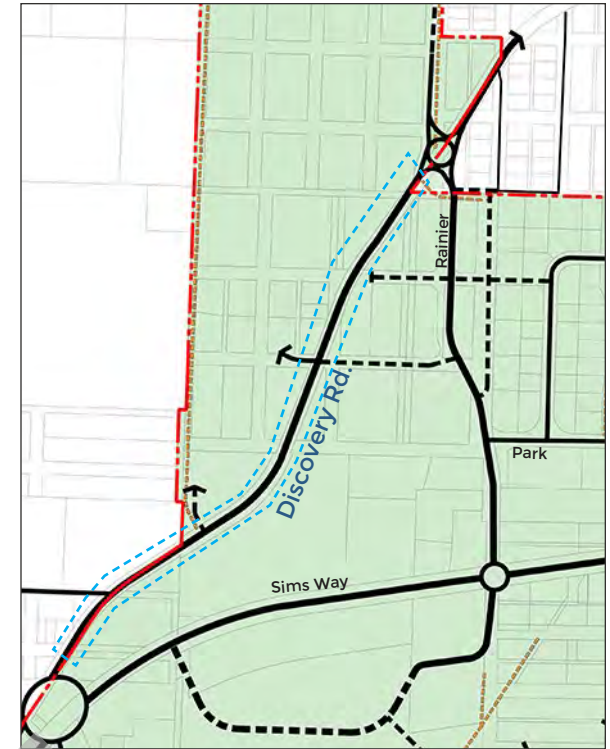
Figure 23. Howard (Festival) Street - Future Street Cross Section

## DISCOVERY ROAD

Discovery Road is designated as a minor arterial and serves as a primary east-west thoroughfare. The roadway presently exists as a narrow rural section with a vehicle travel lane in each direction. There are no sidewalks, shoulders, or landscaping. The surrounding areas are planned to support future residential neighborhoods and employment uses. Long-term, the area will generate additional vehicle trips and pedestrian/bicycle activity. In the near term, a cycle track is planned along the Discovery Road's east side. The community should develop an implementation plan to improve Discovery Road to accommodate a variety future users and to support the intended urban character that is envisioned in the subarea plan. The conceptual buildout design will retain the vehicle travel lanes, add a multi-use pathway (cycle track) to the east side, add a bike lane along the west side travel lane, and add west side sidewalks. A landscaping strip and a stormwater swale will be provided along the pavement edge and between the sidewalk/multi-use pathway. The segment of Discovery Road just west of the roundabout may include on-street parking to support the designated Neighborhood Commercial Character District to emerge as a pedestrian-scaled retail center.



**Figure 24. Discovery Road - Future Street Cross Section (Conceptual Option)**



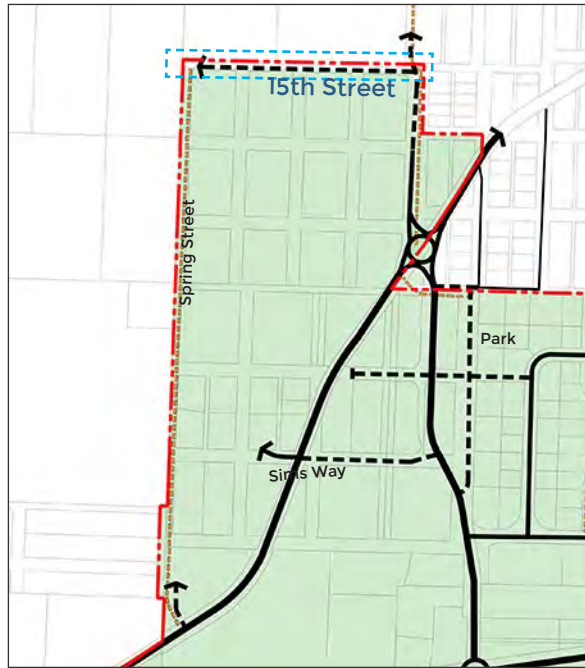
*Discovery Road Subarea Location*



*Multi-use path along travel lanes*

## 15TH STREET

15th Street will serve as a primary roadway connection to future residential neighborhoods in the northwest portion of the subarea. The street is planned to extend between Rainier Street and the Spring Street right-of-way located along the subarea western limits. Currently, 15th Street is an unimproved roadway located within narrow, 34-foot right-of-way. The future street design includes two travel lanes, on-street parking on both sides, sidewalks, and street trees. The roadway project will include new underground utilities to support future development. Future street construction will require right-of-way acquisition/dedication from adjacent properties along the northern edge of the existing right-of-way.



15th Street Subarea Location



Neighborhood collector street with street parking, trees, and sidewalks.

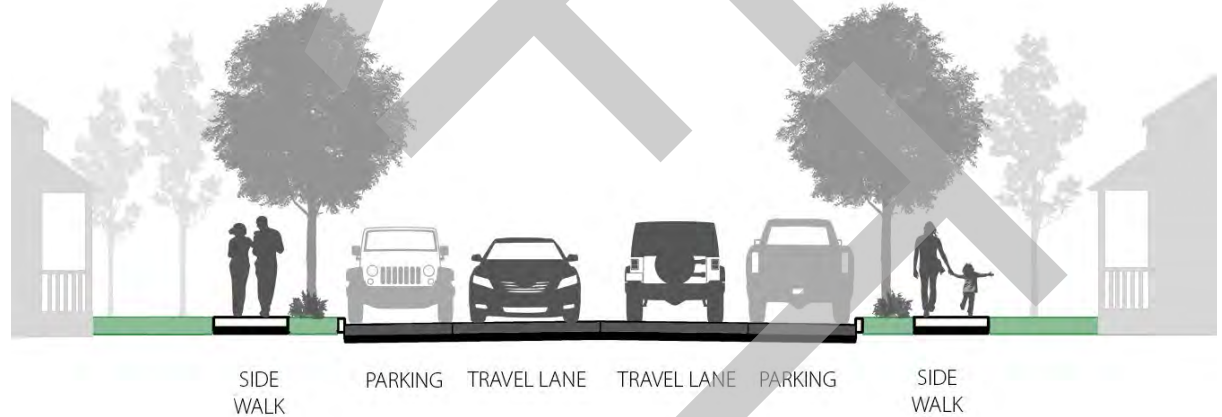


Figure 25. 15th Street - Future Street Cross Section

## SPRING STREET IMPROVEMENTS

The Spring Street project is an unimproved right-of-way (ROW) extending along the City of Port Townsend southwest city boundary and is located in the planned Residential Neighborhood District. There is opportunity to use the Spring Street right-of-way for wet utilities (domestic water and sanitary sewer) to support future residential development. Near-term, the City plans to construct a multi-use pathway and wet utilities within this corridor. Long-term, this right-of-way will be integrated into future neighborhood designs.



Spring Street Subarea Location



Multi-use pathway within residential neighborhoods.

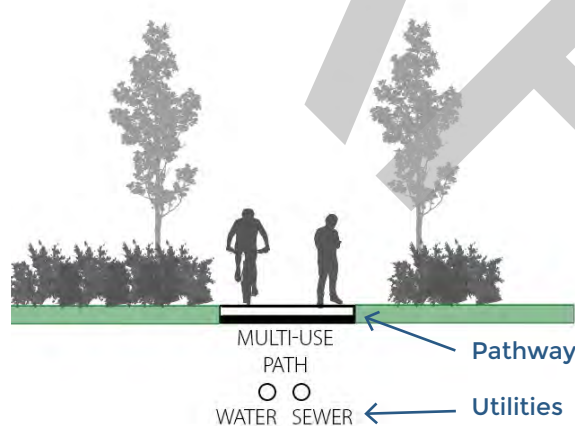


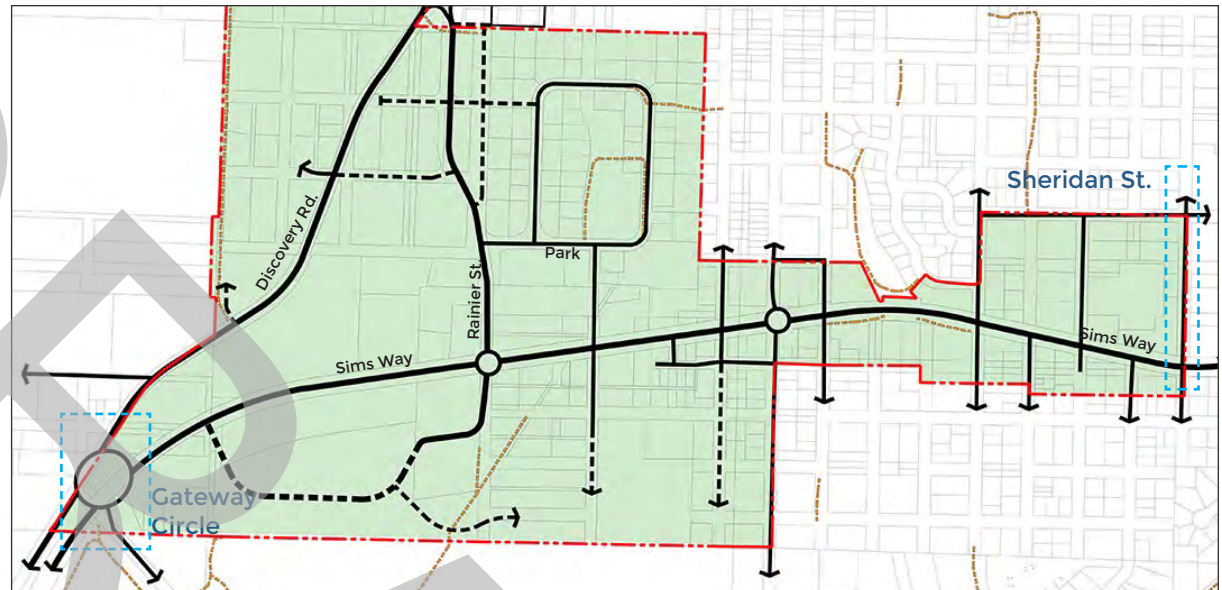
Figure 26. Spring Street - Near-term Section



Multi-use pathway.

## SHERIDAN STREET

The Sheridan Street and Sims Way intersection has long been troublesome from a transportation circulation stand point; this was originally identified in the City's Gateway Plan and three design options were identified. The City should reexamine the design solutions and select a preferred alternative for implementation. The City should identify an implementation strategy to address the intersection at Sheridan Street and Sims Way and to fix/continue sidewalk connections. These options include (i) creating a signalized or roundabout at the current intersection (ii) establishing a new intersection at Hendricks Street, or (iii) realigning Sheridan Street to connect to Grant Street.



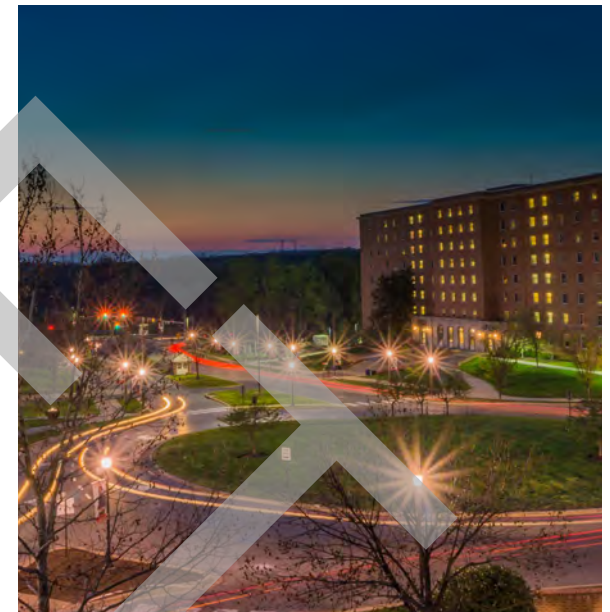
Sheridan Street and Gateway Circle Subarea Locations

## GATEWAY CIRCLE

The City of Port Townsend should develop a signature gateway that welcomes visitors to the community. Furthermore, the current intersections where Discovery Road, Sims Way, and Mill Street converge is awkward for vehicle circulation. The Mill Street block depth is shallow between the two streets creating vehicle back up during peak travel times. The City should construct a large roundabout to better manage point impacts at these intersections. The circumference could be centered atop an existing city-owned parcel and create a distinctive urban design feature. A roundabout configuration will also eliminate a signalized intersection and several vehicle stops thereby creating a more efficient vehicle flow.



Gateway roundabout (Source: Unsplash)



Gateway roundabout (Source: Unsplash)

# 8.5 - Goals and Policies

The following goals and policies should guide future transportation and mobility enhancements within the subarea. The City should integrate these goals into other plans and technical standards.

<b>8.5.a - TRANSPORTATION &amp; MOBILITY GOALS AND POLICIES</b>	
<i>Goal/Policy</i>	<i>Description</i>
<b>Goal TM.1</b>	<b>Ensure the Port Townsend transportation and mobility plans support the Subarea Plan vision.</b>
TM 1.1	Review the City’s Comprehensive Plan Transportation Element and amend as necessary to support the Subarea Plan vision.
TM 1.2	Review the City’s Transportation Functional Plan and update as necessary to align with key Subarea Plan transportation projects.
TM 1.3	Review the City’s Non-Motorized Transportation Plan and amend where appropriate to include the Subarea Plan sidewalk, trail, and bicycle projects.
<b>Goal TM.2</b>	<b>Ensure the Port Townsend codes and technical standards reflect and implement the vision for the subarea.</b>
TM 2.1	Adopt technical standards for 7th Street, 9th Street, Rainier Street, Discovery Road, Cliff Street, and McPherson Streets that coincide with the ideas and vision established in the Subarea Plan.
TM 2.2	Explore the feasibility and implementation of the Gateway Circle (roundabout) to connect Sims Way, Discovery Road, and Mill Street.
<b>Goal TM.3</b>	<b>Ensure the City achieves a connected, continuous, and safe pedestrian network throughout the subarea.</b>
TM 3.1	Create a plan and implementation strategy to fill in sidewalk gaps pursuant to the future sidewalk plan established in the Subarea Plan.
TM 3.2	Continue to require sidewalk construction along the frontages of private developer projects. Provide incentives to extend sidewalk projects beyond property frontages to close network gaps.

<b>8.5.a - TRANSPORTATION &amp; MOBILITY GOALS AND POLICIES</b>	
<i>Goal/Policy</i>	<i>Description</i>
TM 3.3	Study the subarea and identify key locations for future pedestrian crossings. Create a plan and implementation strategy to develop the appropriate pedestrian crossing facilities for each location.
<b>Goal TM.4</b>	<b>Ensure the City achieves a connected and continuous street network within the subarea.</b>
TM 4.1	Require street development as part of private development on adjacent properties.
TM 4.2	Establish an implementation strategy to develop the future streets as depicted on the Subarea Future Street Plan and concept plan.
TM 4.3	Develop local policies to retain existing right-of-way.
TM 4.4	Explore opportunities to extend local street connections into the Port Townsend Business Park to provide better integration with other business areas.
TM 4.5	Require that future plats include street connections to surrounding areas; require street stubs as practical locations to ensure that future adjacent development area connected. Ensure that future plats mimic the street and block size patterns found in the more established areas of the City.
<b>Goal TM.5</b>	<b>Provide for a safe, convenient, and functional transit network to serve the subarea.</b>
TM 5.1	Plan for transit shelters along Sims Way.
TM 5.2	Provide system maps and indicate arrival times at transit stops. Alternatively, list a data link to obtain information on bus routes and timetables.
TM 5.3	Work closely with Jefferson Transit to identify and plan for future transit routes within the subarea.

# DRAPER





# 9.0

## Recreation and Open Space Element

9.1

Overview

9.2

Current Recreation & Open Space Context

9.3

Future Recreation & Open Space Plan

9.4

Catalyst Projects

9.5

Goals and Policies



Natural areas with passive recreation trails (Source: Unsplash)

## 9.1 - Overview

The Recreation and Open Space Element identifies parks and recreation resources and future needs within the planning area. The subarea will support neighborhoods and mixed-use districts that will be home to future housing units. Its future residents will benefit from nearby, well-planned recreation and open space amenities like the Forest Blocks, trail connections, and new parks. Through the planning process, the stakeholders identified opportunities to enhance existing open space areas and plan for new recreation facilities.

The Current Context section below provides information about the existing conditions of parks, recreation, and open spaces within the subarea and identifies citywide goals for these resources. The Future Plan describes a strategy to provide facilities within subarea while bringing the community closer to its citywide service level goals. By blending the existing conditions and future initiatives, specific projects will serve as catalysts for investment within the subarea.

# 9.2 - Current Open Space Context

The City of Port Townsend has great parks and open space and it's important that the subarea grows with quality recreational amenities. Future residential neighborhoods will emerge in the western portions of the subarea. Additional housing may develop along the Sims Way corridor as mixed-use and stand-alone multi-family projects. The City of Port Townsend adopted recreation/open space goals to ensure residents enjoy a high quality of life. The project team inventoried the current open space areas and reviewed the City's adopted recreation and open space plans to understand future needs. This research also examined the equitable distribution and access to parks across the community. This information serves as a baseline for future recreation and open space planning for the subarea. "Figure 27. Current Park and Open Space Map" on page 119 illustrates the current recreation and open space features in and around the subarea.

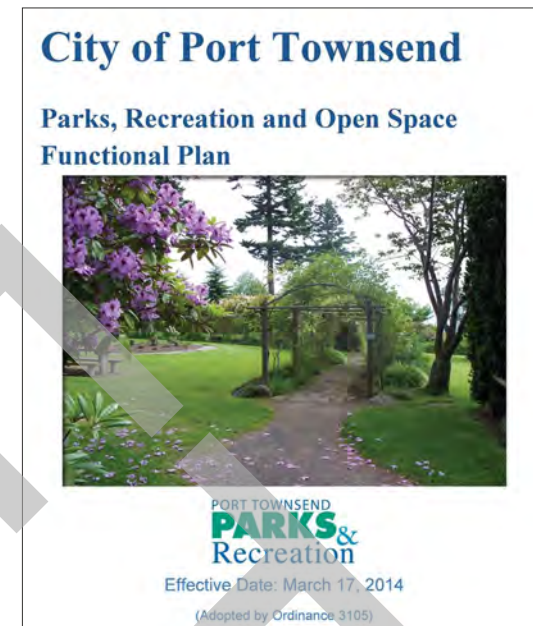
## *Current Recreation and Open Space Plan*

The Port Townsend Parks, Recreation, and Open Space Functional Plan 2014 (Functional Plan) is the City's vision and strategy plan for parks/open space development for the near-term and beyond. The Functional Plan guides public policy and development direction for the delivery of parks/open space services across the City. The Functional Plan, organized to satisfy State Recreation and Conservation Office requirements, serves multiple functions including (i) as a facilities inventory, (ii) as a needs assessment, (iii) as a capital improvements plan, and (iv) as a policy document.

## *Facility Types*

The City of Port Townsend classifies recreation and open space facilities by park type. Each type serves specific populations and functions in a specific role. Through the Functional Plan, the City categorizes parks/open space areas into the following facilities types:

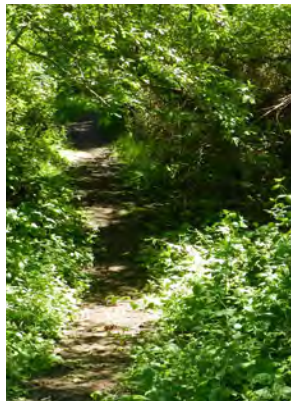
- **URBAN POCKET PARKS:** Primarily located in the downtown/uptown urban core and in outlying commercial and industrial areas, pocket parks provide an open area where people can rest, watch and eat in pleasant surroundings with a few simple amenities.
- **NEIGHBORHOOD PARKS:** Neighborhood parks serve the needs of an immediate residential neighborhood. Neighborhood parks may be developed with highly landscaped areas and amenities; maintained in near natural state with primitive public trails as the primary amenity; or a combination of the two.
- **COMMUNITY PARKS:** Community parks tend to be larger than neighborhood parks and draw residents from a wider distance than do neighborhood parks. Their features are generally unique for the area (e.g., Kah Tai Lagoon) or they provide a unique function (e.g. Skateboard Park). They can be highly developed or remain in a more natural state.



Port Townsend Parks, Recreation, and Open Space Functional Plan (2014)



City-owned open space properties with approximate boundaries (Source: GoogleEarth)



Trail near the Howard's End wetland property.



Existing bicycle routes in the subarea.

## Current Park and Open Space Areas

The subarea has few existing formal parks and open space areas, but there are park facilities just outside the subarea boundaries. Several public trails pass through or terminate at the subarea. Additionally, there are several planned recreational facilities in around the subarea. The City's active parks are located outside of the subarea.

### PORT TOWNSEND FACILITIES

There are three city-owned open space sites within the subarea. These sites are undeveloped and the City only includes one of these properties in its park inventory for the purposes of determining levels of service. The existing city-owned open space properties within the subarea include:

- **CITY ENTRANCE** – The 0.59-acre City Entrance urban pocket park is located at Mill Road and Sims Way. The forested site is mostly unimproved and includes the City's official welcome sign at the municipal limits. The site is adjacent to the forest corridor buffer along the north side of Sims Way. The City includes this property in its park inventory.
- **FOREST CORRIDOR** – The 4.76-acre forested property is located along Sims Way on the south side midway between Rainier Street and Mill Road. The property is unimproved and there are no formal public access points to the property. The property is city-owned but not included in the City's park inventory for the purposes of meeting recreational service goals.
- **HOWARD'S END WETLAND** – The 0.53-acre wetland property is one block south of Sims Way at Rainier Street. The City acquired the site to mitigate the CT-Pipeline impacts. Two trails terminate at the site. The property remains undeveloped and includes restored buffers that serve as wildlife habitat. The property is not included in the City's park inventory for the purposes of meeting recreational service goals.

### OTHER FACILITIES

There are several non-municipal recreation and open space facilities around the subarea. These properties are owned and maintained by other entities but benefit City residents.

- **BUSINESS PARK'S ENFIELD GARDENS** – The 3.8-acre park is located within the Port Townsend Business Park at the junction of Cliff Street and East Park Avenue. The park includes open green space with trees, a pond, informal trails, barbecues, and picnic tables. The park is privately owned and is a part of the business park's stormwater tract.
- **LARRY SCOTT MEMORIAL TRAIL** – Jefferson County owns and manages the 7.3-mile non-motorized, multi-use Larry Scott Memorial Trail extending from Port Townsend Boat Haven to Milo Curry Road in the Four Corners Area of Discovery Bay. Two trail spurs terminate in the subarea. The City's Non-Motorized Transportation Plan and the Functional Plan recognize the linear park as an important transportation and recreation link to Jefferson County.

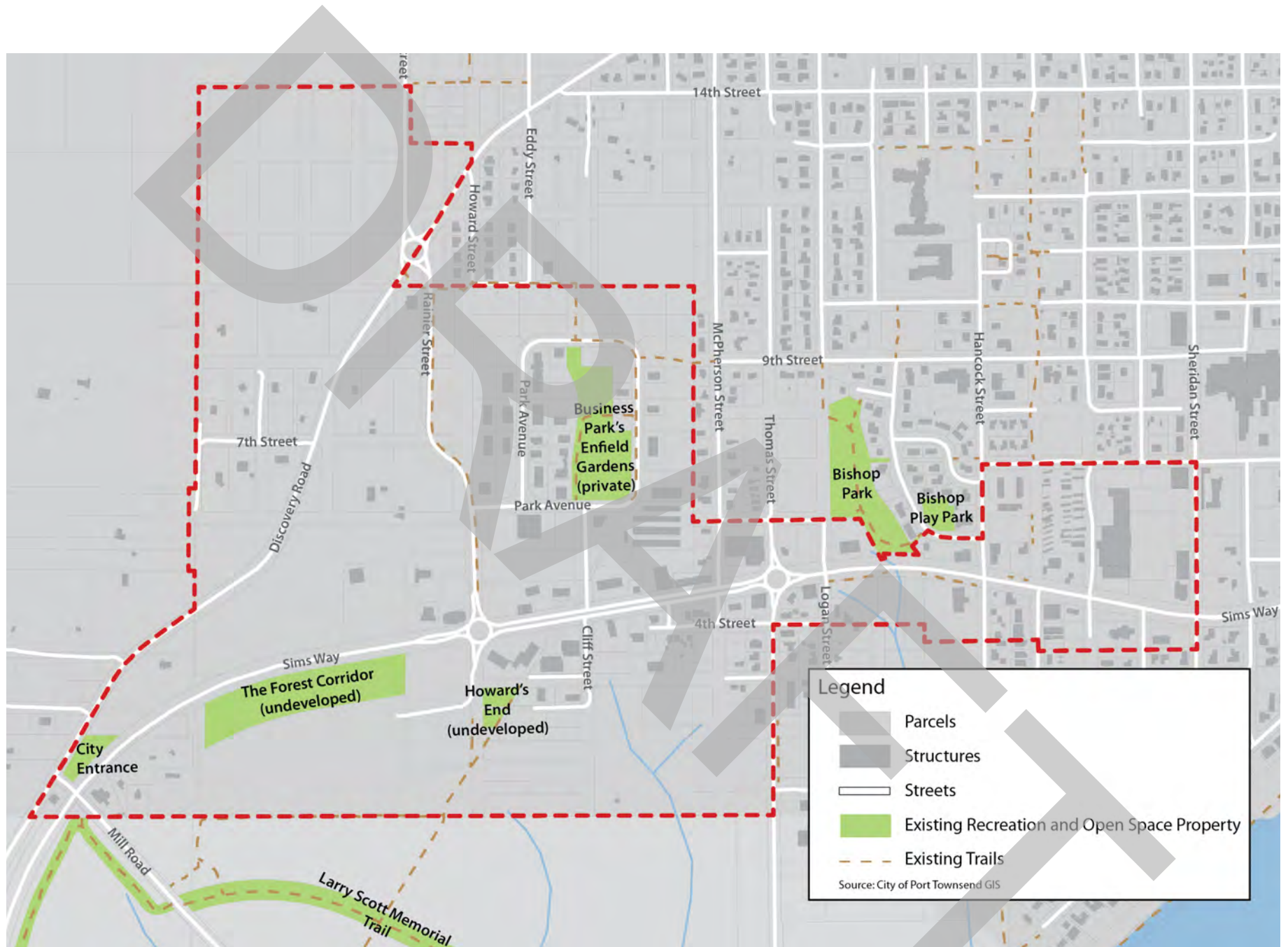
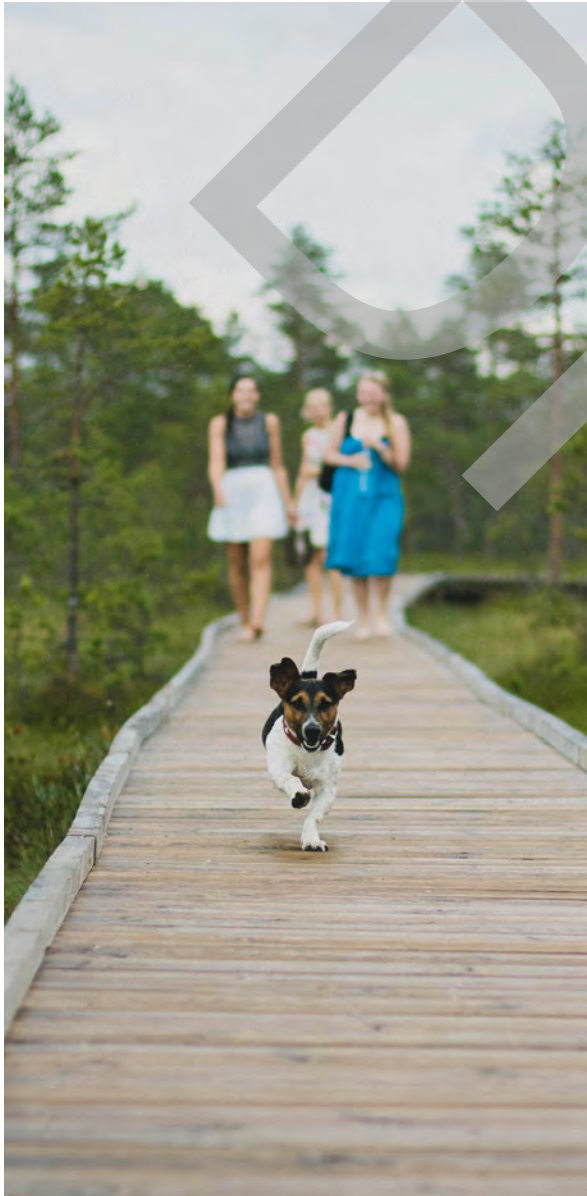


Figure 27. Current Park and Open Space Map



The Subarea Plan includes open space to accommodate future residential demand (Source: Pexels)

## Recreation and Open Space Level of Service

The City adopted a level of service (LOS) for parks, recreation, and open space facilities at 7.6 acres per 1,000 municipal residents. The City implements the LOS as its minimum standard and employs a management plan that considers function, equitable distribution, and access to parks. The LOS standard focuses only on city-owned park facilities even though there are several county and state facilities located within the municipal limits.

By 2035, the City estimates its population to be 11,687. By this time, the LOS standards require 88.8 usable acres for recreation and open space. When planning for future population, the City is on track meet its LOS goals in terms of gross acreage but falls short when considering submerged lands within its parks. The City currently has 117.35-acres of designed parkland; however, submerged land in the Kah Tai Lagoon Nature Park encompasses 44.74 acres leaving the City with 72.61 acres of upland open space.

Table 9.2.a. summarizes the needs analysis for recreation and open space. The table lists the city-owned park acreage but excludes the golf course, Forest Corridor and Howard’s End properties. Additionally, Kah Tai Lagoon Nature Park has a large lagoon and wetland coverage; thus, totals in brackets show acreage excluding water for comparison. The Table indicates a deficit of upland open space. In order to provide the LOS of 7.6 acres/1000 population, the City must plan for 16.2-acres of additional upland open space. There is opportunity to provide additional parkland within the subarea to address the future city-wide demand.

**TABLE 9.2.a - RECREATION & OPEN SPACE NEEDS ANALYSIS (CURRENT)**

Year	City Population	Acres Needed (@ 7.6 per 1,000 people)	Acres Available/ Projected	Existing LOS	Net Reserve (deficiency) in Acres
2015	9,578	72.8	117.35 gross parkland [Tot-water* 72.61]	12.3/1,000 [7.5/1,000]	44.6 gross parkland [-0.2 net parkland]
2025	10,580	80.4	117.35 gross parkland [Tot-water* 72.61]	11.6/1,000 [7.3/1,000]	37.0 gross parkland [-7.8 net parkland]
2035	11,687	88.8	117.35 gross parkland [Tot-water* 72.61]	10.5/1,000 [6.6/1,000]	28.5 gross parkland [-16.2 net parkland]

\*Tot-water is total park acreage excluding lagoon water acreage in Kah Tai Lagoon Nature Park

Source: Port Townsend Parks, Recreation, and Open Space Functional Plan 2014

# 9.3 - Future Recreation & Open Space Plan

The Future Recreation and Open Space Plan will guide park and recreational service expansion across the subarea. This plan identifies future parks, open space, and trails within the subarea. There is some overlap with the Transportation and Mobility Element related to trail expansion. The recreation and open space strategy will require both public and private participation in facility development. The City will develop larger community parks; whereas, developers could provide neighborhood parks as part of their housing projects. “Figure 28. Future Recreation and Open Space Plan” on page 122 serves as the Future Recreation and Open Space Map.

## *Key Recreation and Open Space elements*

The Future Recreation and Open Space Plan includes the following key recreation and open space elements:

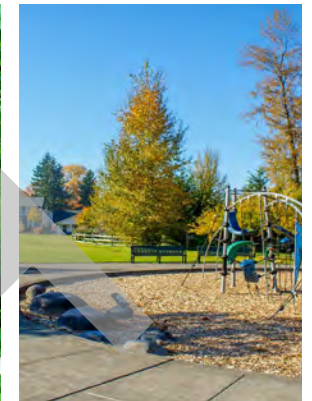
- **COMMUNITY PARKS:** The Forest Corridor property and the Howard’s End property will develop as formal community parks. The Spring Street right-of-way will transform into linear greenway. Bishop Park will extend southward into the subarea and create a larger open space resource. The City Entrance property will redevelop as Gateway Circle. All of these properties will be included in the city-wide park inventory.
- **NEIGHBORHOOD PARKS:** The residential districts within the western portions of the subarea shall include neighborhood parks concurrent with housing projects. These parks will develop concurrent with housing projects. The exact locations of the neighborhood parks will be determined at the time of development approval.
- **TRAILS:** The trail network is planned to extend across the subarea. New trails will emerge along Discovery Road and Rainier Street. The Spring Street right-of-way will support a new multi-use pathway with local connections for future residential neighborhoods. This trail project is a significant segment of a larger loop trail identified in the City’s Nonmotorized Transportation Plan. A new trail within unimproved Sherman Street will connect Sims Way and 7th Street.



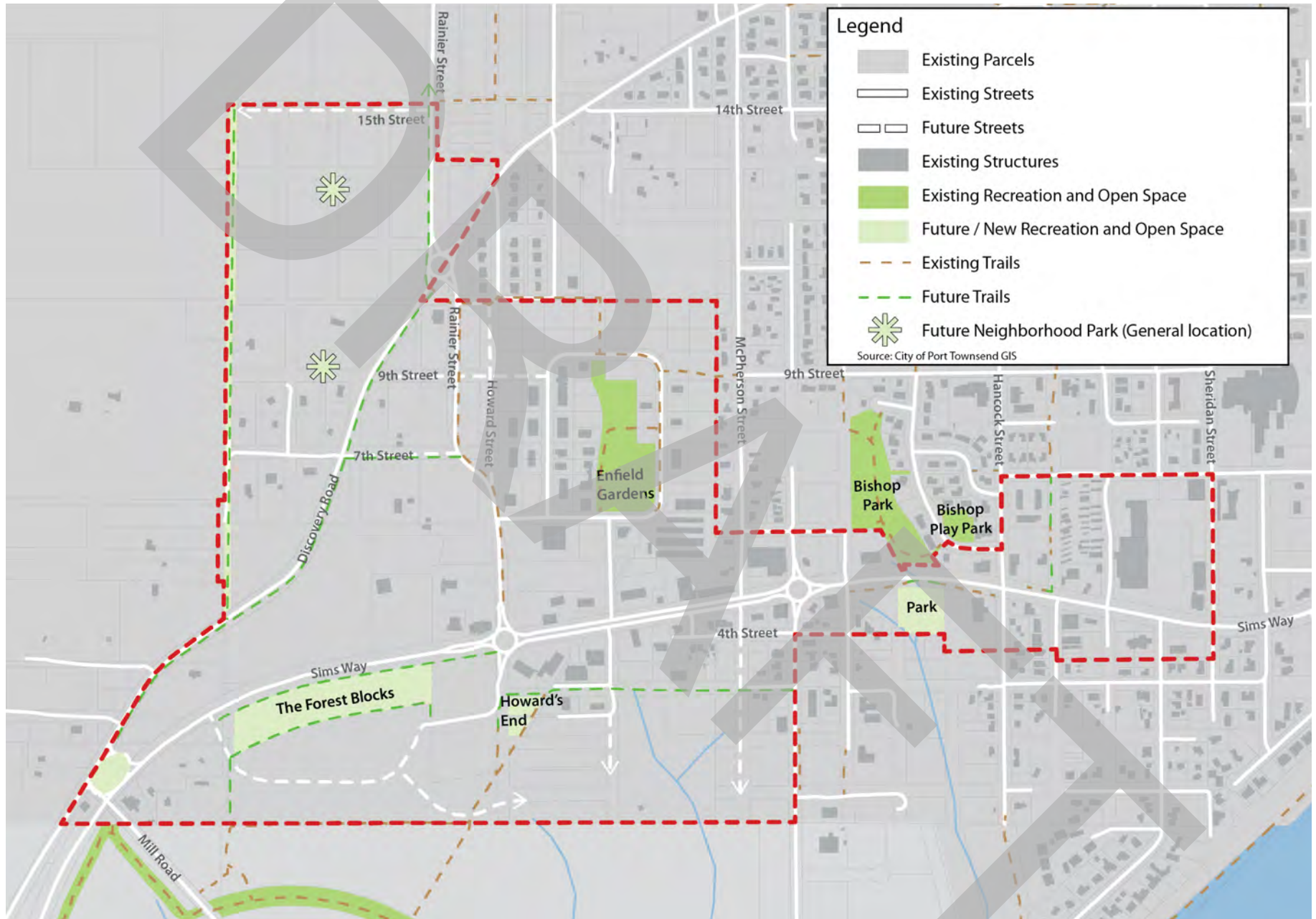
*Community parks serve a larger city-wide population.*



*Trails and markers.*



*Neighborhood parks.*



**Figure 28. Future Recreation and Open Space Plan**



## Proportionate Recreation and Open Space Demand

Through the subarea planning process, the City examined the recreation and open space demand based on future population growth within the subarea.

### WESTERN RESIDENTIAL NEIGHBORHOODS

In the western areas, future residential neighborhoods will develop and will create new demand for parks. The R-III and R-IV residential land use designations in this area encompass approximately 23.4 acres of vacant and undeveloped land. These areas will generate approximately 297 to 475 additional housing units. This growth equates to a population increase of approximately 141 to 226 new residents when using the City's typical 2.1-person household size. The adopted LOS (7.6/1,000) calculates a demand for 1.72 acres of additional parkland to support the anticipated population in this area. Table 9.2.b lists the future recreational and open space demand for the residential land use designations. As a means to achieve the LOS standards, developers may be required to provide their proportional share of parks and open space as part of individual housing projects.

<i>Land Use Designation</i>	<i>Total Area (vacant &amp; underdeveloped land)</i>	<i>Density Range (min. / max.)</i>	<i>Unit yield (min. / max.)</i>	<i>Household population (min. / max.)</i>	<i>Future Recreation and Open Space Demand (max.)</i>
R-III	15.7	10 - 16 DU/A	171 to 274	81 to 130	0.99 acres
R-IV	7.7	15 - 24 DU/A	126 to 201	60 to 60	0.73 acres
Totals			297 to 475	141 to 226	1.72 acres

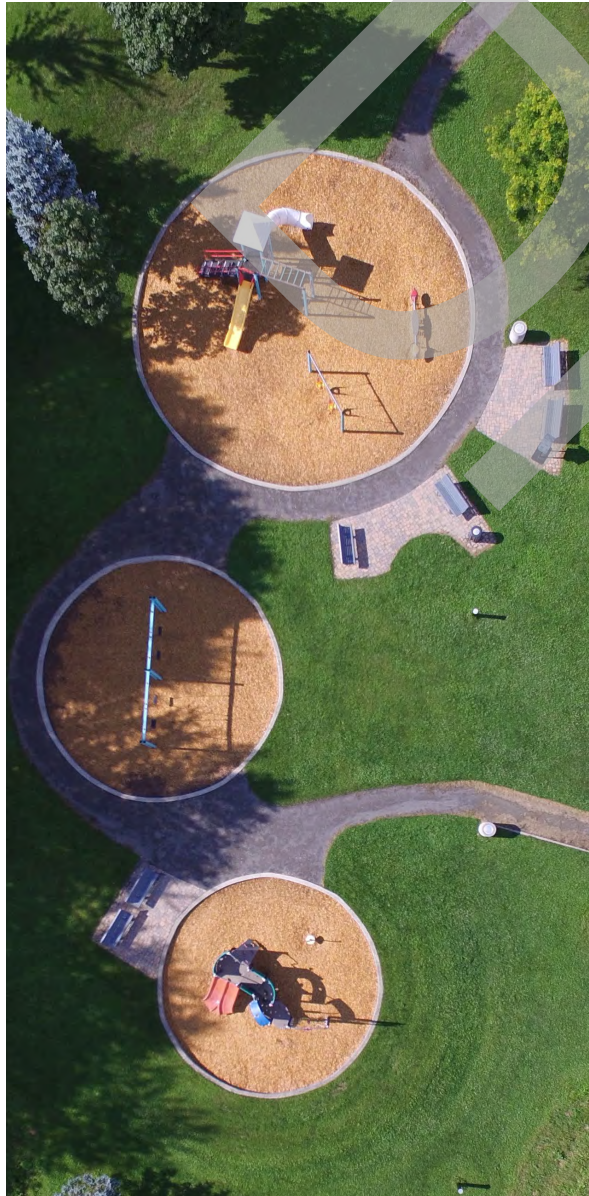
The table reflects the growth scenario for the future residential neighborhoods in the western portions of the subarea.

### MIXED-USE AREAS

The subarea plan includes several mixed-use districts that may also support residential development. Housing may emerge within the mixed-use districts as secondary uses and as multi-family building types. It is difficult to predict how much residential demand for open space will be generated within the mixed-use areas given the multitude of uses permitted by the underlying zoning. Thus, specific open space demand was not generated for the mixed-use districts. Multi-family projects can provide private recreational amenities to absorb some demand for parkland. Furthermore, the City will develop additional community parks within the subarea to address the future recreation demands.

### EASTERN RESIDENTIAL NEIGHBORHOODS

The designated residential enclave at Hancock Street and 7th Street includes an existing apartment community and a mobile home park. This area may redevelop in the future with new housing types. Since the area has existing residents, a redevelopment scenario may not overwhelmingly increase residential population and may have minimum impacts to city-parks. Redevelopment projects can provide private on-site recreational amenities to absorb the increased demand for parkland.



Neighborhood park with a variety of use areas  
(Source: Unsplash)

## Future Recreation and Open Space Availability (Levels of Service)

The Future Recreation and Open Space Plan includes future park facilities that will bring the entire City closer to its LOS standards for the 2035 population. The Subarea Plan includes 9.87-acres of additional parkland. This will address most of the upland parkland deficiency for the 2035 population. Table 9.2.c shows how the planned subarea facilities will affect the citywide park demand.

2035 city population	11,687
Parkland acres needed (@ Level of service 7.6 per 1,000 people)	88.82
Current parkland acres	117.35 gross parkland [Tot-water* 72.61]
New parkland acres within the subarea	9.87
Future parkland acres	127.22 gross parkland [Tot-water* 82.48]
Future level of service (LOS)	10.89 per 1,000 (gross parkland) [Tot-water* 7.06 per 1,000]
Future reserve [deficiency] parkland acres	38.39 gross parkland [Tot-water*-6.35]
*Tot-water is total park acreage excluding lagoon water acreage in Kah Tai Lagoon Nature Park	

# 9.4 - Recreation & Open Space Catalyst Projects

Catalyst projects will help implement the goals and ideas expressed in Recreation and Open Space Element. The catalyst projects address several community goals that include (i) achieving the City-wide LOS standards, (ii) ensuring quality of life amenities, and (iii) providing recreational services as growth occurs. The City anticipates that both public and private entities will share responsibility in these projects. The City must create local policy to establish who builds and maintains each project. The Subarea Plan includes the followings catalyst projects:

## BISHOP PARK SOUTH

Bishop Park abuts the subarea and serves as a significant community park. This park should grow in size and extend into the city-owned property south of Sims Way. The 0.94-acre property is heavily wooded and it rests within a ravine. The City should designate this property for park use and create an improvement plan. Park development should include a means for pedestrians and bicyclists to cross Sims Way. Overall, the property should retain much of its natural vegetation and topographic features.

## GATEWAY CIRCLE

Port Townsend could benefit from a key gateway element that welcomes visitors to the community. The City should create a plan to transform the City Entrance property into a formal park. The City should rename the park 'Gateway Circle' as the property lies inside a large future roundabout at a key entryway. Park improvements should be modest and focus on passive use, landscaping, and signage. Pedestrian access and wayfinding are important elements. Gateway Circle is also a Transportation & Mobility catalyst project.

## NEIGHBORHOOD PARKS

Future neighborhood development should provide its proportionate share of parks and recreation. The residential zones on the west side will produce population growth and generate a demand for additional parks. The City should adopt requirements to ensure developers construct parks and open spaces as part of individual housing projects. Neighborhood parks should be evenly distributed across the residential districts while maintaining adequate site to support meaningful recreation.



*Bishop Park and potential south extension (Source: GoogleEarth)*



*Neighborhood parks with playgrounds.*

## THE FOREST BLOCKS

The City has an opportunity to transform the Forest Blocks into a premier trailhead by which many of the area's trail network can originate. Signage and wayfinding should complement the larger trail system with sidewalks and pathways tying into the adjacent land uses. The Forest Blocks can showcase the region's natural setting by maintaining the passive wooded park while allowing the community access to this asset. The Forest Blocks property needs parking, restrooms, and day-use rest areas/view points. The park's design and programming will preserve the dense tree canopy and native vegetation.

## SPRING STREET CORRIDOR

The future subarea neighborhoods will benefit from trail expansions that tie into the larger regional network. The unimproved Spring Street right-of-way extends along the subarea's western boundary and abuts large residential zones. The City should improve Spring Street as a continuous multi-use greenway complete with a paved path, landscaping, and signage. As residential plats develop, local trail spurs will tie into neighborhoods. Spring Street is also a Transportation & Mobility catalyst project.



*The Forest Blocks are planned as a natural park (Source: Pexels)*



*Top & Bottom: Park and regional trails (Source: Unsplash)*



*The Spring Street corridor is planned for a multi-use pathway to interconnect neighborhoods.*



*Top & Bottom: Multi-use pathways designed for bicyclist and pedestrian users.*

# 9.5 - Goals and Policies

The following goals and policies should guide future recreation and open space development within the subarea. These goals and policies should be integrated into other policy documents, development regulations, and technical standards. The goals and polices in the City of Port Townsend Recreation and Open Space Functional Plan (2014) shall also apply to the subarea.

<b>10.5.a - RECREATION &amp; OPEN SPACE GOALS AND POLICIES</b>	
<i>Goal/Policy</i>	<i>Description</i>
<b>Goal ROS.1</b>	<b>Ensure the City’s long-range planning documents and capital improvement plans align with the Subarea Plan vision for recreation and open space.</b>
ROS 1.1	Review the City’s Comprehensive Plan and amend as necessary to align with the Subarea Plan vision for recreation and open space.
ROS 1.2	Review the City’s 6-year Parks, Recreation, and Open Space Functional Plan 2014 and update as necessary to align with key Subarea Plan recreation and open space projects.
ROS 1.3	Review the City’s Non-Motorized Transportation Plan and update where appropriate to include new trails facilities.
<b>Goal ROS.2</b>	<b>Ensure the Port Townsend Municipal Code and technical standards reflect the recreation and open space vision for the subarea.</b>
ROS 2.1	Adopt technical standards for the Spring Street right-of-way that coincide with the vision established in the Subarea Plan.
ROS 2.2	Explore opportunities within the zoning code to require park development/dedication as part of new housing projects.
<b>Goal ROS.3</b>	<b>Ensure the City plans for and provides enough upland open space to meet its adopted level of service standard.</b>
ROS 3.1	Require developers to provide new neighborhood parks concurrent with new housing projects in Residential Neighborhood District -A-.
ROS 3.2	Designate and construct new community parks within the subarea as defined in the Future Recreational and Open Space Map.

# DRAPER



**10.0**

# Utilities Element

**10.1** Overview

**10.2** Current Utilities Context

**10.3** Utilities Plan

**10.4** Catalyst Projects

**10.5** Goals and Policies

# 10.1 - Overview



The Subarea Plan Utilities Element outlines future capital improvements that are necessary and considerations to support development within the Rainier Street & Upper Sims Way Subarea. The City seeks to create a vibrant employment center with workforce housing within the western gateway to the City of Port Townsend. This will occur as both infill redevelopment and future development on vacant properties. The Current Context section below provides information about the existing conditions of utility infrastructure within the subarea while Future Plans describes capital improvements for this area that the City has already identified within its various planning documents. By synthesizing the existing conditions and future capital improvements identified for this area, certain projects are able to be identified that could be explored to serve as a catalyst for development within the subarea. This section focuses on water, sanitary sewer, and stormwater management. No analysis of power, gas, or phone services was completed as a part of this Subarea Plan.

*Subarea development requires on water availability and fire flow (Source: Pexels)*



# 10.2 - Current Utilities Context

As a part of the subarea planning process, the City’s 2008 Water System Plan and 2014 Water System Plan Update were reviewed to understand the future service needs and to identify key capital improvements that are planned in the vicinity. Most existing development is located within the eastern portion of the subarea (east of Rainier Street, including the Port Townsend Business Park). Some redevelopment and/or adaptive reuse will occur east of Rainier Street. Moreover, future development will occur on the large areas of underdeveloped property west of Rainier Street and north and south of Sims Way.

## *Current Water Utilities*

The Rainier Street & Upper Sims Way Subarea is located within the City of Port Townsend’s Water Service Area. This system provides water for domestic service and fire suppression. Domestic water service generally describes potable water service for consumption; this includes showers, sinks, toilets and irrigation. Fire suppression service describes a dedicated water source at a sufficient pressure for fire protection. Adequate flow is usually maintained through pipe pressure and/or water towers. Public water main lines exist throughout the established eastern portions of the subarea. In the western portions, public water mains are present within arterials and a few local streets. (“Figure 29. Current Utilities Map” on page 133 depicts the existing utilities in the subarea.)

For fire suppression, the City is divided into two pressure zones (high zone and low zone). The Rainier Street & Upper Sims Way Subarea is located within the “high” pressure zone. The water system that serves the subarea has high static pressure but has a deficiency in required water storage for fire flow. The City’s

Capital Improvement Plan (CIP) includes the construction of a pump station to lift water from the 5-million gallon (MG) reservoir serving the “low” pressure zone to the 1-MG reservoir serving the “high” pressure zone and the subarea. This pump station will provide fire flow to the “high” pressure zone to mitigate the fire storage deficiency. No additional storage is required over the next 20 years to serve the anticipated development within the subarea.

## *Current Sanitary Sewer Utilities*

The Subarea is also located within the City of Port Townsend’s Sanitary Sewer Service Area. Within the developed area of the subarea (the eastern portion) sanitary sewer lines serve the existing parcels. The western portion of the subarea has very few existing sanitary sewer lines, primarily at intermittent points along Rainier Street. Future development will require sewer service extensions.

In general, the City’s sewer system consists of a gravity collection system. Several basins within the collection network use pump stations to

overcome the topography of the City. Most of the sanitary sewer lines in the subarea flow to the east. The western-most portion of the subarea (generally west of Hood Street) slopes to the west and will require engineering solutions to tie into the larger city sanitary system. At the time the Subarea Plan was prepared, information was not available related to deficiencies that may exist in the capacity or service within the basin’s existing sewer network.



(Source: Unsplash)



*Bioretention facilities along Rainier Street (Source:AHBL)*

## *Current Stormwater Management Facilities*

Much of the subarea's stormwater infrastructure was constructed prior to the City's adoption of the Washington State Department of Ecology's Stormwater Management Manual for Western Washington (Ecology Manual). While new development and redevelopment in the City is required to design stormwater management facilities consistent with the Ecology Manual, most of the facilities within the subarea do not meet current flow control and water quality standards.

There are existing storm sewer conveyance facilities within rights-of-way throughout the eastern, developed portion of the subarea (east of Rainier Street). In most cases, public inlets and roadside swales capture stormwater runoff and convey it to various outfall locations throughout the city. There are no public stormwater pipes in the underdeveloped areas to the west.

At the time the Subarea Plan was prepared, information was not available related to deficiencies that may exist in the capacity or service within the basin's existing storm conveyance network. It is expected that the existing conveyance system has limited capacity and the system will be upgraded concurrent with future development.

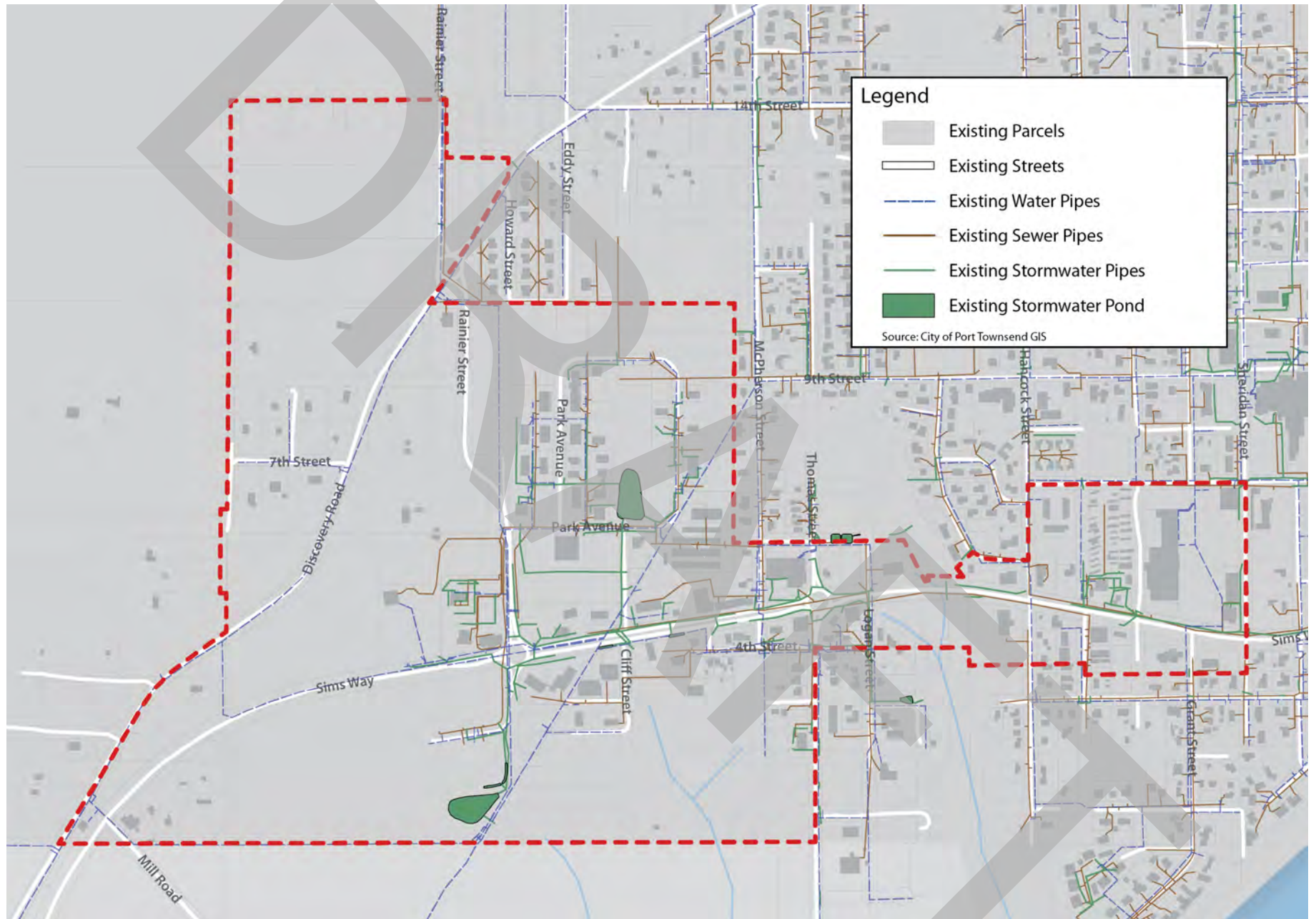


Figure 29. Current Utilities Map

# 10.3 - Future Utilities Plan



The Future Utilities Plan identifies the primary water, sewer, and stormwater infrastructure extensions necessary to serve the future development and redevelopment envisioned in the subarea. The City should also explore the capital improvement options to extend utilities into portions of the subarea. This will ensure that the City plans utility expansions in a coordinated manner and assigns a timeline for service delivery.

As development occurs, it is normal practice to require developers to extend utility lines to their individual projects. Utility extension may occur under the vehicle of a latecomer's agreement. In the latecomer's agreement, the first developer bears the initial service expansion cost and subsequent developers (latecomers) repay this initial expenditure. The latecomers repay the initial investment proportionate to their use of the facility, which can be based on frontage, area, land use, or other factors.

## *Future Water Utilities*

Before development can occur, water main lines must extend into the proposed Residential Neighborhood District -A-, the Work/Live District, and the Makers & Artisan District. Water line extension will generally occur within existing right-of-way and as part of new roadway construction. "Figure 30. Future Water Utilities Plan" depicts key utility extensions and improvements necessary to accommodate future development.

Additionally, the City's 1998 Water System Plan and 2014 Water System Plan Update identify a future pump station to provide improved fire flow capacity to the subarea and other areas within the "high" pressure zone. The pump station's exact location is undetermined and may be located outside the subarea boundaries.

Port Townsend's stormwater investments serve to protect the fragile ecosystems of its water bodies  
(Source: Unsplash)

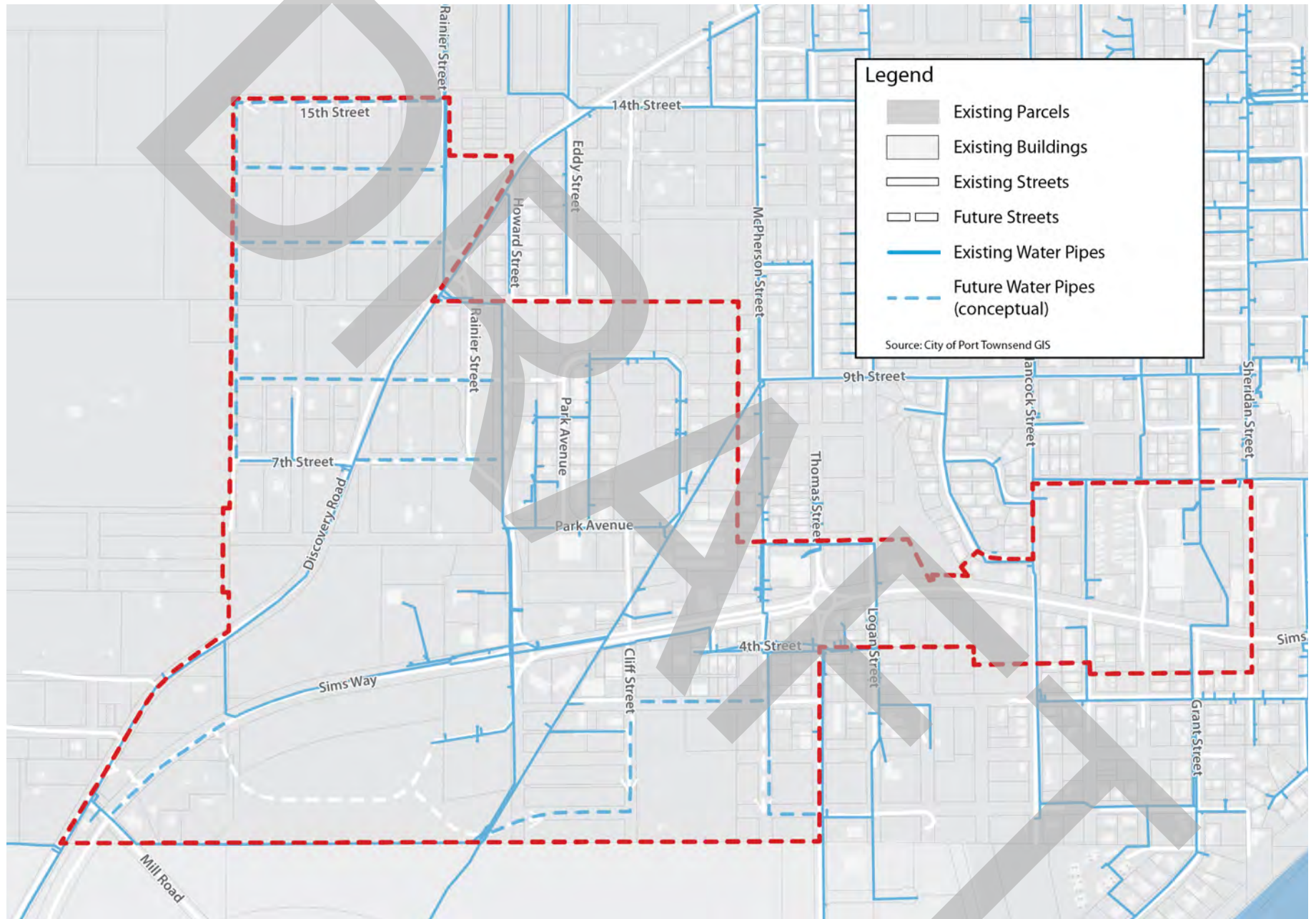


Figure 30. Future Water Utilities Plan

## *Future Sanitary Sewer Utilities*

Sanitary sewer lines and supporting infrastructure are needed to serve the urban-scale development envisioned in this Subarea Plan. Specifically, sanitary sewer service must extend into the areas west of Rainier Street and along the southern subarea boundaries. Sanitary sewer line extension will generally occur within existing right-of-way and as part of new roadway construction.

Sanitary sewer design is contingent on topography and its ability to flow into the larger municipal sewer system. There are two sewer drainage basins within the subarea; one base flows to the east and the other flows to the west. The western flowing portion requires engineering solutions to pump sewage to the larger municipal system to the east. The City's 1999 Wastewater Sanitary Sewer Comprehensive Plan identifies the need for a future pump station at the intersection of Discovery Road and Mill Road. Furthermore, the sloped areas along the subarea southern boundaries are downstream from the main sewer lines and require pumps to move wastewater. "Figure 31. Future Sanitary Sewer Utilities Plan" on page 137 depicts key utility extensions and improvements necessary to accommodate future development.

## *Future Stormwater Management Facilities*

The City adopted the 2012 Ecology Manual. New development and redevelopment within the subarea will need to construct stormwater management facilities consistent with the criteria in the Ecology Manual.

As a development incentive to portions of the subarea, the City is constructing a regional facility to manage stormwater from future developments along Rainier Street. This includes a new infiltration pond southwest of the subarea along Mill Road in Jefferson County. While the pond will manage stormwater volume, individual projects must treat stormwater on-site prior to discharge to the downstream infiltration pond. (See Figure 321 for the Regional Stormwater Facility and the eligible properties).

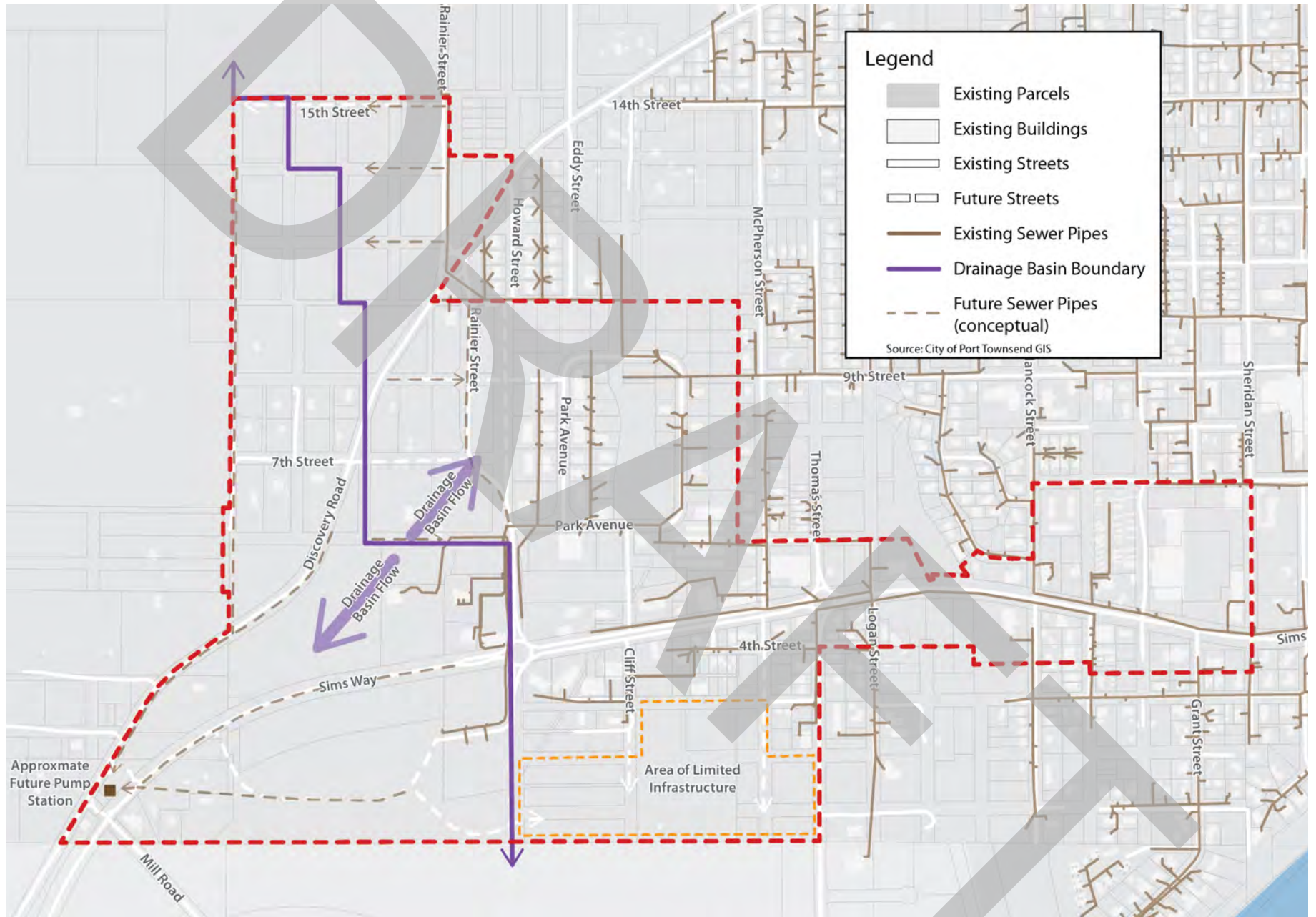
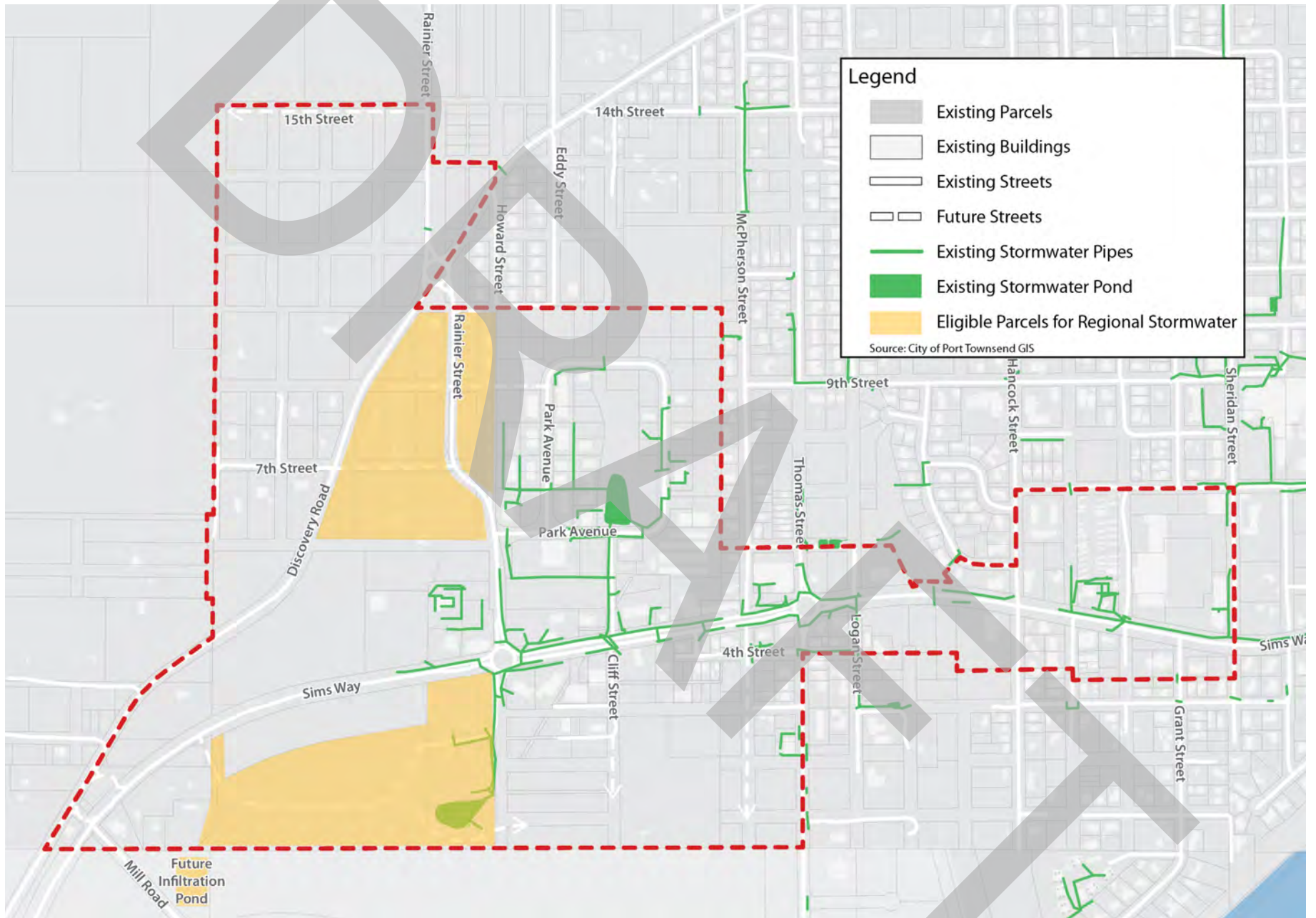


Figure 31. Future Sanitary Sewer Utilities Plan



**Figure 32. Regional Stormwater Facility Plan**



# 10.4 - Catalyst Utilities Projects

Some portions of the subarea have significant infrastructure needs. In order to spur development in those areas, projects that can help minimize upfront costs to developers should be considered for inclusion in the City's CIP. This would be similar to how Rainier Street was recently improved.

## **FIRE FLOW IMPROVEMENTS**

The City should construct a new water pump station as identified in the City's Water System Plan and Capital Improvements Plan to achieve required fire flow to the "high" pressure zone including the subarea. The City should define a timeline for these improvements so that fire suppression limitations do not delay or hinder future development within the subarea.

## **SOUTH WEST SEWER PUMP STATION**

The City should construct the South West Sewer Pump Station at the intersection of Discovery Road and Mill Road to facilitate development of the subarea, per the City's Wastewater Sanitary Sewer Comprehensive Plan and Capital Improvement Plan.

## **RAINIER STREET REGIONAL STORMWATER FACILITY**

The City should complete construction of its planned regional stormwater infiltration facility to accommodate the development needs along Rainier Street (between Sims Way and Discovery Road). The sites within the designated area will be permitted greater use of the property since the stormwater quantity requirements will be handled off-site. The City should also determine the proportionate cost for each property to fund the regional facility and establish a payment schedule as part of the building permit process.

# 10.5 - Goals and Policies

//////////  
 The Subarea Plan goals and polices also adopt by reference the goals and polices of the Utilities Element (Chapter 7) of the City’s Comprehensive Plan. The following policies are highlighted for their specific applicability within the subarea:

<b>10.5.a - UTILITIES GOALS AND POLICIES</b>	
<i>Goal/Policy</i>	<i>Description</i>
<b>Goal UT.1</b>	<b>WATER - Provide safe, reliable and economical water to residents and businesses within the Subarea.</b>
UT 1.1	Require new development within the Subarea to connect to the City’s water system. New development is required 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. This policy shall not apply to agricultural uses.
UT 1.2	Allow latecomer’s agreements for the costs of water line extensions, paid for by the developer, to be recouped from future development that may benefit from the extension.
UT 1.3	Ensure that new development is designed to conserve water resources by utilizing construction measures such as low flow faucets and toilets.
UT 1.4	Examine opportunities for new development to utilize rain water harvesting and water reuse as an approach to reducing water supply demands.
<b>Goal UT.2</b>	<b>WASTE WATER - Develop the City’s wastewater collection and treatment system to service the Subarea.</b>
UT 2.1	Ensure that all existing and new development within the subarea has adequate wastewater collection and treatment facilities and that connection to the sanitary sewer system is available.
UT 2.2	Require new development within the Subarea to connect to the City’s wastewater collection and treatment system. This policy shall not apply to agricultural uses.

<b>10.5.a - UTILITIES GOALS AND POLICIES</b>	
<i>Goal/Policy</i>	<i>Description</i>
<b>Goal UT.3</b>	<b>STORMWATER - Manage stormwater quantity and quality within the Subarea in a way that mimics the natural hydrologic system and minimizes the impacts of development and stormwater runoff on the natural systems, fish and wildlife habitat and public health.</b>
UT 3.1	The City's adopted Stormwater Management Plan, Engineering Design Standards and the Department of Ecology's Stormwater Management Manual will be applied to all new development within the Subarea to ensure increases in stormwater runoff do not result in a degradation of water quality.
UT 3.2	Utilize the Subarea planning process in addition to requirements of individual parcel development to preserve natural surface and subsurface drainage systems to the maximum extent possible.
UT 3.3	Ensure that private property owners maintain stormwater facilities in accordance with Best Management Practices.
UT 3.4	Establish fees and charges for developments on the south end of Rainier Street who discharge to the regional stormwater detention system.
UT 3.5	Include, where feasible, low impact development (LID) best management practices for managing stormwater runoff in all new street designs.