

County Commissioners

Ordinance No. 573, 1995

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CLALLAM COUNTY

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An Ordinance repealing the existing Clallam County Comprehensive Plan, Title 31 Clallam County Code, and replacing it with a Comprehensive Plan updated pursuant to the Growth Management Act.

BE IT ORDAINED BY THE BOARD OF CLALLAM COUNTY COMMISSIONERS:

Title 31 Clallam County Code

Clallam County Comprehensive Plan

Section 1. The Clallam County Comprehensive Plan, Title 31 of the Clallam County Code, is hereby repealed and a new title of the Clallam County Code is adopted as follows:

Chapter 31.01 - Comprehensive Plan Overview

- 31.01.100 Authority for Planning
- 31.01.200 Growth Management Goals
- 31.01.300 Overview of Plan Objectives
- 31.01.400 Planning Consistency
- 31.01.500 Public Participation

Section 31.01.100

Authority for Planning. This comprehensive plan and any ordinances intended to implement this plan are adopted under the authority of the Clallam County Charter, the Growth Management Act of 1990 (Chapter 36.70A R.C.W.), and the Planning Enabling Act (Chapter 36.70 R.C.W.), as now or hereafter amended.

It is the purpose and intent of this Comprehensive Plan to provide a guide for coordinated and orderly growth and development of the land and physical improvements in the unincorporated areas of Clallam County, including state lands. This plan designates all lands within the Olympic National Forest as Commercial Forest lands of long-term commercial significance. The goals and policies of this plan pertaining to such a designation shall be pursued by Clallam County in cooperation with the U.S. Forest Service. This plan does not guide physical improvements on tribal trust lands. The County and various tribes are encouraged to work together to coordinate development plans and provide for orderly growth. Together with common goals expressing the public's interest in the conservation and wise use of our lands, this plan provides for the orderly growth of all the various uses of land; these common goals promote the public health, safety and welfare, and encourages economic development and efficient provision of public services and facilities.

Section 31.01.200

Growth Management Goals. The Growth Management Act identified the following goals to guide the development and adoption of comprehensive plans and development regulations. The goals are not listed in order of priority and shall be used exclusively for the purpose of guiding the development of comprehensive plans and development regulations.

1. Urban Growth. Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

2. Reduce sprawl. Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.
3. Transportation. Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.
4. Housing. Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.
5. Economic development. Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.
6. Property rights. Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.
7. Permits. Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.
8. Natural resource industries. Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.
9. Open space and recreation. Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.
10. Environment. Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.
11. Citizen participation and coordination. Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.
12. Public facilities and services. Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.
13. Historic preservation. Identify and encourage the preservation of lands, sites, and structures, that have historical or archaeological significance.

Section 31.01.300

Overview of Plan Objectives. Clallam County adopted its first comprehensive land use plan in 1967. With the significant growth that the County experienced in the late 1960s and early 1970's, the County updated the comprehensive plan, and for the first time, adopted zoning and land division controls.

Regulation of private property, however, did not receive immediate wide-spread support. Community opposition and court challenges resulted in limited land use controls until a new comprehensive plan and zoning ordinance were adopted in 1982.

The 1982 comprehensive plan provided planning objectives similar to this new comprehensive plan. Urban areas were designated around the three cities and around

the principle rural community centers. Forestry zoning worked towards protecting forest lands from conversion to residential development. Rural policies identified appropriate densities and services to be expected within those areas.

The 1982 comprehensive plan, however, did not achieve many of the objectives that the Growth Management Act of 1990 intended to address. Some of the issues that the current plan tries to address, include:

- Setting larger parcel sizes for commercial forest areas to provide even greater protection to this resource base (80 acre lots vs. 20 acre lots);
- Limiting the size of urban areas to reasonable growth projections and planning for urban services to be provided to those areas in an efficient manner;
- Encouraging growth within urban growth areas as a priority over growth into rural areas;
- Conserving agricultural lands;
- Adopting a transportation plan that ties land use densities to transportation needs;
- Ensuring that capital facilities are planned to be provided at the time of development, or a financial commitment is in place to ensure they are provided in a timely manner;
- Adopting affordable housing goals and strategies;
- Adopting economic development goals and objectives;
- Reducing sprawling low-density development in rural areas and conserving the rural character of our rural areas;
- Recognizing and acknowledging the presence of tribal governments and their influence;
- Setting specific criteria for land use designations and specific criteria for amendment of the plan; and
- Setting specific land use policies based on regional comprehensive plans, developed from the regional setting, rather than from a centralized planning function.

This comprehensive plan, based on the requirements of the Growth Management Act (GMA), establishes a framework for coordinated and comprehensive planning which will help Clallam County and its cities to manage growth in a manner which best fits Clallam County.

The GMA calls for urban growth areas where urban development will be encouraged and can be supported with adequate public facilities and services. At the same time, the GMA discourages the inappropriate conversion of undeveloped land into sprawling, low-density development and encourages conservation of rural character and resource lands. These three general land uses (urban, rural and forest resource) form the framework for more specific land use designations, which are found in one of four regional sub-area plans.

The objective of the county-wide comprehensive plan is to identify the goals and policies for those issues that are of a county-wide nature, and provide the framework for adoption of regional comprehensive plans. Those issues that are of a county-wide nature are: forest and mineral lands, urban growth and sprawl, transportation, economic development, affordable housing, natural, historical and cultural resources, utilities and capital facilities.

The objective of regional comprehensive plans is to provide specific means to implement the general plan objectives of the County. Rural and urban land use policies should provide specific maps and strategies to implement the plan. Specific ways to implement transportation, housing, economic development, or public facility and service objectives should be sought in the regional plans.

The comprehensive plan should be a dynamic tool to address ongoing concerns, new information or new issues. Although this plan seeks to achieve stability in land use regulations, it is expected that the plan will need to be reviewed periodically to ensure it is meeting growth management objectives. Also, as new information might become available, such as water and sewage disposal studies, it might be necessary to amend this plan.

The County will support business and industrial development which strengthens and diversifies the economic base, creates family wage jobs, develops and operates in a manner that promotes and protects the environment and efficiently uses our natural resources. Efforts should be focused on small to medium sized industries. The County should continue to be marketed for tourism and retirement. Infrastructure should be in place in order to attract industrial and commercial operations. Regulations should be consistent, fair, and timely.

Section 31.01.400

Plan Consistency. In order to have a comprehensive plan that provides clear direction, it is necessary that the plan be both internally and externally consistent. Although the 1982 comprehensive plan generally achieved this objective, the Growth Management Act of 1990 now requires this consistency.

First, the comprehensive plan is adopted based on the state goals and guidelines of the Growth Management Act. One of the requirements of the Act was for the County and cities to adopt a County-wide Planning Policy that formed the framework for adoption of County and City comprehensive plans. The County-wide Planning Policies ensure that the County and City comprehensive plans achieve consistency between jurisdictions. It is imperative that the County-wide Planning Policies be reviewed prior to adoption or amendment of the comprehensive plan, and that the plan is determined to be consistent with the County-wide Planning Policies.

The County Comprehensive Plan also includes four regional sub-area comprehensive plans: Sequim-Dungeness, Port Angeles, Straits and Forks-West End. Similar to the relationship of the County-wide Planning Policy to the County-wide Comprehensive Plan, regional comprehensive plans must be determined to be consistent with the County-wide Plan. For example, the County-wide Plan identifies forest lands of long-term commercial significance to be a county-wide issue; policies and criteria within that section of the plan ensure that these lands are conserved. It would be inconsistent to have regional plans adopt conflicting strategies for conservation of forest lands.

An issue that needs careful consideration in the adoption of the four regional sub-area comprehensive plans is consistency between regions. It is possible that the four regional plans could have widely varying land use classifications and development standards. This could result in the County adopting four different sets of development regulations. This approach could be an administrative nightmare, but does reflect the different visions and values of the very different regions. Where possible, the regional sub-area plans should strive to find consistency between the plans.

A comprehensive plan must also be internally consistent. The transportation element must be consistent with the land use element. Rural land use densities must be consistent with the need to protect environmental quality and encourage growth into urban areas. Making this internal consistency test requires that the framework of the plan and any amendments to it are adopted with a comprehensive analysis of one section's impact on other sections.

Finally, any ordinance which regulates development of property requires consistency with the comprehensive plan. Prior to passage of the Growth Management Act, the comprehensive plan was only a "guide" to the physical development of the County. Land use ordinances, such as zoning, took precedence over the comprehensive plan where conflicts existed. Any ordinances now adopted to implement this comprehensive plan must be consistent with the plan. The following figure identifies the relationship of development regulations and capital budget decisions which must be consistent with the plan.

Section 31.01.500

Public Participation. The County established procedures for early and continuous public participation soon after passage of the Growth Management Act. Consistent with the phasing of plans required by the Act, the County first concentrated on measures to conserve resource lands and protect critical areas, then focused on county-wide planning policies, urban growth areas, and finally comprehensive plans. The development of proposals and opportunity for comment followed this sequence.

Many of the county's plan elements have been developed through citizen advisory committees, either special task forces or standing committee like the County Planning Commission and Shorelines and Sensitive Areas Committee. In the western parts of the county, a new regional planning commission was appointed jointly with the City of Forks and community councils in Joyce and Clallam Bay-Sekiu were established.

The county has reached out to citizens and landowners through various means to ensure that proposals and alternatives reach the affected parties. Prior to any work getting accomplished, the county held public workshops in all three cities to outline the requirements of the Growth Management Act and the ways upon which the county proposed to solicit feedback. Workshops and early neighborhood meetings have been regularly scheduled on plan proposals and development regulations prior to public hearings and adoption.

The county has used the various news media to also reach audiences. Television, newspaper and radio spots have been continuous throughout the process. One regional plan used live television for getting the information out. The county has prepared brochures for handout to the public, published a regular newsletter identifying issues and opportunities for input, and delivered direct mailings on proposed growth management elements.

The comprehensive plan has also been developed on two tiers: county-wide and regionally. This approach was chosen not only because the land use issues varied so greatly between the regions, but also because the plans and opportunities for open discussion of the issues would be more detailed. This approach has been very successful, as the regional comprehensive plans have received considerable attention from the citizens within that region.

15. Development regulations means any controls placed on development or land use activities by the county, including but not limited to, zoning ordinances, land division ordinances, critical or sensitive area ordinances, and binding site plan ordinances.
16. Development rights refers to an interest held by a property owner and called the "fee simple" interest. This interest is like a bundle of sticks, each of which represents a right associated with the property. Such rights might include the right to farm, to extract minerals, to cut timber, to build residential structures, to build commercial developments, and to do anything else with the property unless prohibited by law. These rights can be separated from the "dominant estate" and transferred to other parties as "less-than-fee interests." An easement is one such less-than-fee interest; conveying development rights to another parcel is another way; and purchasing the development rights at appraised value may be another way. Development rights can be diminished or taken away by regulation, within constitutional limits, or can be condemned when purchased at appraised value.
17. Essential Public Facilities include those facilities that are typically difficult to site, such as airports, state education facilities and state or regional transportation facilities, state and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, and group homes.
18. Forest land means land primarily devoted to growing trees for long-term commercial timber production on land that can be economically and practically managed for such production, including Christmas trees subject to the excise tax imposed under RCW 84.33.100 through 84.33.140, and that has long-term commercial significance. In determining whether forest land is primarily devoted to growing trees for long-term commercial timber production on land that can be economically and practically managed for such production, the following factors shall be considered: (a) The proximity of the land to urban, suburban, and rural settlements; (b) surrounding parcel size and the compatibility and intensity of adjacent and nearby land uses; (c) long-term local economic conditions that affect the ability to manage for timber production; and (d) the availability of public facilities and services conducive to conversion of forest land to other uses.
19. Geologic Hazardous Areas means those areas susceptible to erosion, sliding, earthquake, or other geological events.
20. Historical Resources or Historical Significance means real property together with improvements thereon, except property listed in a register primarily for objects buried below ground, which has historic significance and which is listed in a local register, State or National Register of Historic Places. Historical significance used in this context means a property which helps in the understanding of the history of the local area, state, or nation (whichever is appropriate) by illuminating the local, statewide, or nationwide impact of the events or persons associated with the property, or its architectural type or style in information potential.
21. Home Enterprise is a revenue generating enterprise which is located in a dwelling and is subordinate to and incidental to the residential use of the dwelling.
22. Home-based Industry is a commercial, manufacturing or processing business located on a parcel together with an existing dwelling. The industry is located in a fully enclosed building separate from the dwelling and no larger than 2,000 square feet, limited to no more than two part time or full time employees other than the owner.

23. Level of Service means an established minimum capacity of public facilities or services that must be provided per unit of demand or other appropriate measure of need. Typically, measures of levels of service are expressed as ratios of facility capacity to demand (i.e. actual or potential users).
24. Long-term commercial significance includes the growing capacity, productivity, and soil composition of the land for sustained commercial production, in consideration of the land's proximity to population areas, and the possibility of more intense uses of the land.
25. Master Planned Resort refers to a development which may be permitted and which constitutes urban growth outside of urban growth areas. A master planned resort means a self-contained and fully integrated planned unit development, in a setting of significant natural amenities, with primary focus on destination resort facilities consisting of short-term visitor accommodations associated with a range of developed on-site indoor or outdoor recreational facilities.
26. Mitigation means (a) avoiding the impact altogether by not taking a certain action or parts of an action; (b) minimizing impacts by limiting the degree or magnitude of the action and its implementation; (c) rectifying the impact by repairing, rehabilitating, or restoring the affected environment; (d) reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action; (e) compensating for the impact by replacing, enhancing, or providing substitute resources or environments; and/or (f) monitoring the impact and taking appropriate corrective measures.
27. Public Facilities include streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, and schools.
28. Public Services include fire protection and suppression, law enforcement, public health, education, recreation, environmental protection, and other governmental services.
29. Regional Comprehensive Plans, or sub-area plans refers to one of four geographic areas addressed in a comprehensive plan which provides specific guidelines for land uses, public facilities and services, transportation, environmental protection, and other elements of the comprehensive plan, not addressed in the county-wide comprehensive plan. Regional comprehensive plans provide opportunities for making local decisions consistent with county-wide plan objectives.
30. Shall means the statement is mandatory, and the action so stated is required to be done without discretion by decision-makers. The use of shall in a statement indicates that the action is imperative and ministerial.
31. Should used in a statement indicates that discretion may be used in deciding whether or not to take action. The use of should is intended to give decision-makers discretion in matters where exceptions are warranted by such factors as physical hardships and special circumstances or when funding must be taken into consideration.
32. Transportation facilities includes capital facilities related to air, water or land transportation.
33. Urban Growth Areas means those areas designated by Clallam County pursuant to the policies in the County-Wide Planning Policy and the comprehensive plan.

34. Urban Growth refers to growth that makes intensive use of land for the location of buildings, structures, and impermeable surfaces to such a degree as to be incompatible with the primary use of such land for the production of food, other agricultural products, or fiber, or the extraction of mineral resources. When allowed to spread over wide areas, urban growth typically requires urban governmental services.
35. Urban services include those services historically and typically delivered by cities or other identified service provider, such as a utility district, and which at a minimum include the provision for sanitary waste, solid waste disposal systems, water systems, urban roads and pedestrian facilities, public transportation systems, stormwater systems, police and fire and emergency service systems, electrical and communication systems, school and health care facilities, and neighborhood and/or community parks.
36. Wetlands includes those areas that are inundated or saturated by surface water or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Regulated wetlands do not include those artificial wetlands created from nonwetland sites, including, but not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities. Wetlands created as mitigation and wetlands modified for approved land use activities shall be considered as regulated wetlands.

Section 31.02.110

Resource Land Issues. A goal of the Growth Management Act of 1990 is to "Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries...[and] Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses." The Act requires local governments to classify and designate agricultural, forest and mineral resource lands and to adopt interim development regulations to assure their conservation. This chapter supports county-wide efforts to maintain, enhance, and to conserve resource lands, and to discourage incompatible uses adjacent to resource lands, particularly forest and mineral lands.

Section 31.02.115

Agricultural Resource Land Issues. The area designated on the generalized land use map of this plan as resource includes lands of long-term commercial significance for forestry. In 1994 the State amended the Growth Management Act to define finfish in upland hatcheries as agricultural land, also. There are several upland finfish hatcheries in Clallam County that need to be protected. Because all previously defined agricultural lands of long-term commercial significance were located in the Sequim-Dungeness Valley and not other parts of Clallam County, designations of those areas and methods to conserve those lands should be addressed in regional or sub-area plans -- not in the county-wide comprehensive plan. Mineral resource lands are designated by separate map, as these lands overlay resource areas, rural and urban areas.

Section 31.02.120

Agricultural Resource Land Goals.

1. Clallam County should provide incentives to encourage continued agriculture operations by providing property tax incentives, education and technical assistance, and right to farm provisions in its regulations. The County should ensure that public actions are managed to minimize disruption of agricultural activity. When permanent conservation of a parcel of farmland is assured, utilities and transportation should be designed to minimize conflicts with farming.

2. Clallam County shall work with federal agencies, the state, cities, tribes, ditch companies and utility providers to conserve agricultural areas. Agricultural lands of long-term commercial significance shall not be annexed to cities, become incorporated or be included in urban growth areas unless the property's development rights have been purchased or transferred prior to or concurrent with annexation or inclusion in an urban growth area.
3. Agricultural land users shall be encouraged to maintain water quality, protect fisheries and wildlife consistent with commercial agriculture and prevent erosion of valuable agricultural soils.
4. Clallam County shall work to retain its agricultural economy in order to retain economic diversity and to reduce agricultural imports from outside the county.
5. Clallam County shall actively encourage the retention of agriculture through education programs targeted at increasing the awareness of agricultural land owners of public and private programs which would provide them with economic incentives to retain land in agricultural production.
6. Clallam County should actively pursue a purchase of development rights program in order to conserve agricultural lands.
7. Finfish hatcheries of state, local, federal and tribal governments shall be designated as agricultural lands of long-term commercial significance. Regional sub-area comprehensive plans shall designate the locations of these hatcheries and shall ensure that use of lands adjacent to finfish hatcheries do not interfere with the continued use, in the accustomed manner, including maintenance of water quality standards, of the finfish hatchery.

Section 31.02.130

Forest Land Issues.

1. The forest lands within the County are of significant economic importance to its citizens. Forests are a renewable resource providing abundant building and energy materials. They are a significant value not only to the County but to the state and the nation. The County has lost significant tax revenues due to changing global economic conditions and environmental regulations. This reduction in revenue has led to significant budget reductions and cuts in public services.
2. Pressures on Forest Lands. County forest lands are being permanently and irreversibly lost through conversion to other uses such as residential development. When forest lands are converted to other uses, important forest functions are impaired. Impervious surfaces accelerate runoff and erosion, degrading water quality and fish habitat. Wildlife habitat is lost, as are wildlife corridors. Development of converted forest land requires that county services must be provided, sometimes in areas distant from population centers. Forest lands that stay in production support family wage jobs in our community. It is the task of this plan to provide the policy framework necessary to protect our remaining forest lands from conversion to other uses, through regulations and incentives to landowners.

State and federal initiatives have mandated harvest restrictions for habitat protection of endangered species. But forest lands are not lost because of restrictions that last a few years or even a few decades -- the other functions of forested land are still operational, and these have their own economic significance. The upper reaches of all of our watersheds are covered in forest, which reduces soil erosion and shades streams, protecting our water supply and

our rivers' anadromous fish spawning grounds. Not only do forests engage in large-scale oxygen production, they also filter pollutants from air. Forests also provide for aquifer recharge, and they offer aesthetic values and open space as well as opportunities for a range of dispersed recreational activities, from hunting and fishing to hiking and nature study.

3. Multiple Use of Forest Land. Several other industries in Clallam County share the forest products industries' dependency on timber land. Our forests, with their rivers, streams and spectacular views, contribute significantly to tourism. The wildlife habitat, provided by these forests support populations of game animals which further contribute to tourism, sport and subsistence hunting. Forests in our watersheds guard against soil erosion, protecting our water supplies and our rivers' anadromous fish spawning grounds. Anadromous fish support commercial and sport fisheries. Forest lands provide for aquifer recharge and protect important habitat for non-game wildlife species. Forest lands provide open space as well as opportunities for a range of scattered recreational activities, from hunting and fishing to hiking and nature study. Our proximity to the population centers of Puget Sound creates a significant market in the County for summer homes, cottages and weekend residences. In addition, the forests provide an aesthetic backdrop, attracting persons desiring permanent residences in a wooded rural environment. Our forests can accommodate a variety of economic and recreation uses if wise and judicious management policies are fostered.
4. Residential Development and Forest Land Management. Long-term commercial timber production can best be realized on parcels eighty acres and larger in size. Parcels this size devoted to growing trees should be considered as capable of being economically and practically managed for such production. Owners of land between twenty and eighty acres in size can realize long-term timber production, but would likely require a residential development component in order to achieve economic and practical use of the parcel. Owners of land under twenty acres tend to favor dwelling-related uses and interest in using the land for long-term timber yield is minimized.
5. Essential Public Facilities in Forest Lands. Essential public facilities are public capital facilities of a county-wide or state-wide nature which are typically difficult to site. These facilities include airports, state education facilities, state or regional transportation facilities, state and local correctional facilities, solid waste handling facilities and in-patient facilities, such as substance abuse, mental health and group homes. Those facilities which require locations where land use conflicts are minimized could be sited in commercial forest lands when suitable sites cannot be located within existing urban growth areas or rural areas.
6. Industrial Uses in Forest Lands. Industrial uses which support timber harvesting and timber management activities may wish to locate in the commercial forest areas. Industrial land uses which support timber management activities include log storage and log shipping, equipment shops and storage areas, shake and shingle operations, lumber mills and wood products manufacturing, mineral extraction, and rock crushing. These land uses could also be considered incompatible with commercial forested areas if proper mitigation for impacts to the transportation network and fire protection are not taken.
7. Master Planned Resorts. A master planned resort, with a primary focus on destination resort facilities consisting of short-term visitor accommodations and indoor or outdoor recreational facilities could be proposed within Clallam County. A master planned resort will require a setting of significant natural amenities.

Few, if any, areas with large acreage and significant natural amenities exist that have not been designated as commercial forest lands

Section 31.02.140

Forest Land Goals

1. Retain suitable forest land in the County in commercial forest land use, because of general economic benefits to the people of the county derived from forests, including timber production and processing, watershed conservation, recreation, and fish and wildlife conservation.
2. Encourage the retention of public and private commercial large forest land holdings in commercial forest land uses, primarily as a timber resource base for the perpetuation of the County's forest and timber products industries.
3. Foster the conservation function and scenic role of the County's private forest lands, recognizing that certain limited development will be necessary in the furtherance of other forest land goals.
4. Recognize the economic contribution of forest lands, through timber management and wood products processing industry. It is necessary to allow forest related industries to locate in the forest and especially in the designated forest areas where they have historically existed in order to facilitate timber industry growth and operations. Industries such as log storage and log shipping, and equipment shops and storage areas are suitable in forest areas. Also, shake and shingle operations, lumber mills and wood products manufacturing should be allowed in forest areas.
5. Encourage classification of forest lands under state forest land taxing laws and thereby minimize conversion pressures due to highest and best use taxation assessment.
6. Allow recreational developments which require a forested setting, such as primitive campgrounds, picnic areas, trails, boat launches, and other dispersed outdoor recreational developments currently enjoyed on forest lands in commercial forest areas provided that the recreational activity is compatible with commercial timber harvest. Recreational developments which are not compatible with timber harvest include, but are not limited to, golf courses, RV parks, water slides, and other uses not normally found in commercial forest areas.
7. Clallam County shall conserve forest and mineral resources for productive use by designating resource lands where the principle and preferred land uses will be commercial resource management activities.
8. Property designated as Commercial Forest Resource Lands shall meet the following criteria:
 - a. The land is primarily devoted to growing trees (includes clearcuts and plantations);
 - b. The "private forest land grade" established in RCW Title 84 is 1 through 4 or the site index for Douglas Fir is greater than 83 feet and for Hemlock is greater than 82 feet (50 year rotation base);
 - c. The land does not have access (hookup rights) to municipal sewers;
 - d. The parcel has a minimum parcel size of 80 acres or 1/8 of a standard section subdivision or contiguous parcels under one ownership can be grouped to total 80 acres or 1/8 of a standard section subdivision;

- e. The parcel does not meet criteria a) through d) above, but are surrounded on at least three sides by lands meeting the definition of Commercial Forest Resource Lands
 - f. The parcel is not within the city limits of an incorporated city;
 - g. Forest lands are usually found in large contiguous blocks of ownership and are not generally surrounded by residential development (densities do not exceed one dwelling per five acres);
 - h. While slope is not a primary criteria for determination of commercial forest, steep slopes in excess of 40% slope should generally be included with commercial forest lands due to their unsuitability for development.
9. Forestry shall be encouraged both within and outside of designated Commercial Forest Lands. Mineral extraction shall be encouraged on designated forest lands and on designated mining sites in other areas.
10. Clallam County shall work with cities, other public agencies, tribes, and private land owners to conserve public and private resource lands, and to encourage continued resource management.
11. Resource industries shall use management practices that maintain forest productivity, protect the environment, and protect adjacent land uses. Clallam County shall support implementation of "Best Management Practices" as defined by the Forest Practices Act and the Surface Mining Act on forested lands to provide for environmental protection, wildlife habitat conservation and a viable forest industry.
12. The primary land use within designated commercial forest land shall be commercial forestry. Other resource industries such as extraction and agriculture shall be permitted within a designated forest resource area when managed to be compatible with forest management. New single family dwellings shall be allowed in commercial forest areas as a conditional or special use when the home is not incompatible with commercial forestry, provided that a single family dwelling on legal lots of record less than 80 acres in area should be allowed within designated commercial forest land, subject to applicable performance standards to ensure compatibility with adjacent commercial forest lands. Residential development shall be recognized as a compatible land use on lands designated as transitional from forestry to rural, provided that measures are taken to ensure that the development is compatible with the adjacent commercial forest land use.
13. Land uses adjacent to designated forest lands shall be sited and designed to prevent conflicts with forestry. New, non-clustered residential development adjacent to designated forest lands should be low density, and should be designed and sited to reduce potential conflicts between residences and adjacent forest lands. Each regional sub-area plan shall identify the land uses and densities of residential development that are compatible with adjacent long-term commercial harvest of timber.
14. Lands designated as Commercial Forest shall remain in large parcels and ownership patterns conducive to forestry.
15. Residences within designated forest land areas shall be designed and sited to maintain the productivity of the district. Design measures and site plan requirements should be used to provide for fire control and to prevent conflicts with forest management.

16. A private dwelling in a designated forest production area shall have an approved on-site domestic water supply or be connected to an approved water system which will not be adversely affected by forest practices.
17. Establishment or expansion of special purpose taxing districts and local improvement districts, except fire districts, in designated commercial forest lands shall be strongly discouraged unless they directly benefit forestry.
18. Clallam County should offer incentives to encourage conservation of forested lands. Incentives should include property tax benefits, cluster subdivision options, right-to-practice forest practices in the accustomed manner, and technical assistance in harvest techniques, water quality and habitat protection. When conservation of a forest parcel is assured, adjacent land uses, utilities, and transportation should be designed to reduce conflicts with forestry.
19. Lands that have not been designated as commercial forest lands of long-term commercial significance under this comprehensive plan and lands that have not been classified as forest land under Chapter 84.33 RCW and timber land under Chapter 84.34 shall be considered as lands likely to convert to non-forest uses. Timber harvesting on such lands shall be considered a conversion under the Forest Practices Act and comply with County regulations for clearing, grading, drainage, and protection of critical areas. The County shall pursue adoption of an agreement with the Department of Natural Resources to implement this goal by the end of 1995.
20. Clallam County policy on lands harvested and not reforested under a Class I, II, or III Forest Practices Act (FPA) permit and which are being converted to non-forest uses is that such lands shall have all local permits withheld for a period of six years. This moratorium shall run with the land and be duly noted in the public record. For the purpose of implementing this policy, the conversion of land to non-forest uses shall mean the subdivision of land or the preparation of land for subdivision or construction. Should a landowner wish to remove the moratorium or convert the land to non-forest uses, the owner shall:
 - a. Revegetate the land as prescribed by the Department of Natural Resources. Said revegetation shall serve as interim protection measures to stabilize the site for erosion control and to preserve water quality on the site; and
 - b. Submit and have approved a Conversion Harvest Plan as is provided for in Class IV Conversions. The approval of said plan may include conditions and improvement requirements to control erosion, protect or enhance environmentally sensitive areas, provide visual screening, or other conditions which are intended to reduce impacts to the environment or the area where the land is located.
21. Clallam County shall require a Conversion Harvest Plan on class IV forest practices in addition to the forest practices application. Said plan shall consist of a questionnaire and a site plan, as provided for by Clallam County. The purpose of the Conversion Harvest Plan is to address specific environmental and land use questions; and may not necessarily require extensive environmental review as provided for by the State Environmental Policy Act (SEPA).
22. Clallam County shall work with federal agencies, the state, cities, tribes, ditch companies and utility providers to conserve areas designated as Commercial Forest Land Use (CF) and as designated mineral resource sites. Areas with these designations shall not be annexed to cities, become incorporated or be included in urban growth areas unless the property's development rights have

been purchased or transferred prior to or concurrent with annexation or inclusion in an urban growth area.

23. Land designated as Commercial Forest shall remain in this classification unless a strong case can be made that the zoning could be changed without affecting the commercial viability of the surrounding forest land. Zone change applications shall meet one of the following criteria:
 - a. An error was made in application of the criteria establishing the zone; or
 - b. The Board of County Commissioners after giving careful consideration to the value of the resource to the community finds that commercial forestry cannot generate a reasonable return on investment when compared to other forested properties and that growth could not be directed to other non-forested rural lands in the same vicinity.
24. Essential public facilities may be located in designated commercial forest lands provided the County finds that such facilities cannot otherwise be located in urban areas, are largely self-contained or served by urban governmental services in a manner that adjacent rural or urban development is not promoted. The siting of essential public facilities in resource lands should not interfere with resource management on adjacent resource lands.
25. Industrial uses which support timber harvesting and timber management activities may be located in designated commercial forest lands provided that the County finds: (a) That such facilities cannot otherwise be located in urban areas; (b) the industrial use is largely self-contained or served by urban governmental services in a manner that adjacent rural or urban development is not promoted; (c) the siting of industrial land uses in resource lands shall not interfere with resource management on adjacent resource lands; and (d) only if there is a clear and compelling public benefit to the conversion of the forest land parcel to such uses.
26. Industrial uses which do not support timber harvesting and timber management activities shall not be located in designated commercial forest lands unless the County finds: (a) That such facilities cannot otherwise be located in urban growth areas or designated industrial lands; (b) the industrial use is largely self-contained or served by urban governmental services in a manner that adjacent rural or urban development is not promoted; (c) the siting of industrial land uses in resource lands shall not interfere with resource management on adjacent resource lands; and (d) only if there is a clear and compelling public benefit to the conversion of the forest land parcel to such uses.
27. Master planned resorts with primary focus on destination resort facilities consisting of short-term visitor accommodations associated with a range of developed on-site indoor or outdoor recreational facilities may be located in designated forest lands if the county finds that such development has more long-term economic importance than the commercial harvesting of timber, and if consistent with other criteria set forth in Section 31.02.270

Section 31.02.145

Mineral Resource Land Issues.

1. Mineral resource lands in the County provide vitally needed construction materials to the residential, commercial and industrial sectors of the economy, as well as government agencies charged with road construction and maintenance. Our mineral resources are finite; a stable, low cost source of material can only be assure if measures are taken to protect the resource and allow it to be extracted.

2. Mineral resources found in Clallam County include sand and gravel, rock, industrial minerals and metallic minerals. The Department of Natural Resources has identified likely locations of these mineral resources. Where these resources exist in rural areas, measures to ensure the continued extraction of these finite resources should be considered. Planning and land use regulations could achieve mineral resource land conservation in the following ways:
 - a. Overlay zoning on mineral resource lands giving priority for extraction over subdivision;
 - b. Exclusive zoning on mineral resource lands requiring extraction of resources before subdivision;
 - c. Forest land zoning with allowance for mineral extraction.
3. Environmental impacts of mineral extraction can be substantial. Aggregate production temporarily obliterates entire mine-site ecosystems, but this loss can be mitigated with carefully sequenced reclamation. The effects of truck traffic can be a primary concern in designating construction aggregate mines. Damage to river beds can be another major impact of mining. Channel bar scalping can reduce the probability of flooding but can also change the river-bed morphology. Possible reduction of the quantity of ground water is a concern in new mineral sites. Excavation breaching the lateral or seat-seals of perched aquifers can cause loss of water supplies and other damage. Washington State has several regulations which govern mineral extraction and associated impacts, including but not limited to: Surface Mining Act, Growth Management Act, Water Quality Standards, Shoreline Management Act, and the State Environmental Policy Act.

Section 31.02.150

Mineral Land Goals.

1. Based on best known available information, the comprehensive plan land use map should designate potential locations of all sand and gravel, hard and durable bedrock, industrial minerals, and metallic mineral deposits.
2. Development regulations to conserve mineral resource lands shall be as follows:
 - a. Mineral extraction and processing should be considered as one land use, subject to appropriate permits.
 - b. Mineral extraction and process in commercial forest lands should be permitted outright, and a conditional use in rural and urban land use designations.
 - c. The locations of 50-year supplies of construction aggregates should be shown on land use (e.g. zoning) maps made available to the public. Development regulations shall ensure that adjacent land uses do not interfere with the continued use, in the accustomed manner, of these designated lands for the extraction of minerals. Development regulations should include increased setbacks for adjacent residential development, and notice to future purchasers for new residential subdivisions adjacent to an approved mineral resource zone.
 - d. Development regulations or review of mineral process and extraction permits should be direct and proportional to the impacts that need to be mitigated. For example, the ordinance or conditions of approval should limit impacts (noise and dust), but not activities (crushing and sorting). Approvals should be valid through completion of the activity with compliance sought through enforcement penalties or performance bonds.

- e. Once a mineral resource site has been established, such site shall be considered a preferred land use and receive protection under a "Right to Practice Mining" ordinance and development proposals within 600 feet of such sites will be reviewed for compatibility with mineral extraction activities.
- f. Mineral extraction operations shall use "best management practices" as required by the Surface Mining Act and County plans, policies and ordinances. Such operations shall reclaim sites for productive forestry, agriculture, residential or other use after mineral extraction operations permanently cease. Newly established mineral extraction operations are required to meet buffering and setback provisions contained in the Mineral Overlay District in order to reduce impacts on nearby residences.

Section 31.02.210

Urban Growth and Sprawl Issues. This section addresses the GMA required land use element (distribution and general location and extent of the uses of land for housing, commerce, industry, public utilities and public facilities) and the rural element (land uses that are compatible with the rural character of such lands). This chapter also addresses master planned resorts and essential public facilities.

In the twenty year period from 1970 to 1990, the population of the three cities grew by less than 4,600 people while the unincorporated area grew by more than 17,000 people. Most of the rural growth occurred in the east end of the County, some of it in planned communities such as Sunland, Solmar, Mains Farm, and Diamond Point, but also a significant portion in one acre tracts. The west end also experienced significant population growth in the 1970's, but during the 1980's, approximately half of the population gain was lost.

The Growth Management Act (GMA) establishes a framework for coordinated and comprehensive planning which will help Clallam County and its cities to manage growth in a manner which best fits Clallam County. The GMA calls for urban growth areas where urban development will be encouraged and can be supported with adequate facilities and services. At the same time, the GMA discourages the inappropriate conversion of undeveloped land into sprawling, low-density development and encourages conservation of rural character and resource lands. These three general land uses (urban, rural and forest resource) form the framework for more specific land use designations, which are found in one of four regional sub-area plans.

Although every person may be able to recognize "sprawl" when they see it, there are numerous variations of what the term means. Sprawl may be where urban areas have not been able to extend urban services, such as water and sewer systems, or adequate road systems. Sprawl may be where growth continues to spread over larger areas, spiraling outward. Sprawl may be extension of commercial development along main arterials or highways -- "strip" development. Sprawl may be where housing or commercial development is not concentrated enough to provide public facilities and services in an efficient manner but too dense to be considered rural in character. Sprawl may be where there no longer is a clear distinction between a city or urban environment and a rural environment.

There are many tools and methods upon which a comprehensive plan can attempt to define and control sprawl, urban growth and rural character. Land use controls, use of physical features, purchase of lands, and setting different standards for public facilities and services between rural and urban areas are all potential tools.

Land use controls, such as housing densities and/or type of uses is one method to define rural areas from urban areas. A minimum density could be set within urban growth areas and a maximum density in rural areas. For example, land divisions in urban areas could be restricted to lots more dense than three units per acre in order to ensure an efficient land use pattern and delivery of services/facilities. Land divisions in rural areas could be restricted to lots larger than one unit per acre.

Land uses can also make a clear distinction from rural to urban areas. In rural areas, people expect a quieter lifestyle: less traffic, minimal public services, animals, such as horses, chickens, etc. Commercial and industrial uses in rural areas could focus on the types of services needed for rural residents, such as feed stores, greenhouses, mineral extraction, and some convenient services like gas stations and small grocery stores. In urban areas, a wide mix of uses could be expected, including major retail, high-density housing, and industrial sites.

Use of physical features, such as rivers or ravines to separate urban areas from rural areas helps to control growth from going outward and serves as a clear line for changes in land uses. When artificial lines are used to distinguish rural areas from urban areas, it is more difficult to control the spread of urban growth. Also, the landowner living on either side of a urban/rural line might be subjected to competing land uses. An urban dweller might complain about the animals of the rural dweller. The rural dweller might be impacted by increased traffic, lights and glare from the urban area. When a major physical feature is used to separate these areas, there is less likelihood for conflicts and greater likelihood that growth could be controlled from "sprawling" outward.

Purchase of lands at the edge of urban areas for greenbelts, parks and open space can help separate urban from rural, particularly in those circumstances where a physical feature cannot be used or where development rights would be severely diminished due to new Growth Management legislation. One community has financed the purchase of farmlands and open space around an entire city. Not only does this provide recreational benefit to the citizens, it also provides a clear distinction of urban areas from the rural area.

While there is a need for growth in Clallam County to be directed into urban areas, people moving here often prefer a more rural setting. How to direct growth into urban areas and discourage suburban or rural sprawl is a challenging task.

Section 31.02.220

Urban Growth Areas. Urban growth refers to growth that makes intensive use of land for the location of buildings, structures, and impermeable surfaces to such a degree as to be incompatible with the production of food, other agricultural products, or fiber, or the extraction of mineral resources. When allowed to spread over wide areas, urban growth typically requires urban governmental services. Rural growth over the last twenty years has made many rural residential areas incompatible with the production of food, etc. These areas, however, do not typically require urban governmental services, such as neighborhood parks, sanitary sewer systems, water systems and stormwater systems. Those areas where these urban governmental services are now provided, or are needed, should be considered for designation as urban growth areas.

Establishing urban growth areas is a major step that Clallam County will take in managing growth. Urban growth areas must include areas and densities sufficient to accommodate the county's expected growth for the succeeding 20 years. Clallam County population forecasts indicate that an additional 10-12,000 people in the next twenty years should be planned for. Sufficient areas for growth must be provided within the urban growth areas. However, it is not expected that all growth will occur in urban growth areas. It is not the

intent of these policies or the GMA to stop rural growth; it is the intent of these policies to encourage a shift to urban growth where adequate public facilities and services can be provided in a financially feasible manner while conserving resource lands, rural landscapes, and environmental quality.

The Growth Management Act states that growth outside urban growth areas can occur "only if it is not urban in nature." Furthermore, urban governmental services should not be extended into rural areas. The county-wide planning policies state that the "county should designate as urban growth areas those unincorporated areas not in proximity to existing cities, provided that such areas meet the principles established for UGAs and that appropriate service providers are identified to provide the specified urban governmental services."

In both unincorporated urban growth areas, the reasons for designation as an UGA is assurance that urban residential, commercial, industrial uses would be allowed and urban governmental services can be extended consistent with the vision of those communities and the legal requirements of GMA.

Industrial lands in areas outside of Port Angeles are limited. The unincorporated communities of Diamond Point-Sunshine Acres, Carlsborg, and Clallam Bay-Sekiun offer areas with appropriate services and facilities for light industrial activities. This is also consistent with the economic development goals of the County by encouraging growth in areas experiencing insufficient economic growth.

Public water systems exist in both of the unincorporated UGAs. A public sewer system exists in Clallam Bay-Sekiun. These water systems do not exist only for public health reasons. These water systems exist also for economic development (fire protection for commercial/industrial uses) and to serve urban residential land uses. Section 34 and 35 of ESHB 2929 (RCW 56.08.020 and 57.16.010) also appear to prohibit the extension or location of water and sewer facilities outside UGAs. If GMA prohibits extension of these systems in rural areas, then the vision for extension of these systems within the UGAs and within the financial constraints of the water or sewer purveyor will be thwarted.

Finally, designation of unincorporated UGAs recognizes existing land use rights of private property owners, and keeps the County from arbitrary and discriminatory actions inconsistent with the Act and this plan. The fact that an area has not been incorporated should not give rise to the conclusion that it should not be designated as an UGA. Cities and towns throughout Washington State have become incorporated for many reasons: frustration with service delivery, land uses, etc. Cities are not necessarily a reflection of urban land use, but a choice in local governance. The incorporation of Bainbridge Island is a case in point. That community did not incorporate because it wanted urban development; it incorporated because of frustration with decisions of county government. There are numerous cities within the State with populations less than 1,000 people and which do not have the full array of urban governmental services that the GMA indicates are appropriate in UGAs. But by default, these areas have been designated as a UGA under the Act simply because at some point in the past the voters within that area incorporated. With all five unincorporated urban growth areas in this plan, they meet the same basic land use and population characteristics that many cities face in Washington State. To arbitrarily rule that they should not be UGAs simply because they are not presently incorporated would ignore the fact that they are a) characterized by urban growth; b) have urban governmental services; c) provide economic development opportunities for the citizens of the county; and d) are consistent with plan and zoning designations made over ten years ago for their private property.

Urban Growth Area Designation Policies. The following policies guide designation of urban growth areas. These policies were adopted by Clallam County and the cities in June 1992 as a framework for the adoption of each jurisdictions comprehensive plan. In most cases, the policies cannot be changed without concurrence from the cities.

1. Minimum Urban Growth Areas (UGAs) shall be established based upon land use demand as determined by the Clallam County 20-year forecast of population for the county and specified sub-areas, so long as the county-wide forecast is not less than the most recent forecasts available from the Office of Financial Management (OFM). The county shall provide forecasts for the designation of urban growth areas.

- a. A straight linear projection for the entire county utilizing data from the 1950 through 1990 U.S. Census yields a projection which is approximately 2,000 people higher than that determined from summing the individual census divisions. Linear projections of population, as shown in Table 2 below, have demonstrated their accuracy in Clallam County. If used based on 1950 through 1970 U.S. Census counts, a linear projection model would have predicted the 1990 population as later identified in the U.S. Census. This demonstrates that historically the County has followed a linear trend of growth over the long term.

The Growth Management Act and County-wide Planning Policies use the OFM analysis prepared for Clallam County as a basis for growth population projection. Since the projections, however, are inaccurate, (the County has exceeded the 2012 projection by over 3,000 people already in 1994) a linear projection model should be substituted as required in the County-wide Planning Policies. The OFM population projections utilize trends of births, deaths and migration to forecast county growth. Historical trends indicate that overall births and net migration are both declining, and deaths are increasing. The most subjective standard is net migration. Clallam County protested the OFM population forecast in 1991-92 but were told by the agency that they were "minimums" to plan for. Since several Growth Hearings Board cases have ruled the numbers to be also a maximum, the agency has written Clallam County to indicate that we are in an "awkward" position. The following projections were completed by OFM in the report dated January 31, 1992:

Table 1 - OFM Population Projections

| | 1990 | 1995 | 2000 | 2005 | 2010 | 2012 |
|------------|--------|--------|--------|--------|--------|--------|
| Population | 56,464 | 57,754 | 58,246 | 58,753 | 59,189 | 59,312 |

Note: OFM estimated the 1994 Clallam County population as follows:

| | |
|----------------|--------|
| County: | 62,500 |
| Unincorporated | 36,700 |
| Forks | 3,355 |
| Port Angeles | 18,310 |
| Sequim | 4,135 |

- b. The County sub-area population projections should be based either on a straight line (linear) projection model or on the sub-area growth rate for the preceding 10 years. For the purposes of designating urban growth areas, a linear projection is preferred. For other planning purposes, the

last ten year sub-area growth rate should be compared to a straight line projection and a determination made regarding which projection is most appropriate.

- c. The Urban Growth Area population projections should encourage a shift from growth in unincorporated areas to urban areas, consistent with the intent of the Growth Management Act. The Urban Growth Area population projections should also reflect sub-area growth trends, in that growth usually occurs based on geographic preference (schools, climate, jobs, etc.). (Please refer to Appendix B: Population Trends in County-wide Planning Policies.)
- d. The county population forecasts should be reviewed every five years. Such review shall include an analysis of the previous ten year period.

Table 2 - Linear Projection Model*
(Census Divisions Names)

| | 1990 Population | 2000 Population | 2010 Population |
|----------------------|--------------------|--------------------|--------------------|
| Agnew-Carlsborg | 6,310 | 7,514 | 8,719 |
| Clallam Bay-Neah Bay | 2,966 | 3,298 | 3,630 |
| Crescent** | 2,507 | 3,116 | 3,874 |
| Forks | 6,846 | 7,828 | 8,810 |
| Sequim | 11,076 | 13,168 | 15,260 |
| Port Angeles** | 26,759 | 27,959 | 29,214 |
| TOTALS | 56,464 | 62,883 | 69,507 |

* Linear projections based on 1950 - 1990 data from the U.S. Census

** The Crescent and Port Angeles Census divisions were readjusted in the 1950 - 1990 time period to make it impossible to develop a linear forecast. The numbers in Table 2 are based on the respective areas average growth rate from 1980 to 1990.

Table 3 - UGA Population Projections
Linear Projection Model Based on Sub-area (table 2)*

| | 1990 | 2000 | 2010 |
|----------------------|--------|--------|--------|
| City of Port Angeles | 17,710 | 18,382 | 19,053 |
| City of Sequim | 3,616 | 4,650 | 5,683 |
| City of Forks | 2,862 | 3,453 | 4,044 |

* City population projections were based on U.S. Census information dating back to 1970.

Table 4 - Unincorporated UGA Population Projections
Based on 1980 - 1990 Area Average Growth Rate

| | 1990 | 2000 | 2010 |
|------------------------------|--------------|--------------|--------------|
| Sunland | 987 | 1,288 | 1,500 |
| Carlsborg | 655 | 885 | 1,120 |
| Clallam Bay-Sekiu | 644 | 702 | 777 |
| Diamond Point-Sunshine Acres | 374 | 488 | 660 |
| Joyce | 80 | 99 | 124 |
| TOTAL | 2,740 | 3,462 | 4,181 |

Based on Goal 1(c) above, population allocations or adjustments to linear projection populations will encourage a trend towards a majority of new growth occurring with urban growth areas instead of in rural areas. The adjustments for incorporated cities would provide for a reversal of the urban-rural growth trends evident in the 1970 to 1990 time period. The Clallam Bay-Sekiu population projection was also adjusted upward to account for two expansions of the Clallam Bay Corrections Center staff, one of which would occur between 1990 and the year 2000 and another between 2000 and 2010.

Table 5 - UGA Population Projections Readjusting from Rural to Urban Growth

| | 1990 | 2000 | 2010 |
|----------------------|---------------|---------------|---------------|
| City of Port Angeles | 17,710 | 18,577 | 19,674 |
| City of Sequim | 3,616 | 4,677 | 5,948 |
| City of Forks | 2,862 | 3,453 | 4,044 |
| Clallam Bay-Sekiu | 644 | 772 | 847 |
| TOTAL | 24,832 | 27,479 | 30,513 |

The following table outlines the allocation of total 20 year county growth (Table 2: 13,043) to urban areas (Table 5 and Table 4 except for Clallam Bay-Sekiu) and rural areas (Table 2 minus urban growth). This shows that approximately 54% of the new county growth is allocated to urban areas, whereas historical trends show that since 1970 the urban growth has declined from a 56% share of the population to 43%. These population allocations reverse the trend back to 1970, which was the beginning of significant growth in Clallam County.

Table 6 - Rural and UGA Population Projections*

| | 1990 | 2000 | 2010 | TOTAL 20-year GROWTH |
|-------------------------|--------|--------|--------|----------------------------|
| UGA Population | 26,928 | 30,199 | 33,917 | |
| UGA Growth | ---- | 3,271 | 3,718 | 6,989 |
| Rural Population | 29,536 | 32,684 | 35,590 | |
| Rural Growth | | 3,148 | 2,906 | 6,054 |

2. The county should designate as urban growth areas those unincorporated areas already characterized by urban growth and not in proximity to existing cities, provided that such areas meet the principles established for UGAs and that appropriate service providers are identified to provide the specified urban governmental services.

3. UGAs shall include areas characterized by urban growth adjacent to existing city boundaries and physical features shall be considered in establishing UGA boundaries.
4. It is expected that net densities will increase as urban growth and development occurs within the UGA, and the UGA boundary should be established toward this objective. Included in this principle is the requirement that Urban Growth Areas develop specific strategies and programs to encourage infill development and redevelopment of identified underdeveloped lands.
5. Land designated for commercial or industrial uses which encourage adjacent urban development shall not be located outside a UGA.
6. The amount of acreage designated for commercial, industrial or other non-residential uses within a UGA adjacent to a city boundary shall be based upon the land use element and economic development element of the city's comprehensive plan.
7. The amount of acreage designated for commercial uses, industrial uses, regional facilities or other non-residential uses within a UGA not adjacent to a city boundary shall be based upon a reasonable level of service for the size of the UGA's service area.
8. Urban growth areas should be established to avoid critical areas, except where addressed as part of a comprehensive plan or critical areas ordinance. Wetlands and their buffers should be excluded from the developable land base in calculating the size of urban growth areas. Urban growth areas should not include designated resource lands unless the city or county has enacted a program authorizing transfer or purchase of development rights.
9. Urban growth area designations shall consider the linkage with open space corridors within and between urban growth areas as required in the County-wide Planning Policy and the Growth Management Act.
10. Consideration to the economic development goals within the county-wide and regional comprehensive plans shall be made when designating unincorporated UGAs not in proximity to existing cities.
11. The county shall consider the property rights of landowners with existing urban residential, commercial, industrial land use designations, and existing locations of urban governmental services, in designating urban growth areas.

Section 31.02.240

Urban Growth Area Implementation Policies. The following policies guide implementation of urban growth areas:

1. Annexation:
 - a. Annexation of lands within urban growth areas which are adjacent to existing cities should be encouraged.
 - b. The cities and county, in coordination with existing and ultimate service providers, should develop an annexation plan which includes annexation of land characterized by urban development and a phased program of annexation consistent with the extension of services and the development of land in accordance with the city's comprehensive plan and capital facilities plan.
 - c. In order to encourage continued investment in public infrastructure within urban growth areas prior to annexation, such as roads, electrical service,

water and sewer, the cities, county and other public service providers should develop agreements which would reimburse the service provider for capital improvements which would be acquired by the city upon annexation.

- d. Annexations should form logical boundaries and not isolate service providers, either the County or special purpose districts (PUD, fire, etc.). Cities should be prohibited from annexation just of commercial/industrial tax bases without accepting responsibility for service of adjacent residential or other non-residential areas.
 - e. In order to provide continuity in environmental protection, education and community outreach, the cities should continue to work with Clallam County and other agencies in implementation of watershed management plans and other environmental programs, if any.
2. Urban growth areas shall recognize and encourage development of historic sites within their areas.
 3. Public facilities and services necessary to support urban development will be specifically identified for provision within the designated urban growth areas of Clallam County through regional or sub-area comprehensive plans.
 4. Urban services to be provided within UGAs should include, at a minimum, provision for sanitary waste, solid waste disposal systems, water systems, urban roads and pedestrian facilities, transit systems, stormwater systems, police and fire and emergency services systems, electrical and communication systems, school and health care facilities, and neighborhood and/or community parks.
 5. Urban services/facilities required to meet the needs of new development shall be provided, or shall be planned to be available within six years, to meet the levels of services established for such services within each UGA. The types of urban services/facilities and levels of service should be established in regional or sub-area plans.
 6. Urban services shall be provided and constructed in accordance with the design and construction standards as specified in the UGA Urban Services and Development Agreement required by the County-wide Planning policies for Joint Planning and Contiguous and Orderly Development.
 7. Services and facilities which are not available at the time of the development project giving rise to the need for such services shall be included in a financially feasible capital facilities element of the comprehensive plan for the city responsible for such service provision, and/or in the appropriate plans of the service provided.
 8. Before extension or construction of urban services, the city or service provider shall demonstrate the financial capability for continued operation of the facility.
 9. The county and the cities will ensure appropriate techniques for managing future growth consistent with the designation of urban growth areas, such as a minimum density within the UGA and a maximum density outside the UGA. Residential densities exceeding one unit per acre should be considered urban; however, net densities within urban growth areas should increase as urban growth and development occurs within the UGA. Land use plans within urban growth areas should be established toward this objective with a range of densities for relatively low density single-family development and some lands at a range of densities both allowing and encouraging multi-family development.

10. The County, in coordination with the adjacent city, shall consider the need for future expansion of urban growth areas beyond the projected 20-year period required by the Growth Management Act. Special density considerations shall be given at the edge of urban growth areas, if determined necessary based on a land use analysis, so that future extension of urban growth areas and urban services allows conversion to more efficient urban patterns. Special density considerations could include reduced densities or cluster development options. Such considerations shall occur during preparation and adoption of joint city/county comprehensive plans for the unincorporated urban growth area.

Section 31.02.250

Urban Growth Area Amendment Process. The Growth Management Act requires that urban growth areas be reviewed at least once every ten years. The county-wide planning policies call for a review of population growth and the impact on urban growth areas once every five years. In setting urban growth areas for Clallam County, a forecast of 20-year urban land needs was completed. There is a need to provide stability to where urban growth and services will occur, and supply of land should be considered in any future amendments. This warrants that specific procedures and criteria be adopted to guide urban growth area amendments.

It is the general policy of this section that urban growth area boundary amendments be discouraged except for the required ten year review. Urban growth area amendments should provide overwhelming evidence that there is a demonstrated need to change the designations. As such, the following procedures and criteria must be met. In those circumstances where a landowner might wish to remove land from an urban growth area, a liberal application of the criteria should be allowed due to the abundance of urban designated land.

1. The following procedures shall be followed in review of urban growth area amendment applications:
 - a. The amendment shall be considered an amendment of the comprehensive plan. The procedures for public notice, timing of applications and public hearings outlined in Chapter 31.07 of the Clallam County Code shall be followed.
 - b. The County shall consult with the appropriate city concerning the comprehensive plan changes that may be needed to implement the urban growth area boundary amendment.
 - c. Amendment applications can be made by Clallam County or a city with a planning area that includes or is contiguous to the property; or the owners of the property included in the application or a group of more than 50 percent of the property owners who own more than 50 percent of the land area in each area included in the application.
2. Applications for amendment of urban growth area boundaries, or the establishment of new urban growth areas, shall meet the following criteria:
 - a. The applicant shall demonstrate that there is a need to accommodate the 20-year population and employment growth of that area. The following information should be supplied:
 - i. Revised 20-year population and/or employment forecast demonstrating increased growth due to births, deaths and/or migration, or employment opportunities.

- ii. Information pertaining to specific historical growth and employment patterns since the last population or employment forecast provided by the County.
- b. A demonstrated need for additional land to accommodate the population and/or employment growth. The following information should be supplied:
 - i. An inventory of net developable land within the existing urban growth boundary and proposed urban growth boundary.
 - ii. Market availability, ownership and parcelization of net developable land within the existing urban growth boundary and proposed urban growth boundary.
 - c. The amendment provides for a net improvement in the efficiency of public facilities and services, including but not limited to, water, sewage, transportation, drainage, parks and recreation.
 - d. The amendment is compatible with nearby resource land (agricultural, forestry or mining) uses.
 - e. The amendment meets the requirements in Section 31.02.230 for the designation of urban growth areas.

Section 31.02.255

Urban Growth Area Locations. The following areas should be designated in the four regional or sub-area plans as urban growth areas: Port Angeles, Sequim, Forks, Clallam Bay-Seki, and Joyce.

Section 31.02.260

Rural Growth. The common image of rural lands is of an area which combines a scenic patchwork of large open fields and woodlots interspersed with rural homesteads and serviced by small rural commercial clusters. Rural characteristics to be maintained include low densities, small scale agriculture, woodlot forestry, wildlife habitat, clean water, clean air, outdoor recreation, rural lifestyles, and low traffic volumes. Rural lands in the Growth Management Act are defined by what they are not. They are not urban areas and they are not resource lands. Great care must be taken to preserve rural areas and rural characteristics so that rural quality of life for county residents can be maintained and will not diminish as full development potentials are achieved on rural lands.

The County-wide Comprehensive Plan Land Use Map has three general land uses (urban, rural and forest resource). More specific land use designations within these classifications should occur through regional or sub-area comprehensive plans. Because the character of both urban and rural lands differs greatly from the west end of the County to the east end, specific policies and actions to implement the Rural Land Use Element of the comprehensive plan should be found in those plans. The following general policies should form the framework for acceptable rural elements of the regional or sub-area plans.

1. The lands designated rural on the County's Generalized Land Use Map shall permit only those land uses that are compatible with the rural character of such lands and provide for a variety of rural densities and development patterns, including the use of cluster housing concepts to encourage conservation of open space and resource lands.
2. Regional sub-area comprehensive plans shall identify a range of rural densities appropriate for that region. Residential density (not residential lot size) exceeding

one unit per acre shall be considered urban in nature and not allowed, with the following exceptions:

- a. Development within designated rural villages or rural centers; and
 - b. Development within approved master planned resorts with primary focus on destination resort facilities consisting of short-term visitor accommodations associated with a range of developed on-site indoor or outdoor recreational facilities.
3. Development (allowed uses and densities) within rural areas should not be counter-productive to the intent of the Growth Management Act which encourages development to locate in urban areas where public facilities and services can be provided in an efficient manner. Each regional or sub-area plan shall include strategies that do not encourage development to occur in rural areas to the detriment of urban areas.
 4. New development in rural areas adjacent to designated resource lands must be compatible with the continued use of the adjacent land for resource production. Special techniques, such as increased setbacks, fire precautions, cluster developments, notice to property owners, should be considered to ensure the compatibility of land uses.
 5. A mix of land uses should be allowed in rural lands, including residential, small-scale resource production/extraction, tourism and recreation, home based industries, essential public facilities (see Section 31.02.285), rural villages, and limited commercial and industrial uses (see Section 31.02.275). The primary use of land in rural areas should be for rural residential and small-scale resource production or extraction uses. Other mixes of uses may be permitted, provided they are not incompatible with the primary use of those areas.
 6. Regional sub-area comprehensive plans should address protection of cultural and historical sites within the region.

Section 31.02.265

Existing Rural Centers. There are rural centers in the County that have some characteristics of urban growth, but are not spread over wide areas requiring urban governmental services. These areas, which include Blyn, Carlsborg, Diamond Point, Dungeness, Sappho, Sunland, Beaver/Lake Pleasant, and Three Rivers, should continue within the context of rural areas, although residential densities should generally be rural in nature, and commercial uses should be focused on serving the local community or the traveling public. In some areas of the west end, industrial uses may be appropriate in these areas provided that adequate facilities and services are provided.

Section 31.02.270

Master Planned Resorts. A master planned resort, with a primary focus on destination resort facilities consisting of short-term visitor accommodations and indoor or outdoor recreational facilities could be proposed within Clallam County. Due to the potential long-term economic benefit of a master planned resort to the County's economy, consideration to siting these resorts in forested or rural areas should be made.

1. Master planned resorts may be located outside urban growth areas provided that the following criteria and mitigation measures are met:
 - a. The resort, including buffers and open space under the control of the development, is sited on parcels of land no less than two hundred-forty (240) acres.
 - b. Existing state or county roads are adequate, or need minimal improvements, to serve the development.

- c. Community water and sewage systems are provided on-site.
- d. A buffer is required adequate to ensure that harvesting of timber or crops on adjacent resource lands is not precluded.
- e. Notice regarding adjacent resource lands and the potential nuisance and conflicts is provided to future property owners.
- f. New urban and suburban land uses (densities one dwelling per acre or greater) are precluded within one mile of the resort, unless located within an existing urban growth area.
- g. The county finds that the land is better suited, and has more long-term economic importance, for the master planned resort than for the commercial harvesting of timber or agricultural production, if located on land that otherwise would be designated as forest or agricultural land of long-term commercial significance.
- h. The master planned resort is consistent with development regulations of the county to protect critical areas.
- i. On-site and off-site infrastructure impacts are fully considered and mitigated.
- j. The primary focus of the resort is on short-term visitor accommodations and indoor and/or outdoor recreational facilities. Development approval of the resort must provide mechanisms to ensure that the resort does not become a residential subdivision, such as establishing a minimum ratio of short-term to long-term accommodations.
- k. Provision shall be made for protecting or mitigating impacts to existing and newly discovered historic, archaeological and cultural sites within the master planned resort area.

Section 31.02.275

Commercial and Industrial Land Uses. Commercial and industrial land uses in Clallam County should generally be focused into the designated urban growth areas. Land designated for commercial or industrial uses which encourage adjacent urban development shall not be located outside a UGA. Some types of commercial or industrial land uses may be appropriately located outside of urban growth areas, including those uses that are objectionable due to nuisance characteristics, size or potential for danger; uses that provide convenient service and reduce traffic demands, such as gas stations and neighborhood convenience stores; continuation of uses that were previously permitted prior to passage of the Growth Management Act; campus-style developments, such as Battelle in Sequim, that do not change the rural character of the area; and master-planned resorts with commercial components and which rely on rural or forested settings.

1. Major commercial development should be located in urban growth areas where adequate public facilities and services exist or can be provided in an efficient manner. Regional shopping malls, large retail shopping centers, fast-food restaurants, car dealerships, financial institutions, grocery stores, and other types of uses typically found in urban areas and not in rural areas should be limited to urban growth areas.
2. Major industrial development should be located in urban growth areas where adequate public facilities and services exist or can be provided in an efficient manner. Industrial parks, manufacturing facilities, etc. should be generally limited to urban growth areas. Those industrial uses that are objectionable due to

nuisance characteristics, size or potential for danger may be located outside of urban growth areas provided that they do not encourage adjacent urban development, are largely self contained, cause no nuisance to adjacent properties (noise, dust, light, etc.) and do not require the extension of urban governmental services outward from urban growth areas, such as water and sewer. In some areas of the west end, industrial uses may be appropriate, as long as adequate facilities and services are provided.

3. Campus-like research firms, high-tech industries or light manufacturing may be located outside urban growth areas provided that such development does not encourage adjacent urban development, is compatible with adjacent rural or resource lands, is consistent with regional or sub-area plans and is served by adequate public facilities and services. In such circumstances, the projects should meet the following performance standards:
 - a. Existing transportation networks serving the site are adequate to handle traffic without adversely impacting adjacent land uses. When locating in rural areas, significant increases in traffic volumes should not be expected. Occasional deliveries of materials or supplies is permitted; consistent traffic should be prohibited unless accessing directly onto Highway 101 at improved intersections.
 - b. The types of light manufacturing, research facilities or corporate offices should be limited to those uses that will not cause impacts to adjoining lands from dust, noise, light and glare or other nuisances inconsistent with the need for peace and quiet in rural areas.
 - c. These facilities should be located on large parcels of land (minimum of 10 - 40 acres), buffered such that buildings, parking, etc. are not readily visible from streets or adjoining properties, and self-contained with services, such as sewage and water.
4. Small rural villages, such as Agnew, Dungeness, Carlsborg, and Beaver should continue to be encouraged where convenient services, such as gas, food, taverns, restaurants, lodging and stores would be located. The size, location and distribution of these rural villages should be determined through regional or sub-area comprehensive plans. Significant historical sites should be protected within these rural villages.
5. Commercial and industrial areas should be reasonably grouped so that it is easier and less costly in the future to develop and maintain water supply, sewage disposal, solid waste disposal, transportation, fire and police protection.
6. Home occupations and home-based industries within urban, rural and resource areas should be encouraged if they do not significantly increase traffic, noise, odor or detract from the residential character of the surrounding area.
7. In order to encourage development that is transit and pedestrian friendly, and does not cause unnecessary congestion and hazards with traffic along state highways, commercial and industrial development in urban growth areas should be encouraged to group together in mall-type developments with depth from the state highway rather than in a strip along the highway. These commercial and industrial areas should be served by transit stops, pedestrian systems and frontage roads when feasible.

Section 31.02.280

Housing. The Growth Management Act requires a Housing Element in addition to a subsection in the Land Use Element. This section will briefly describe the proposed general

distribution, location and extent of housing to be available throughout Clallam County. For more specific information, please refer to the Housing section.

1. Housing opportunities should be distributed throughout most areas of Clallam County, with the following limitations:
 - a. Housing in commercial forest lands should be strictly limited to those parcels that were pre-existing the commercial forest designation and/or do not interfere with commercial forest production.
 - b. Housing in designated commercial and industrial areas should support the primary use of those areas.
 - c. Housing in critical areas should be consistent with the policies to protect critical areas from incompatible development.
 - d. Housing in commercial agricultural lands should be limited to cluster housing developments or agricultural worker homes.
2. Urban growth areas shall promote a variety of housing types, including multi-family, single family, mixed uses, accessory living units and manufactured homes.
3. Rural areas shall promote a focus on single family housing and accessory living units.
4. Preservation and enhancement of existing mobile home parks in urban and rural areas is encouraged.
5. Provision of additional rental housing stock is encouraged through support of multi-family developments, particularly in urban growth areas, and accessory dwelling units in all residential land use categories.
6. Clallam County should encourage the provision of affordable, low-income housing in areas suitable for such developments when adjacent properties are not adversely impacted.

Section 31.02.285

Public Utilities, Facilities and Services. Public Utilities, Facilities and Services include streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, schools, electrical lines, telecommunication lines, fire protection, law enforcement, public health, environmental protection and other governmental services. This section will briefly describe the proposed general distribution, location and extent of public utilities, facilities and services to be available throughout Clallam County which encourages urban growth and discourages sprawl. For more specific policies, please refer to the Utilities or Transportation section.

Transportation Systems:

1. The transportation network shall be established to encourage development within urban growth areas and discourage growth in rural areas. To achieve this goal, the County should:
 - a. Place a high priority on investment and expenditure of limited public funds in the transportation system in urban growth areas and limit investment and expenditure in rural areas to arterial development connecting communities and neighborhoods, and maintenance of the existing transportation system.

- b. Discourage proliferation of stoplights on Highway 101 in rural or resource land areas.
- c. Limit publicly funded new road construction in rural and resource areas except where needed to address emergency service response or respond to natural disasters.
- d. Focus development of pedestrian systems in urban growth areas, except where part of a regional plan or to serve existing areas.
- e. Encourage transit to serve urban growth areas and routes along the regional transportation system. Limit regular transit service in rural areas except where such service is provided to regional attractions, such as Dungeness Spit, Hurricane Ridge, etc., or where such service serves as an interconnection between urban areas.

Domestic Water Systems

- 2. Municipal water systems should be provided within urban growth areas. The County, Public Utility District and cities should work cooperatively to encourage expansion of water systems within the urban growth areas and identification of the appropriate service provider and service standards.
- 3. Municipal (city-owned) water systems in rural areas should be limited to those areas that can demonstrate water quantity limitations, water quality problems or demonstrate hydraulic continuity to rivers or streams. Expansion of water systems within existing service boundaries should be permitted, as well as the inter-connection of existing rural systems.
- 4. Extension or the existence of public water service in designated rural areas or resource lands shall not result in or be justification for higher density than that anticipated by a regional or sub-area land use plan.

Fire Protection

- 5. Fire protection and suppression facilities in urban areas should receive first priority. Fire hydrants and suppression facilities in rural areas should not be required except for commercial/industrial uses.

Sanitary Waste Disposal

- 6. Public sanitary sewer systems should be provided within urban growth areas. The County, Public Utility District and cities should work cooperatively to encourage expansion of sanitary sewer systems within the urban growth areas and identification of the appropriate service provider and service standards.
- 7. Public sanitary sewer systems shall be prohibited in rural areas except when on-site sewage disposal systems pose a threat or risk to public health, as determined by the Clallam County Board of Health.
- 8. On-site sewage disposal systems will be considered an appropriate waste disposal method in rural and resource areas.
- 9. In those circumstances where extension of public sanitary sewer systems into rural or resource lands is declared necessary, such as an essential public facility (school or state correction center) or an area with failing systems, the sewage lines from the urban area should be for transmission only (tightlines) and sized only to serve the area declared necessary.

Schools and Cultural Facilities

10. Public school facilities should be located in urban growth areas where adequate transportation systems, public services and residents are available. Public school facilities should be discouraged from locating in rural areas except where necessary to serve existing school populations.
11. Cultural facilities including museums, libraries, and theaters should be located in urban growth areas where adequate public facilities and services exist.

Parks and Recreation

12. Clallam County should acquire, develop and maintain park facilities and programs that will serve the needs of communities larger than the local neighborhood or urban area but less than multi-county, statewide, or national in scope.
13. Active recreation facilities, such as ballfields, tennis courts and swimming pools, should generally be located within urban growth areas and provided by a city, non-profit or special recreation district.
14. Neighborhood parks are encouraged within urban growth areas as set forth in adopted regional, sub-area or park and recreation plans.
15. Recognize and support the maintenance and expansion of marine facilities, including boat launches, docks, and marinas as a significant recreational and economic asset to the County.

Electrical/Telecommunication Lines

16. Electric and telecommunication services are needed throughout Clallam County.

Essential Public Facilities

17. Essential public facilities are public capital facilities of a county-wide or state-wide nature which are typically difficult to site. These facilities include airports, state education facilities, state or regional transportation facilities, state and local correctional facilities, solid waste handling facilities and in-patient facilities, such as substance abuse, mental health and group homes. Siting of these facilities in forest or rural lands should be considered because these types of facilities might require locations where land use conflicts are minimized. Essential public facilities may be located in designated commercial forest or rural lands provided the County finds that such facilities cannot otherwise be located in urban areas, are largely self-contained or served by urban governmental services in a manner that adjacent rural or urban development is not promoted, and the facility does not cause nuisances (noise, dust, light, etc.) on adjacent properties that cannot be adequately mitigated. The siting of essential public facilities in resource lands should not interfere with resource management on adjacent resource lands.

Section 31.02.310

Natural, Historical, and Cultural Resource Issues. In putting forth Growth Management legislation, Washington State recognized that the environment, open space and recreation, historical and archaeological resources, and citizen participation and coordination were integral to quality of life of its citizens. The State, and Clallam County, have acknowledged that growth itself can degrade the environment. Careful management is necessary to limit the environmental impacts of growth. Identifying and encouraging the preservation of lands, sites, and structures that have historical or archaeological significance can help put into perspective the development of our natural and physical resources.

Quality of life elements - clean air and water, open space, public access to recreational opportunities, historic and cultural sites -- draw new residents, businesses, and tourists to Clallam County. This quality of life can be used to attract employment and business to the area which meet the needs of local and regional residents, enhance the local economic base, yet do not degrade the environment. A healthy environment is a valuable economic asset worth protecting and building upon, as well as an aesthetic amenity for residents and tourists.

Clallam County recognizes that our wetlands, streams, and aquifers are essential elements of infrastructure much as roads, culverts, and other structural facilities are essential to the developed environment. Loss of function and value due to degradation, contamination, or outright destruction has the potential to affect not only the well-being of individual landowners, but the community as a whole. Uncontrolled and untreated stormwater carried through our waterways damages the entire system, with large cumulative effects downstream. Loss of water storage capacity must be replaced using public funds and at a high cost. Fish, shellfish, and wildlife have economic benefits for tourism as well as commercial and recreational harvest, but more importantly, indicate the overall health of our watersheds. Shellfish, whether harvested or not, perform a valuable function in filtering contaminants from water. Flood damage can devastate community resources, with human health and safety impacts, economic losses, and loss of infrastructure and habitat. Aquifers are rechargeable, but remediation of a contaminated drinking water supply is costly and sometimes impossible. While we enjoy clean air in Clallam County, airborne contaminants can be transported to our land and water resources during precipitation.

The citizens of Clallam County have invested time, energy, and tax dollars in implementing education, incentive, and regulatory programs to prevent nonpoint source pollution through citizen-based watershed management plans. Because a portion of Clallam County is in the Puget Sound Basin, local activities have regional impacts on a national resource. Clallam County has a responsibility to protect citizens' investment in environmental quality.

One of the best ways to protect the environment is through the simple retention and protection of open space. Left alone, reserve lands act as buffers between developed areas and sensitive habitat, provide wildlife corridors, and protect and enhance the aesthetic values associated with water resources. Fragmented habitat leaves native plants and animals vulnerable to predation and invasion by non-native species. By providing open space, connecting open space corridors, and maintaining open space as buffers between land uses, the plant and animal communities unique to the Olympic Peninsula can be protected.

In managing environmental and open space resources, the County should recognize development rights as well as other private property rights. Private property cannot be taken for public use without just compensation. Incentives provided to landowners would encourage them to provide public benefit or amenities on private property. Other programs, including Purchase of Development Rights, would work towards conserving lands for public benefit.

A variety of environmentally-oriented tourist and recreational opportunities exist in Clallam County; however, the limited availability of public access to recreation results in high-use impacts to a few isolated areas. Intensive, unmanaged public access can damage riparian and estuarine values and increase maintenance needs. A balanced approach which provides wider opportunities for the public to enjoy the benefits of a clean, healthy

environment, but ensures that the environment remains clean and healthy, should be sought.

As land develops, we marginally lose aesthetic values which contribute to the quality of life for our citizens. One of the benefits of rural living often taken for granted until lost is the ability to observe the night sky. Residential and commercial lighting, while desirable for public safety, can diminish our opportunities to observe and reflect upon the universe in which we live.

A variety of historical and cultural (archaeological) resources exist in Clallam County. The unincorporated areas do not have the concentration of historical resources found in the more urbanized areas, such as Port Angeles. These resources enhance the county's overall quality of life and create a sense of local identity and history. Clallam County can contribute to the stewardship of historical and cultural resources through careful planning and review.

Section 31.02.320

Environment and Open Space Goals

General

1. Best Conventional Technology shall be used to prevent or treat the environmental impacts of conventional pollutants.
2. Prevention is less expensive than cleaning up pollution later. Clallam County should consider the potential impacts and costs of treatment or remediation for environmental degradation resulting from land use practices, before such practices are allowed.
3. The Critical Areas Ordinance shall be utilized by Clallam County to help achieve environmental objectives, prevent environmental degradation, and to manage land use activities within the natural and intrinsic constraints of the landscape. The Interim Critical Areas Ordinance which classifies, designates and protects critical areas shall be adopted as the County's final critical areas ordinance. The ordinance shall be amended as necessary to implement watershed or special area studies and to maintain consistency with the Comprehensive Plan. Practices under this ordinance should be evaluated periodically to ensure regulatory effectiveness in achieving stated objectives and fair notification to affected property owners.
4. Education and incentives should be provided to citizens to ensure their understanding of the principles behind regulatory protection and to increase support for protection outside of the regulatory framework.
5. Clallam County shall work with other agencies, tribes and individuals to prevent additional listing of fish, wildlife and plants under the Endangered Species Act through pro-active (rather than reactive) planning and implementation of proper land use practices.

Regional Plans

6. Special geographic regions in and across the county may have management needs with respect to stream corridors, aquifer recharge areas, and watersheds and open spaces, of a more particular nature than the goals and policies within the generalized comprehensive plan. Locally applicable environmental and open space policies should be developed through regional plans, consistent with the overall goals of the county-wide Comprehensive Plan.

7. Regional plans shall address, at a minimum, the issues described in the Comprehensive Plan, and should take into account local conditions, development patterns, and community values. Existing watershed and water resource management policies should be incorporated into regional plans where consistent, and be revised to ensure consistency with regional and county-wide comprehensive plans.
8. Public involvement is recognized as an essential component of developing regional plans, and planning should incorporate a range of opportunities for such involvement so as to promote community ownership of plans and stewardship during implementation.

Wetlands

9. Clallam County shall work to achieve no net loss of regulated wetlands while allowing a reasonable use of property, with regard to their functions and values, in the short-term and should work to achieve a long-term net gain in these attributes through restoration and enhancement. The public acquisition of important wetland areas should be pursued. The natural abilities of wetlands to provide recreational, educational, historical and cultural values should also be protected.

Groundwater

10. The close relationship between surface and groundwater should be recognized, and protection of the surface-groundwater interface must be ensured. Clallam County should develop performance standards and regulate activities which can adversely impact water quality or quantity in aquifers, surface waters, and watersheds.
11. Clallam County has a responsibility to protect the quality of groundwater used for domestic water supplies. Water provision and waste disposal should be provided by the most efficient method available which does not jeopardize existing resources.
12. To protect quality and quantity of essential aquifers for current and future needs, Clallam County should encourage water conservation measures for all land uses; support water conservation measures and educate residents on methods to conserve water; and promote the application and implementation of water-conserving landscaping plans. Clallam County should undertake further studies of the groundwater regime of the County so that the factors influencing the quantity, quality and flow patterns of groundwater are more precisely known.

Water Resources

13. Municipal and residential water withdrawals should be directed to locations and depths so as to minimize the risk of hydraulic continuity, or to where the water withdrawal will not cause impacts on instream flow requirements for fish.
14. Water should be used from the hydrologic unit from which it is derived, and water resources should be kept within the region.
15. Conservation and efficiency strategies for water resources should be developed and implemented region-wide to provide the most efficient use of all water resources.

Marine Resources

16. Clallam County should work to achieve alternatives for sewage treatment plant discharges to marine waters.
17. Clallam County shall preserve, the scenic, aesthetic and ecological qualities of the marine shorelines of Clallam County, in harmony with those uses which are deemed essential to the life of its citizens. Clallam County shall implement marine resource goals through the Clallam County Shoreline Master Program and/or Critical Areas Ordinance, as now or hereafter amended.

Habitat

18. Land use practices should protect and enhance habitat corridors, diversity and richness, and ensure protection of wildlife corridors and habitat for threatened and endangered species. Wildlife corridors and riparian areas should be maintained as important community infrastructure.
19. Clallam County should protect, maintain and enhance fish and shellfish spawning, rearing, and migration habitat, and work to ensure harvestability of fish and shellfish. Damaged and degraded habitat should be identified, prioritized and restored. Recognize the various levels of government which have a vested interest in protection, maintenance and restoration of habitat.
20. Clallam County shall recognize the large number of salmon and steelhead stocks that have been classified as critical or depressed. The County shall work toward prevention of these stocks from being listed as threatened and endangered through habitat restoration and land use practices which cause no further degradation to habitat needs.

Runoff and Erosion

21. Stormwater quality and quantity should be managed to protect shellfish beds, fish habitat, and other resources; to prevent the contamination of sediments from urban runoff and combined sewer overflows; and to achieve standards for water and sediment quality by reducing and eventually eliminating harm from pollutant discharges from stormwater and combined sewer overflows. This goal should be achieved through a variety of means including:
 - protection of natural drainages, habitat and wetlands;
 - use of best management practices to control and treat pollution at the source;
 - control of erosion and sedimentation from development;
 - requirements for stormwater facilities concurrent with new development;
 - development of watershed or basin plans;
 - implementation of operation and maintenance programs for publicly-owned stormwater systems;
 - requirements for operation and maintenance of privately owned stormwater systems;
 - public education about stormwater impacts and effects of waste oil dumping; and
 - monitoring compliance and publishing the results.

Floodplains

22. Flood control should be undertaken in the context of varied uses including agricultural and residential, fish and wildlife habitat, water supply, open space, and recreation. Land use and related regulations and zoning should reflect the natural constraints of flood plains, meander zones, and riparian habitat zones. Flood control measures should reserve to the fullest extent possible opportunities for other uses, including public access.
23. Flood control should be undertaken in the context of an ongoing, systematic and comprehensive approach to basin management and preservation. Changes in land use should try to restore the natural character of rivers and streams whenever reasonably possible. Public understanding of the various uses and limitations associated with flood control should be improved through a variety of educational efforts. A stable, adequate, and publicly acceptable long-term source of financing should be established and maintained for comprehensive basin management.
24. To limit potential for infrastructure damage from major and minor flood events, low intensity land use activities including agricultural and recreational land uses in floodplain areas should be encouraged, and other land uses in these areas discouraged. The need for emergency measures should be reduced or prevented through planning, structural, and non-structural measures.
25. To protect habitat from flood damage and recognize upstream and downstream effects from flood management activities, Clallam County should require best management practices for maintaining natural river channel configurations during dredging and gravel removal. Non-structural measures are preferred over structural measures, but, when structural methods are necessary, they shall not obstruct fish passage. Structural flood control measures should preserve or enhance existing flow characteristics for fisheries, irrigation, and other river uses. Flood control activities should not result in net loss to fish and wildlife resources, but wherever possible develop or improve diversity of habitat for those resources.

Hazardous Areas

26. The public should be protected from personal injury, loss of life, or property damage from environmental hazards. Land use practices in hazard areas should not cause or exacerbate natural processes which endanger the lives, property and resources of citizens. Undevelopable hazardous areas should be utilized as open space whenever possible.

Air, Noise and Light

27. Clallam County should promote a high level of air quality for maximum visibility for scenic views, elimination of pollutant transport, reduction in adverse health impacts, and minimization of noxious effects of airborne particulates.
28. To reduce light pollution while meeting the needs for public safety, encourage the use of reflectors and appropriate aiming on new outdoor lighting to minimize the upward scattering of light. Performance standards for commercial lighting should be developed which minimize night glare and hours of operation at the minimum level to protect property and public safety .

29. Noise pollution should be reduced by providing for appropriate densities in rural areas and buffers between residential and non-residential land uses in urban areas. Street trees and landscaping should be required to filter dust, reduce glare, and diffuse noise in commercial areas.

Nonpoint Source Pollution

30. Water resources shall be maintained in the highest quality and quantity to support recognized beneficial uses. To achieve this in the most efficient and cost-effective manner, water resource and waste management planning should be coordinated on a watershed basis across jurisdictional boundaries. The County should recognize and control the downstream and cumulative effects of individual practices on water resources. Education and incentives should be used as methods to prevent nonpoint source pollution.

Solid Waste and Recycling

31. Clallam County should attempt to attract businesses which can provide local solutions to waste disposal and recycling, including those which produce and/or utilize products from recycled materials.
32. Treatment and disposal of biosolids should be undertaken locally to minimize transportation costs for waste disposal and to encourage the safe operation and timely maintenance of sewage disposal systems.
33. Education and incentive programs on solid and hazardous waste reduction, recycling, and disposal, including those for households and small businesses, should be made available. Opportunities for the collection and disposal of household, agricultural, and commercial hazardous waste should be provided.

Open Space and Public Access

34. Public access, especially access to shorelines, should be provided and managed for educational opportunities, recreational needs and resource sensitivity to human intrusion. Sites for public access should be identified and prioritized for public acquisition through public-private partnerships, dedications, conservation easements, bond issues, fee and less than fee simple purchases. Governments and jurisdictions should plan and implement public use strategies on a cooperative and comprehensive basis.
35. Innovative land development options, such as planned unit developments and purchase of development rights, which provide economic incentives to conserve open spaces and their aesthetic appearance, should be pursued. Clallam County should provide incentives to encourage retention of open space, such as property tax reduction, education, and technical assistance.
36. Open space corridors should be maintained and connected where possible between and across urban areas, urban growth areas, and rural areas. Regional sub-area comprehensive plans should identify open space corridors and the function they serve (e.g. fish and wildlife habitat, connection of critical areas, trails, etc.) Transportation corridors should be planned to prevent the fragmentation of open spaces. Demand for new or expanded transportation corridors within and outside Urban Growth Areas should be minimized to support the protection of open spaces.

37. Open space should be retained in a natural state where possible to protect intrinsic functions and values.
38. Public access sites and public open spaces should provide for non-motorized recreation and for transportation trails for citizens of all levels of ability. Educational and interpretive activities are a desirable component of public spaces, especially where water resources are present.
39. Motorized transportation and recreation trails are an appropriate use of public open space, provided that motorized vehicle use can be managed to prevent pollution impacts from erosion, fuels, exhaust and noise. Motorized activities should be compatible with existing recreational uses of the site and surrounding area but not negatively impact recognized significant plant and animal communities.

Oil Processing and Transmission

40. The coastline, coastal waters, and upland areas should be protected from the recognized problems and depreciation which could be brought about by oil ports and development associated with an oil port, oil storage, and oil pipeline. Other industries with high energy and water requirements, a high pollution component or which are incompatible with existing industries shall not be permitted. This includes, but is not limited to oil ports and their associated developments, crude petroleum transfer facilities, tank farms and refineries, liquid natural gas transfer facilities, petrochemical plants and nuclear power and processing plants.

Section 31.02.330

Historic and Cultural Resources

1. All jurisdictions should work individually and cooperatively to identify, record, study and encourage the preservation, maintenance and use of lands, sites, and structures that have historical and archaeological significance. The early identification and resolution of conflicts between preservation of historical or archaeological resources and competing land uses should be promoted and facilitated.
2. Preserve, restore, and maintain significant historical and cultural resources, including visual quality, along the County's scenic highways and roads.
 - a. Avoid, minimize, or mitigate impacts of transportation projects on significant historical, cultural and archaeological resources.
 - b. Cooperatively plan, implement, and maintain Corridor Management Plans for all proposed and existing Washington State Scenic and Recreational Highways (Hwy. 101 and Hwy 112). Identify the long-term landscape character desired for scenic and recreational highways and their related cultural resources, and implement landscape maintenance practices appropriate to ensure the resources' lasting character.
 - c. Discourage additional commercial development parallel (immediately adjacent) to scenic and recreational highways where it has a negative impact on the scenic character of the route.
3. Clallam County shall recognize tribal nations in adoption of the comprehensive plan and development regulations. Affected tribal nations shall be notified of development applications prior to action and be given the opportunity to comment

on the project's impact to tribal rights, as required by the State Environmental Policy Act.

Section 31.02.410

Background Issues. The transportation system, as defined by the Growth Management Act, is composed of air, water, land transportation facilities and services, including highways and streets, paths, trails, sidewalks, transit, airports, ports, and rail. Our transportation or circulation system should function to serve our mobility of goods and people based on land use patterns. The system should not be improved to strictly serve the single occupant vehicle if we aspire to meet growth demands, with conservative financial expenditures and a sensitivity to the environment. The transportation system should encourage alternative "modes" of transportation and convenient "inter-modal" connections from one mode of travel to another.

The county is required to comply with concurrency by developing a concurrency management system for roads and transit routes. According to the Growth Management Act (RCW 36.70A.070), "Local jurisdictions must adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan, unless transportation improvement or strategies to accommodate the impacts of development are made concurrent with the development".

Level of service (LOS) standards are the gauge to measure whether transportation facilities are performing at acceptable levels and a way to identify capacity deficiencies. Please see Table 7 for description of level of service and Figure 1 for a graphic example. When level of service standards are adopted, they are used to gauge whether transportation improvements and strategies required to serve development are in place, or there is a financial commitment to have them in place within six years of development. This is otherwise known as concurrency: having necessary transportation facilities available to serve new development no later than the impacts of the new development.

When it is determined that a transportation facility will be deficient due to future development, there are five ways of complying with concurrency: 1) program funding within 6 years to maintain the facility at performance standard, 2) require the developer to bring the facility up to standard, 3) adjust land use plans to reduce demand caused by growth, 4) deny the individual development permit, or 5) implement alternative transportation demand management strategies, such as multi-modal enhancements which reduce the demand on the transportation facility. It is also possible to change the standards through amendment of the comprehensive plan. Changing the standards should be considered only within the context of all the policies and goals of the comprehensive plan and not be a result of individual hardships.

Table 7 - Roadway Level of Service Definitions

| LEVEL OF SERVICE CATEGORY | DEFINITION |
|---------------------------|--|
| Level of Service A | Describes a condition of free flow with low volumes and high speeds. Freedom to select desired speeds and to maneuver within the traffic stream is extremely high. Stopped delay at intersections is minimal. |
| Level of Service B | Represents reasonably unimpeded traffic flow operations at average travel speeds. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tensions. |
| Level of Service C | In the range of stable flow, but speeds and maneuverability are more closely controlled by the higher volumes. The selection of speed is now significantly affected by interactions with others in the traffic stream, and maneuvering within the traffic stream requires substantial vigilance on the part of the user. The general level of comfort and convenience declines noticeably at this level. |
| Level of Service D | Represents high-density, but stable flow. Speed and freedom to maneuver are severely restricted, and the driver or pedestrian experiences a generally poor level of comfort and convenience. Small increases in traffic flow will generally cause operational problems at this level. |
| Level of Service E | Represents operating conditions at or near the maximum capacity level. Freedom to maneuver within the traffic stream is extremely difficult, and it is generally accomplished by forcing a vehicle or pedestrian to "give way" to accommodate such maneuvers. Comfort and convenience levels are extremely poor, and driver or pedestrian frustration is generally high. Operations at this level are usually unstable, because small increases in flow or minor disturbances within the traffic stream will cause breakdowns. |
| Level of Service F | Describes forced or breakdown flow, where volumes are above theoretical capacity. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point. Queues form behind such locations, and operations within the queue are characterized by stop-and-go waves which are extremely unstable. Vehicles may progress at reasonable speeds for several hundred feet or more, then be required to stop in a cyclic fashion. |

Source: Transportation Research Board, *Highway Capacity Manual Special Report 209*, Washington, D.C. 1985

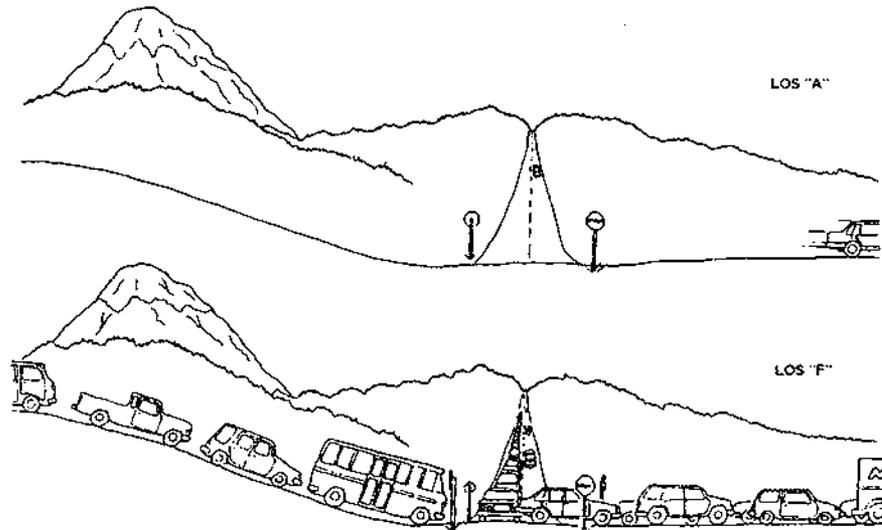


Figure 1

This chapter addresses transportation goals and policies that prioritize moving people and goods at an acceptable level of service, regionally and locally. The chapter also guides an effective concurrency management system into place that allows growth where transportation facilities exist and takes advantage of travel modes which minimize maintenance costs and eliminate system expansion needs.

Section 31.02.415

Transportation Inventory. The Clallam County transportation system provides a wide variety of travel options for transportation by land, water and air. Today's travel options include private vehicle, ferry, public transportation, bicycle or airplane. The main highway travel corridor through Clallam County is Highway 101 which carries up to 20,600 vehicles per day. The state highway and arterial road network allow access to all populated areas of the county and to Olympic National Park destinations. The ferry connection to Victoria, British Columbia and major air transportation facilities are located in Port Angeles. Small aircraft can be accommodated at several air strips located throughout the county. Public transportation is provided by the Clallam Transit bus system and connects with Jefferson County transit service. A system of existing roadways and bicycle trails enables county residents and visitors to use non-motorized travel options to access urban and rural locations in the county.

Roads

The Clallam County Road System consists of urban arterials and urban collectors, minor arterials, major and minor collectors, and rural roads. Roads approaching capacity deficiency are occurring along "rural roads" which no longer carry rural traffic counts. Substandard roads are prevalent in heavily short platted areas of the county. Points of congestion are typical at intersections entering and leaving Sequim and east Port Angeles along State Highway 101. Clallam County transportation planning in conjunction with the Peninsula Regional Transportation Planning Organization has developed a gauge of reference to monitor and describe the deficiencies of roads. This "level of service" will indicate when a road or intersection has reached its threshold of performance.

The Clallam County Road Department maintains 487.32 miles of county road. Maintenance of the road system is aided by the implementation of a new pavement management system which involves video-taping the county roads. An up-to-date

inventory of the county roads has been completed which logs the visual condition of roads and systematically records road characteristics in the computerized County Road Information System (CRIS). Road improvement programming and transportation planning is supported by the CRIS.

The Federal financing of roads has changed dramatically with the passage of the Intermodal Surface Transportation Efficiency Act of 1991, or ISTEA (pronounced "ice tea"). With this new federal assistance comes a new emphasis in planning for the entire transportation system, not just roadway components. Traditional roadway programs must be viewed as just one of many ways in which transportation deficiencies are handled. The classification of roads for service function becomes important when administering ISTEA. A road classified as rural will not compete nation-wide for financing as will an arterial road. Complex highway financing mechanisms will lead elected officials and planners to search for other means of meeting transportation needs such as bicycle and pedestrian facilities, carpools and vanpools, and public transportation.

Port, Marine Terminals and Moorage

The Port of Port Angeles was created in 1922 and began operations shortly thereafter. Currently, the Port provides various transportation related facilities which include marine terminals, industrial districts and airports. The Port Angeles harbor is the westernmost natural deepwater harbor in the Puget Sound which requires no dredging. The Port currently owns and operates two- deep-water terminals with a total capacity of five vessels. The Port Angeles Boat Haven covers 16.1 acres on the south shore of the Port Angeles Harbor. Moorage space accommodates 563 commercial and recreational vessels. The marina provides 244 permanent moorage slips, plus 22 transient slips, and has an ultimate capacity of 355 slips.

The John Wayne Marina is located at Pitship Point on Sequim Bay. The marina lies within an area recently annexed to the City of Sequim. The marina provides 244 permanent moorage slips, plus 22 transient slips, and has an ultimate capacity of 355 slips. The facilities include water, electricity, fuel, a boat launch, a public service building, and recreational access.

Additional marina and moorage facilities are found in Sekiu, Neah Bay, and LaPush. These facilities provide moorage for commercial and recreational fishing, charters, and may provide greater opportunities for cruise boats, etc.

Ferries

Black Ball Transport has provided ferry service between Victoria, B. C. and Port Angeles since 1959. The ferry, M. V. Coho, has capacity for 130 passenger vehicles on board and the ridership in 1993 carried 138,407 vehicles. The number of crossings per day varies with the season. The winter schedule is limited to one roundtrip crossing, whereas the summer tourist season demands four roundtrips per day. The Coho accommodates over 550,000 passengers per year and transports 4,000 bicyclists. The trip crosses the Strait of Juan de Fuca in 1 hour and 35 minutes.

The Victoria Express is a walk-on passenger-only service and can traverse the strait in fifty-five minutes. The newly remodeled vessel can seat 148 passengers. Reservations are taken for the four daily roundtrips in the summer season and for the two roundtrips during May 15 - June 19 and September 8 - October 12.

Airports

The Port of Port Angeles owns and operates two airports, an international airport in Port Angeles and a basic utility airport in Sekiu.

William R. Fairchild International Airport was originally developed in 1934 by Clallam County with assistance from the City of Port Angeles, the State of Washington, and the Federal government. The airport facilities cover 797 acres and include two runways with the longest being 6350 feet. The scheduled passenger airline carrier is Horizon Airlines, a commuter subsidiary of Alaska Airlines. Sea-Tac International Airport is a 30 minute flight from Port Angeles. Four carriers provide air cargo service: Horizon Airlines, Federal Express, United Parcel Service and Pony Express. For 1992, the total air freight flown out of Fairchild is forecasted to be 335 tons. The air freight industry has increased the tonnage flown out of Port Angeles by over 37% in the last decade. Projections show the volume growing to 513 tons by 2002. The airport layout plan designates all airport lands not needed for aeronautical purposes as light industrial. 110 acres on the north side of the airport have been master planned as an industrial park. Phase I, completed in 1978, divided 35 acres into 25 industrial lots. Since then, additional areas in the North Airport Industrial Park have been developed. Direct runway access is available from some sites. At present, 107 acres are leased, with another 57 acres available for lease. Another 159 acres of non-aeronautical airport lands on the west and south sides of the airport are available for industrial development. The Port Commission has placed all of the airport in an Industrial Development District. The designation gives the port district additional tax levy authority, for purposes of attracting new industry or expanding existing industries.

The Sekiu Airport is located on the shore of the Strait of Juan de Fuca adjacent to the community of Sekiu in western Clallam County. It is a basic utility airport with a 60-foot. x 2980-foot. paved and lighted runway that serves the Clallam Bay area's fishing, commercial and industrial activities. The airport has 410-acres and is equipped with a paved aircraft apron, 6 tie-downs, 9 hangars and VASI navigational aid.

The Sequim Valley Airport is a private charter, recreational and utility airport serving the Dungeness and the northern Olympic Peninsula. The types of aviation services include: flight instruction, passenger charter flights to Sea-Tac, Victoria and Vancouver airports, and business courier service. The facilities include a 3500-foot lighted runway, 20 T-hangers, tie-downs and a passenger terminal. Long-term parking is free. Future plans include a restaurant and motel services adjacent to the passenger terminal. The Carlsborg Industrial Park is less than a mile east of the Sequim Valley Airport.

The Sunshine Acres Aero-Industrial Park is a 50-acre facility on the Miller Peninsula. The private airfield is part of a planned development which includes residential, commercial and light industrial use. It has a 2200-foot. runway and limited services.

The Forks Municipal Airport is open to the general public. The airport has a 2400-foot lighted runway and is equipped with 15 hangars and 10 tie-downs. The former Quillayute Air Base, 10 miles west of Forks, is owned by the Washington State Department of Transportation. It has a 5000-foot concrete runway and no services.

Transit

The Clallam Transit System provides complete bus service throughout Port Angeles and to destinations such as Forks, Clallam Bay, La Push, Neah Bay and Diamond Point. The fixed-route service consists of 14 scheduled routes. These routes are broken into three service categories: intercity, urban, and rural. The "Bus" makes intercity connections in

Sequim with Jefferson Transit for transportation to Port Townsend and other points in Jefferson County. Highway 101 commuter routes are available between Port Angeles and Sequim. Service standards apply to the three categories of routes based on performance. The performance indicators are used to show ridership trends or quality of ride. The physical and mentally handicapped and over-80 senior citizens have doorstep service available to them via Paratransit. People not capable of using Clallam Transit regular service can call a day in advance for Paratransit door-to-door travel. The Paratransit service is provided by two private, nonprofit corporations on contract with Clallam Transit System.

Olympic National Park has worked in cooperation with Clallam Transit System on a pilot project to provide public transportation to Hurricane Ridge. The project was a huge success since bus service from Port Angeles Visitor Center to Hurricane Ridge Lodge was scheduled on a February holiday weekend. Parking lot congestion at Hurricane Ridge was alleviated and safety conditions along the route were improved. The Olympic National Park and Clallam Transit desire to provide similar transit service in the future. The Park's most recent concession, The Paddlewheeler, allows the ferry boat users to take a bus shuttle from outside the Olympic National Park boundary to the Lake Crescent boat launch. This transportation service removes unnecessary vehicle trips along a deficient road segment of SR 101 and eliminates the need for parking.

Clallam County has three park-and-ride lots operating and serving the public in the west portion of the county. Sappho, Forks and Laird's Corner park-and-ride lots are served by Clallam Transit System routes 14, 15 and 16. Other park-and-ride lots to the west of Port Angeles have been abandoned. The park-and-ride lot experiencing the highest degree of success is at Forks. It was developed in cooperation with the State Department of Transportation, the city of Forks and Clallam Transit System. It serves residents in the Forks area who commute to La Push, Clallam Bay and Neah Bay. A vanpool is also operating from Clallam Bay serving the employees of Clallam Bay Correction Center.

Clallam Transit System is installing bicycle racks on buses and also at stationary locations. The Bicycle Access Program makes linkages with Jefferson Transit System which already has the equipment installed. Recreational bicyclists have the option to become transit riders and lengthen journeys.

Non-motorized Transportation

Numerous trails are present in the Olympic National Park system and some provide connections with the Clallam County transportation system. A unique trail to the Olympic National Park is the Spruce Mountain Trail. Formerly a railroad right-of-way, it runs along the north shore of Lake Crescent. Trailheads are located near the Log Cabin Resort on East Beach Road and Highway 101 at Sol Duc Hot Springs Road. The trail is used by pedestrians, horseback riders and bicyclists.

The Olympic Discovery Trail, a 52 mile pedestrian, bicycle and equestrian trail proposed between Port Angeles and Port Townsend will utilize significant segments of the abandoned right-of-way of the Chicago, Milwaukee, St. Paul and Pacific Railroad line. The secured portions of the trail are comprised of the Waterfront Trail from Ediz Hook to the Morse Creek Scenic Overlook and the Dungeness Railroad Park.

Goals and Policies

Roads and Highways

1. Preserve and enhance highway 101 corridor.
 - a. Promote year-round safe commuter bicycling in urban growth areas with regularly maintained bicycle facilities and appropriately designed shoulders on Highway 101.
 - b. Review new traffic circulation patterns to disperse or separate traffic from congested segments.
 - c. Encourage the analysis of freight scheduling to split traffic use and reduce peak hour conflict.
 - d. Enhance the scenic nature of Highway 101 by:
 - developing consistent information signage;
 - prohibiting off-premise sign construction;
 - adoption of corridor management plans along the scenic designated areas;
 - discourage additional commercial or industrial development immediately adjacent to the areas designated as scenic.
 - e. Deciduous street trees, landscape and pedestrian amenities should be included in all future Highway 101 upgrades or private development in urban areas as per matrix cell RH1-7.
 - f. Passing lanes should be planned as per matrix RH1-8.
 - g. Encourage the marking of historic and cultural sites along or adjacent to the Highway 101 corridor.
2. Improve the aesthetics of scenic Highway 101 corridor.
 - a. Encourage placing new and upgraded service utility lines less than 12 kilo-volts (KV) underground as per matrix cell RH2-1. When new utility lines over 12 KV are constructed, they should be placed on the south side of the road to reduce icy pavement conditions.
 - b. Encourage highway landscaping to support the rural character and reduce visual impact of parked vehicles, equipment and etc. along the highway as per matrix cell RH2-2. Consider retaining native vegetation as a priority.
 - c. New fence construction adjacent to road right of way should not detract from the rural character as per matrix cell RH2-3.
 - d. Improve aesthetics of the scenic Highway 101 by the prohibition and eventual elimination of off-premise commercial signs (e.g. billboards). Prioritize the removal of off-premise signs, with signs outside urban growth areas being considered a high priority.
3. Increase regional mobility of goods, services and passengers and increase access to regional attractions while preserving and enhancing the urban commercial corridor.
 - a. Insist upon the State Legislature and Department of Transportation to complete improvements in the Sequim-Dungeness sub-region as

described in the Final Environmental Impact Statement for SR 101, Palo Alto to O'Brien Road.

- b. Review need for new highway alignment to improve circulation and regional mobility in the Port Angeles sub-region.
 - c. Review the need to have a new highway connection from Neah Bay to Ozette along or near the coast.
4. Preserve existing road and highway system.
- a. Highway level of service will be calculated for planning purposes consistent with the Peninsula Regional Transportation Planning Organization.
 - b. Highway level of service for county roads will have a minimum acceptable level of "C" for rural and urban roads. (See figure 1.)
 - c. Highway level of service for state highways will be consistent with the Peninsula Regional Transportation Planning Organization. LOS = "D" for urban highways and tourist corridors. LOS = "C" for rural highways.
 - d. A computer transportation model to forecast future road deficiencies and a transportation inventory data base will be maintained for the county and municipal jurisdictions to monitor growth and forecast predictions and also become the basis for a concurrency management system. (See Section 31.02.425 for discussion of forecasting methodology.)
 - e. Ensure the continued viability of Highway 112 as a major transportation route by protecting segments in geologically unstable areas (i.e. land slides).
 - f. Continue to encourage volunteer help to maintain roads.
5. Develop rural design standards which enhance strong rural character and neighborhood identity while providing adequate safety.
- a. Design rural major collectors and higher classified roadways to accommodate various transit vehicles according to transit comprehensive plans.
 - b. All road structural improvements should be coordinated with Paratransit services as required by the American Disabilities Act (ADA) (to meet driving maneuverability needs).
 - c. Design standards for County roads should adhere to the standards set forth in the "City and County Design Standards", adopted by WSDOT pursuant to RCW 35.83.030 and RCW 43.32.020, as now or hereafter amended. As of this date, the following standards are adopted:

| ADT | Below 150 | 150 - 400 | 401 - 750 | 751 - 1000 | 1001 - 2000 | 2001 and over |
|---------------|-------------|-----------|-----------|------------|-------------|---------------|
| Roadway Width | 20 - 24 ft. | 24 ft. | 26 ft. | 28 ft. | 34 ft. | 40 ft. |
| Lane Width | 10 ft. | 10 ft. | 10 ft. | 10 ft. | 11 ft. | 12 ft. |

- d. All rural federal routes should adhere to minimum WSDOT design standards but not exceed the given standards per criteria unless warranted by a specific land-use impact.

- e. The design and construction of private roads should allow for flexibility while meeting minimum safety requirements for emergency vehicles. The developer should be responsible for improvements to bring the private road up to public road standards if future public agency acceptance is desired.
 - f. To minimize conversion of land designated as commercial forestry or commercial forestry mixed, unpaved county roads in these designations should be returned to private or state ownership, or remain unpaved. The county should not construct or accept as a county facility any road in these designations if the road performs to a local access or minor collector functional classification.
6. Manage access to the transportation system.
- a. Periodically, review the state access management classification for state highways to advise changes towards comprehensive planning goals.
 - b. The following standards for access to state highways and County arterials shall be followed:
 - i. New businesses locating in designated commercial and industrial zones that do not have access to a county road shall combine accesses with neighboring business to the maximum extent possible when adjacent to state highways.
 - ii. No new commercial or industrial zone shall be established along Highway 101 without access to a county road.
 - iii. No new subdivisions or short subdivisions in commercial and industrial zones with county road access shall be granted access to state highways.
 - iv. All new subdivisions or short subdivisions in any land use classification with access to a County arterial shall be allowed only one access point to the County arterial at a location approved by the County Engineer.
 - c. Promote the consolidation of access and the development of ingress/egress easements along state highways and the county arterial system as per matrix cell RH6-2.
 - d. Provide incentives to adjacent property owners (such as setback flexibility) to establish mutually shared driveways. Ensure that development does not preclude shared access in the future as per matrix cell RH6-3.
 - e. Develop frontage roads as an alternative to consolidation for removing direct access to Highway 101 as per matrix cell RH6-4.
 - f. Access should be controlled with raised medians with low maintenance and "non-lethal" vegetation as per matrix cell RH6-5. Raised medians, or the "boulevarding" concept should be a recommendation in the Coastal Corridor Master Plan to be implemented with federal funds.
 - g. Deceleration and acceleration lanes should be planned to allow stable through traffic flow as per matrix cell RH6-6.
7. Consider the needs of school bus transportation in the design and maintenance of the transportation system.

- a. WSDOT service objectives and design standards need to be consistent with school bus design standards.
 - b. School bus route level of service developed by the school districts should trigger a review of transportation solutions by the responsible transportation agencies to resolve the deficiency caused by the changing demographics of school-age children.
 - c. The quantity of school bus pullouts should be adequate and the location of school bus pullouts should be coordinated with the city, county, and especially Clallam Transit System.
 - d. Traffic control, weight and structural improvements for school bus traffic should be coordinated in all agency plans.
8. Create an awareness for sharing the road with bicyclists. Promote a change of attitude.
- a. Plan the widening of paved shoulders as in the bicycle plan (Section 31.02.440) in accordance with recognized guidelines, such as AASHTO.
 - b. Designated bicycle lanes should be provided on bicycle routes according to the bicycle plan (Section 31.02.440).
 - c. Introduce public awareness signs to bicycle lane courtesy and commuter choices as per matrix cell RH8-3.
9. Encourage alternatives to the single occupant vehicle (SOV), such as transit, commuter van pools, bicycles, and ferries by improving facilities for and links between such alternative modes of transportation.
- a. Encourage coordinated land use planning and zoning regulations to place services and development where there is existing infrastructure. Land use intensities (densities) should be based on a reasonable and balanced transportation system.
 - b. Level-of-service standards should be adjusted to allow concentrated growth in existing urban centers and to discourage growth in resource lands by tolerating more congestion in urban areas.
 - c. The concurrency management system should give priority to the implementation of transportation demand management strategies to alleviate highway deficiencies before expanding a road facility if the level of service is one grade below acceptable.
 - d. Establish incentives to transit ridership such as offering free transit passes in lieu of private vehicle mileage reimbursement.
 - e. Promote strategies that favor alternative modes of transportation such as imposing parking fees and the limitation of private vehicle access in non-motorized corridors.
 - f. Encourage and support the major employment and commercial centers in reducing single occupant vehicle trips by enacting ridesharing, transit flexible and staggered work hour, and other transportation demand management strategies.
 - g. Support capital improvement projects that facilitate and contribute to the success of transportation demand management measures.

- h. Encourage transportation shuttle services and parking strategies for regional attractions with private charter services and public/private partnerships.
 - i. Foster employer and retail business partnerships with the assistance of local service organizations in Employee Encouragement Programs. The program should encourage employees to use alternate transportation modes by exchanging coupons from retail businesses for HOV or non-motorized trips to work.
 - j. New parking standards should be developed for commercial and employment centers that are located adjacent to or within a 1/2 mile range of an existing transit corridor and commuter bicycle facility. Required number of parking stalls and dimension of the stalls should be reduced to make allowances for transit, non-motorized and HOV travel options. Parking location should give preference to HOVs, bicycles and the compact car. Parking stall ratios should be established for carpools, vanpools, (HOVs) and compact vehicles. Employment centers with minimal external traffic should have standards based on number of employees instead of floor space.
 - k. The orientation of commercial buildings or employment centers should have a connection with the street and provide minimal parking in the "front" and the majority of parking around the side or in the "back" to achieve pedestrian and transit friendly development and to create definition to the street.
10. Road safety should continually increase as population growth occurs.
- a. Prioritize safety deficiencies using both statistical measures (e.g. accidents and road geometrics) and public input. Periodically, review the process for effectiveness of prioritizing road segment and intersection deficiencies.
 - b. Roadway level-of-service standards shall incorporate other factors of transportation to calculate the safety element of level of service such as quantity of freight vehicles and bicycles.
 - c. Encourage a network of secondary routes to address emergency vehicle access.
 - d. New development should not be allowed unless accessed by a county road meeting the following minimum standards:

| | |
|---------------|--|
| Surface Width | 16 feet |
| Grade | 12 percent maximum |
| Curves | Centerline radii not less than 100 feet. |
11. Protect wildlife habitat and prevent watershed degradation, where possible, through:
- a. New transportation corridors shall minimize to the reasonable extent possible the disruption to wildlife and stream corridors and shall provide for maintaining connectivity between habitat areas with the application of buffers and other means.
 - b. Expansion of existing transportation corridors should enhance and/or restore connectivity between habitat areas.

- c. New transportation arterials and major collectors which have the potential to transport hazardous materials should not be planned parallel to and in close proximity to shorelines. Transportation facilities should minimize the potential impact of accidental spillage of hazardous materials into any waterway.
 - d. Roadside ditches should be maintained for biofiltration functions. Vegetated, grassy swales should be designed to collect pollutants from highway run-off.
 - e. Bridges and other transportation facilities should not constrict the natural meander of river channels.
 - f. Design road geometrics and drainage to intercept or minimize the transport of roadway sanding materials from entering stream corridors.
 - g. The amount of impervious surfaces should be minimized to allow for maximum infiltration, reduced quantity of run-off and potential reduction for flooding.
 - h. County roads shall be managed in accordance with the WSDOT Highway Puget Sound Runoff Manual that incorporates Department of Ecology's best management practices.
 - i. Support the City, County and WSDOT non-spraying portion of their vegetative maintenance programs and the WSDOT District 3 roadside re-seeding program. Avoid intrusive exotic vegetation.
12. Provide rest areas which promote safety and provide for views of culturally or historically significant sites and information to augment the travelers' enjoyment of the highways. Rest areas are needed in the following areas:
- Between the Hood Canal Bridge and Sequim;
 - Between Lake Crescent and the Hoh River;
 - Between Port Angeles and Clallam Bay along Highway 112.

Marine Transportation

13. Enhance marine activities for transportation and economic benefit.
- a. Consider the advantage of high speed boat transit to Puget Sound and British Columbia destinations.
 - b. Have adequate marine facilities to promote marine transportation.
 - c. Have adequate surface transportation serving marine facilities to promote marine transportation.
14. Provide marine terminals throughout the Port Angeles Harbor, adequate to serve the needs of vessels engaged in marine transportation.
- a. Maintain at least five berths at the Port Angeles Marine Terminal to accommodate cargo vessels engaged in international trade.
 - b. Provide additional cargo vessel berths to accommodate ships engaged in importing or exporting cargoes in support of local industries.
 - c. Maintain existing barge terminals, and provide additional barge terminals in the future if needed to allow the waterborne movement of commodities that are efficiently transported by barge.

- d. Maintain and improve existing ferry terminals, and provide additional ferry terminals as required.
- e. Include ferry terminal operations with other transportation modes in the proposed Port Angeles Multi-modal Transportation Center.
- f. Provide appropriate berthing facilities to allow Port Angeles to become an intermediate stop for cruise ships operating in the region.
- g. Encourage efforts to establish a high speed passenger/package freight vessel transportation system (i.e. mosquito fleet) in the Puget Sound region, and support the inclusion of Port Angeles in such a system if it is established.

Public Transportation

- 15. Encourage ridership and support transit expansion to reduce single occupant vehicles (SOVs).
 - a. Develop and adopt transit friendly design standards for high capacity and priority transit corridors. Land use densities in these corridors should support transit usage.
 - b. Transit-compatible design standards should apply to new development within 1/2 mile of an existing transit route or an urban growth area to ensure cohesive and efficient transit service to major commercial, medium to high density residential and public facility development. Clallam Transit System shall be involved in the development review process.
 - c. Developers should be given the opportunity to utilize transit credits for their development if located within 1/2 mile of an existing transit facility in lieu of road capacity (mitigation) improvements.
 - d. Promote government/private partnerships in public transportation facilities.
 - e. Pursue the Port Angeles Multi-modal Transportation Center for most efficient usage as a regional facility.
 - f. Encourage public transportation service around the Olympic Loop .
 - g. Develop neighborhood scale park-and-ride lots at highway 101 junction with collectors. Design lots with bicycle storage facilities on-site.
 - h. The supply of transit service shall be consistent with population and employment densities. More service should be provided to urban growth areas and the inter-connection of urban growth areas than to rural areas.
 - i. Transit level of service should be evaluated according to Clallam Transit System performance criteria and Peninsula Regional Transportation Planning Organization methodology which analyzes supply and demand in terms of passengers per seat, headway, and comparison travel time. Refer to "Transit Demand and Supply LOS Tables" in Section 31.02.430.
 - j. Concurrency for transit level of service shall be met within six years of new development when demand LOS standard is deficient. Supply LOS should be representative of ways to resolve demand deficiencies. However, this concurrency requirement shall be governed by the current financial ability of the transit organization to fund service improvements.

- k. Transit level of service shall have a minimum acceptable level of service of "D" for either supply or demand. Target ranges are set to consider optimum performance efficiency and comfort level for urban, intercity, and rural routes as per table in Section 31.02.430.

Airport

- 16. Maintain air transportation as a safe, efficient, economical and environmentally acceptable travel mode serving the transportation needs of the county.
- 17. Maintain up-to-date airport master plans, meeting Federal Aviation Administration requirements, which will determine the existing and future air transportation role of an airport, and provide the needed direction for future development.
- 18. Coordinate land-use development in and adjacent to airports that will reflect good safety measures and not contribute a negative impact to the regional transportation system.
- 19. Provide adequate surface transportation between airports and urban growth areas. Encourage transit to be the preferred surface travel mode. Also, ensure that the existing major arterial streets, roads and highways serving the airport are adequate.
- 20. Recognize Seattle-Tacoma International airport (SEATAC) as the major air carrier hub airport for Clallam County. Because of the need to preserve a long term convenient air link between the Seattle/Tacoma hub and the Sequim and Port Angeles airport, support airspace and ground facility improvements at SEATAC, that will increase capacity, help prevent land use conflicts and minimize arrival and departure delays.

Trails, Paths and Sidewalks

- 21. The safety and quality of the travel experience for the non-motorized traveler shall be improved with a greater role in the transportation system.
 - a. Widely identify for the public the location of safe alternate bicycle routes and trails to separate motorized and non-motorized traffic when possible.
 - b. The Olympic Discovery Trail shall be developed as a priority transportation facility to bring non-motorized travelers from Jefferson County to the Port Angeles region.
 - c. A system of lateral / feeder routes should connect Highway 101 to the Olympic Discovery Trail.
 - d. Support the Foothills Cross Country Equestrian Trail.
 - e. Encourage developments which promote pedestrian, bicycle and non-motorized use.
 - f. Require developers to provide safe access for pedestrian traffic to transit stops.
 - g. Develop and implement on-site pedestrian and bicycle access standards for new development in conjunction with county bicycle plans as per matrix cell TPS1-7.
 - h. Provide adequate and secure bicycle parking at all ferry terminals, park-and-ride lots, and public facilities as demand requires.

- i. Storage facilities for bicycles should be available in conjunction with transit shelters along the Highway 101 corridor as per matrix cell TPS1-9.
- j. Incorporate appropriate bicycle parking design standards for major employers, institutional, and retail uses, in Clallam County's zoning regulations as per matrix cell TPS1-10.
- k. Pedestrian facilities, such as walkways and trails, should be required per matrix cell TPS1-11 and within walking distance of school facilities along Highway 101, county arterials and major collectors.
- l. Encourage the installation of bicycle detection traffic control devices on regular replacement schedule at intersections of minor roads to connecting arterials as per matrix cell TPS1-13.
- m. Significant historical or cultural sites along trails and paths should be identified. Identify trails as to their basic historic beginnings. For example, the Olympic Discovery Trail had its historic beginnings with the railroad. Interpretive markers identifying this trail beginning should be included in the trail system.
- n. Design non-motorized routes for multiple users, including walking, running, bicycling, equestrian, etc.

Finance

- 22. Identify and develop a practical and realistic financial plan that is both adequate and equitable in terms of meeting the needs of the people of Clallam County. Such a plan shall seek to provide efficient and effective services and facilities.
 - a. Maximize private funding of transportation facilities and maintenance.
 - b. Ensure new development projects contribute a "fair share" of financing transportation improvements needed to accommodate the impacts to the transportation system resulting from new developments. "Fair share" means that existing and new revenue sources to finance transportation system improvements (see Section 31.02.460) maintains level of service standards adopted in this plan. If these revenue sources do not maintain level of service standards, then new development must be responsible for funding the balance. "Fair share" also means ensuring that new development projects on roads not meeting minimum safety standards (see goal 10.d) adheres to mitigation goals of the county (see goals 23).
 - c. The non-motorized element shall be a part of the funding component of the capital improvement program.
 - d. Encourage and support volunteer participation in transportation facility construction and maintenance.
 - e. Coordinate federal, state, and private funding.
 - f. Public agencies should coordinate joint-projects that would consolidate funding and benefit multiple jurisdictions. Public-private partnerships should also be encouraged.
 - g. Spending priorities will be established that recognize the practicable limits of public and private funding sources.

Mitigation

23. Clallam County should require new development to mitigate impacts on transportation facilities which are insufficient to safely handle transportation demands. The county should require new development to rectify and/or compensate for impacts to transportation facilities not meeting minimum safety standards, when reasonable and capable of being accomplished.

Section 31.02.425

Land Use Assumptions and Forecasting Methodology. Transportation forecasting is an art, and not an exact science. The method described will not accurately predict the future twenty-year traffic counts, as it will attempt to discover a relationship between current traffic patterns and the new traffic generated from land use alterations. The purpose of linking land use and transportation in the comprehensive plan is that they are both predisposed to the occurrence of each other. All land use decisions should be based on traffic impacts and the ability of the jurisdiction to maintain the existing transportation facility to standard. An under-utilized or over-built transportation facility has the tendency to guide growth into the area, whereas, over-capacity deters growth when expensive road improvements must accompany the development. This reasoning is why a lower level of service standard is acceptable in an urban growth area - it guides growth into an area where infrastructure can best support growth.

County road deficiencies will be analyzed and reported in sub-regional plans. Transit deficiencies are listed in Section 31.02.430 and non-motorized deficiencies are analyzed in the bicycle plan, Section 31.02.440. All marine and air transportation deficiencies are deferred to the Port of Port Angeles Comprehensive Scheme of Harbor Improvements, Dec. 1986. All state highway deficiencies will be deferred to the Peninsula Regional Transportation Planning Organization Regional Transportation Plan.

The Highway Capacity Manual (1985) software is the methodology to determine highway level of service as revised by the Florida Department of Transportation to accept rural, transitioning, and urban land uses. This software was selected for two reasons: 1) the reference to land use and 2) to achieve consistency with state highways and regionally significant roads. The Peninsula Regional Transportation Planning Organization (PRTPO) is using the same software to determine level of service on regionally significant highways and roads. The county comprehensive plan endorses the regional transportation planning of the PRTPO and assumes the level of service standards, deficiencies and system needs of the state highways. A sophisticated traffic computer modeling package, Tmodel II, will be used by the county in cooperation with local jurisdictions. The model will contain the federal classified roads that qualify for ISTEA Surface Transportation Program funds which are rural major collectors, urban collectors, minor and principal arterials. The model will forecast the allocation of traffic to the network of collectors and arterials. Case by case, the new traffic generated from a development can be loaded onto the network to see if the level of service remains adequate. The traffic model will be the best tool available to monitor concurrency.

For comprehensive planning purposes, the County Road Information System (CRIS) was linked to a geographic data layer in the PC ARC/INFO Geographic Information System (GIS). The CRIS contains annually updated road design and road conditions information. GIS analysis and mapping provided a vehicle for deficiency inventory and interactive public involvement. It also performed the trend analysis for forecasting traffic. Traffic analysis zones (TAZs) were delineated from census block numbering areas with some census block modification. The TAZs were analyzed by the GIS for zoning and land use characteristics for the "do nothing" case. The assumption is that as current land use

conditions remain and the influx of population rises, growth will occur in the undeveloped regions with development potential. The 1990 Census was used in a linear projection forecast model to determine the amount of growth to be received by the sub-census area. The growth is distributed into the TAZs by proportion of undeveloped parcels. Regional land use alternatives are analyzed for modifying growth patterns of residential and commercial/industrial development. As densities increase or decrease, average daily traffic (ADT) per household is calculated as 10 trips per day, according to the Institute of Transportation Engineers Trip Generation (ITE) Manual 5th edition.

The PRTPO has selected a menu of transportation growth rates based on the wide range of census data from the four county region, Mason, Kitsap, Jefferson and Clallam. The regional road system is analyzed with 1.5%, 3% and 4.5% transportation growth rates. Clallam County should plan for future regional transportation needs (county arterials) using the lowest transportation growth rate of 1.5%, realizing that east and west county will not experience the same growth. For major collectors and streets, the county should plan for future transportation needs using 50% of potential build-out as indicated on the county comprehensive land use plan.

Section 31.02.430

Transit Demand and Supply Level of Service Standards. The Peninsula Regional Transportation Planning Organization is recommending two measures of level of service, demand and supply, to characterize transit LOS in urban and rural areas. The following two tables summarize the recommended thresholds and point system used in determining Table 11 (*Existing LOS Conditions of Transit Routes*).

Transit demand LOS is measured by examining the comfort of the transit rider in terms of the availability of a seat for every passenger. Supply LOS is calculated by combining points based on the total travel time for a passenger to complete a trip by bus. This measurement includes the frequency of scheduled trips and the travel time for a bus versus a car.

In general, routes with frequent times of departure and equal or better travel times between a bus and a car are given a LOS A. Conversely, routes traveled much faster by car with infrequent service receive a lower LOS for supply, indicating a need for some improvements. A bus with very few passengers indicates a high level of service, since a passenger is guaranteed their choice of seats. Or, if a bus is filled to twice its seated capacity, requiring passengers to stand, it receives a lower demand level of service.

Table 8 - Methodology for Determining Demand LOS (1)

| LEVEL OF SERVICE (peak run) | DEMAND LOS Passengers Per Seat (2) |
|--------------------------------|---------------------------------------|
| A | < .51 |
| B | .51 - .75 |
| C | .76 - 1.09 |
| D | 1.1 - 1.25 |
| E | 1.26 - 1.59 |
| F | >= 1.60 |

Source: Highway Capacity Manual, 1985

Notes:

- (1) Used for all routes.
- (2) A value of 1.0 indicates that there is an average of one rider per seat during peak run.

Table 9 - Methodology for Determining Supply LOS
Urban and Rural Routes (1)

| Supply LOS | | | |
|------------|----------------------------|------------------------------|------------|
| Points (2) | Travel Time Comparison (3) | Headway (minutes) (4) | Points (2) |
| 1 | <1.1 | U = < 16 R = < 31 | .5 |
| 2 | 1.1 - 1.5 | U = 16 - 30 R = 31 - 60 | 1 |
| 3 | 1.6 - 2.0 | U = 31 - 45 R = 61 - 90 | 1.5 |
| 5 | 2.1 - 2.5 | U = 46 - 60 R = 91 - 120 | 2 |
| 7 | 2.6 - 3.0 | U = 61 - 75 R = 121 - 150 | 2.5 |
| 9 | > 3.0 | U = > 75 R = > 150 | 3 |

Notes:

- (1) Used for determining SUPPLY LOS for urban and rural designated routes operated by Clallam Transit Agency.
- (2) When determining LOS, points are assigned based on values for Travel Time Comparison and Minimum Headway. **By combining the two scores, SUPPLY LOS equals:**
 A = 1.5 points D = 5.5 - 7
 B = 2 - 3 points E = 7.5 - 9.5
 C = 3.5 - 5 points F = 10 or more points
- (3) A ratio of 1.0 indicates that during the peak run, travel time by bus is equal to the time it takes to drive the same route by automobile.
- (4) Headway is the measurement of the time between buses during the peak period.
 U = Urban Routes
 R = Rural Routes

The term *range of acceptability* implies setting parameters for efficient and comfortable transit travel. The following table shows two types of transit service, rural and urban. Rural transit trips are characterized by better capacity and slower headway. A rural transit rider is more willing to accept reliable infrequent service over standing room only because the rural trip lengths are usually longer. Whereas, an urban transit rider is willing to stand for a short period as long as the service is frequent. Table 10 is a planning guideline for transit performance. Transit service in the unshaded area is not as desirable to the transit agency nor transit user as within the shaded target range. As per policy 15(k), transit level of service should not fall below D or concurrency will have to be resolved.

Table 10 - Target Range of Acceptable Transit LOS

| DEMAND (pass/seat) | SUPPLY (total travel time) | | | | | |
|-----------------------|-------------------------------|-----|-----|-----|-----|--------|
| | Faster | | | | | Slower |
| | A | B | C | D | E | F |
| A (<1/2 empty) | A/A | A/B | A/C | A/D | A/E | A/F |
| B | B/A | B/B | B/C | B/C | B/E | B/F |
| C | C/A | C/B | C/C | C/D | C/E | C/F |
| D | D/A | D/B | D/C | D/D | D/E | D/F |
| E | E/A | E/B | E/C | E/D | E/E | E/F |
| F (Full) | F/A | F/B | F/C | F/D | F/E | F/F |



Urban and Rural Target Range



Extension of Urban Target Range

LOS >= D as per Policy 15.k

Section 31.02.432

Future Transit Service Needs. The Clallam Transit System service needs are increasing at a rate faster than fiscally forecasted. The response to ridership increase is fulfilling the county's objective of alternative means of transportation to a car dependent community. In becoming compliant with the American Disability Act, Paratransit has absorbed the additional revenue gains that would otherwise be used to expand service. Some of these service needs are implementing Transportation Demand Management Programs that could diminish the number of vehicle trips. Other service needs are bringing service to a new area or increasing the frequency of scheduled route service. The unfunded service needs as proposed in the Clallam Transit System Comprehensive Transportation Plan 1993-1998 are the following:

1. Expansion to the Sequim shuttle service
2. Maintained summer service for Port Angeles / Forks Commuter; 9 routed trips/day
3. Feasibility Study for general public Dial-a-Ride service
4. Work commute service to and from Clallam Bay
5. Rideshare matching program
6. Evening and Sunday service
7. Additional morning service
8. Olympic Loop (West End) service
9. City of Forks shuttle service
10. Park and Ride facilities

All of these service needs arrive from a moderately aggressive financial forecast in the Clallam Transit Comprehensive Plan; i.e. the funding goals and expectations are reasonably moderate with the exception of the worker-commute service to Clallam Bay Correctional Center. The implementation of these projects will be deferred for one to two

Existing LOS Conditions of Transit Routes

| Transit Agency | Route Number | Demand LOS | | Supply LOS | | | | | LOS | |
|---------------------|--------------|----------------------|-----|-------------------|--------|------------------------|--------|--------------|-----|-----|
| | | Pass/Seat (Peak Run) | LOS | Headway (minutes) | Points | Travel Time (Bus/Auto) | Points | Total Points | | LOS |
| RURAL ROUTES | | | | | | | | | | |
| Joyce | 10 | .92 | C | 120 | 2 | 1.2 | 2 | 4 | C | C/C |
| Forks | 14 | .70 | B | 60 | 1 | 1.3 | 2 | 3 | B | BB |
| LaPush | 15 | .48 | A | 240 | 3 | 1.2 | 2 | 5 | C | A/C |
| Clallam Bay | 16 | .70 | B | 120 | 2 | 1.1 | 2 | 4 | C | B/C |
| 101 Commute | 30 | 1.06 | C | 30 | .5 | 1.3 | 2 | 2.5 | B | C/B |
| Old Olympic | 31 | .45 | A | 120 | 2 | 1.4 | 2 | 4 | C | A/C |
| Sequim Shuttle | 40 | .34 | A | 60 | 1 | 1.5 | 2 | 3 | B | A/C |
| Dun-ness | 44 | .86 | C | 120 | 2 | 1.12 | 2 | 4 | C | C/C |
| Diamond Point | 52 | .24 | A | 90 | 2 | 1.2 | 2 | 4 | C | A/C |
| URBAN ROUTES | | | | | | | | | | |
| College Plaza | 20 | .96 | C | 30 | 1 | 1.7 | 3 | 4 | C | C/C |
| College Connector | 21 | .65 | B | 30 | 1 | 1.2 | 2 | 3 | B | B/B |
| Lincoln | 22 | .74 | B | 30 | 1 | 1.4 | 2 | 3 | B | B/B |
| Cherry Hill | 24 | .55 | B | 30 | 1 | 1.3 | 2 | 3 | B | B/B |
| Westside PA | 26 | .42 | A | 30 | 1 | 1.4 | 2 | 3 | B | A/B |

years. Although, the county comprehensive plan proposes to make available transit credits to development that cause an impact to the transit system. These credits should be in lieu of road expansion needs since transportation supply management will encourage future ridership. Projects eligible for transit credits should be the aforementioned system needs as well as existing operation and maintenance needs that incur on a regular basis. The transit credit projects should have a direct relationship with the development.

Section 31.02.435

Transit Compatible Design Standards and Development Checklist. The design standards for development that is compatible with transit operations and the goals and policies of this transportation plan are found on the following pages. These design standards should be used in conjunction with the "Design Standard Policy Matrix", goals and policies, in order to implement the standards. Implementation should occur through the following ways: 1) county ordinances, such as zoning and land divisions; 2) development project review, such as SEPA and building permits; and 3) six-year transportation improvement program. The Transit-Compatible Development Review Checklist should be used as a guide to assist in reviewing development projects to ensure conformity with the design standards and policy matrix of the Transportation element.

Section 31.02.440

Clallam County Bicycle Plan. The goal of this bicycle plan is to improve conditions for bicycling in Clallam County and to encourage more cycling as a healthy, traffic reducing alternative to motorized transportation. This plan will enhance the transportation system by providing new levels of personal mobility for a moderate cost while encouraging cleaner air and a healthier population.

The following recommended improvements will make bicycle commuting a viable option for the portion of the county population for which bicycling is an alternative mode of transportation for going to work, running errands, attending meetings, and doing business.

The majority of this plan is oriented towards improvements specifically for bicyclists. However in rural areas, wider shoulders will also benefit pedestrians, since rural shoulders are used by walkers, runners, horseback riders, families with strollers and wheelchair users.

Section 31.02.441

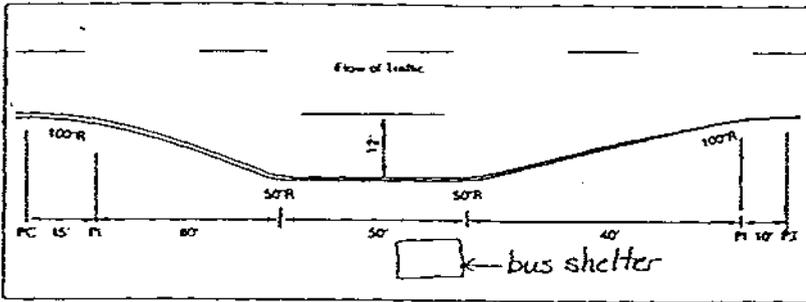
Existing Bicycle Facilities. The first phase of the Waterfront Trail in Port Angeles, Railroad Avenue to Rayonier, Inc., was constructed in 1986. The trail continues along Marine Drive to the Coast Guard Station, Ediz Hook. Trail expansion will occur along the Chicago-Milwaukee abandoned railroad easement to the Morse Creek Scenic Overlook on SR 101, an additional four miles. This facility provides 7.7 miles of a scenic and safe alternative to SR 101 urban corridor for touring bicyclists and for commuters to westside Port Angeles. A network of feeder routes will make this facility accessible to the general population within the Port Angeles Urban Growth Area and to bicyclists who need to access services and employment on the eastside of Port Angeles. The Railroad Bridge Park is another trail that links the community of Carlsborg and Sequim.

Since 1993, Clallam Transit buses have installed bus racks on the front of buses. They accommodate four bicycles at time to travel any route and allow bus riders to complete their destination by bike.

Shoulder width improvements to Old Olympic Highway, from Towne Road to Kendall Road, were a very desired bicycle facility improvement. The completion of the Old Olympic Highway reconstruction projects in the *Six-year Road Plan 1995 - 2000* will expand this bicycle facility by 1997.

Transit-Compatible Development Design Standards

Parking and Bus Access from Road

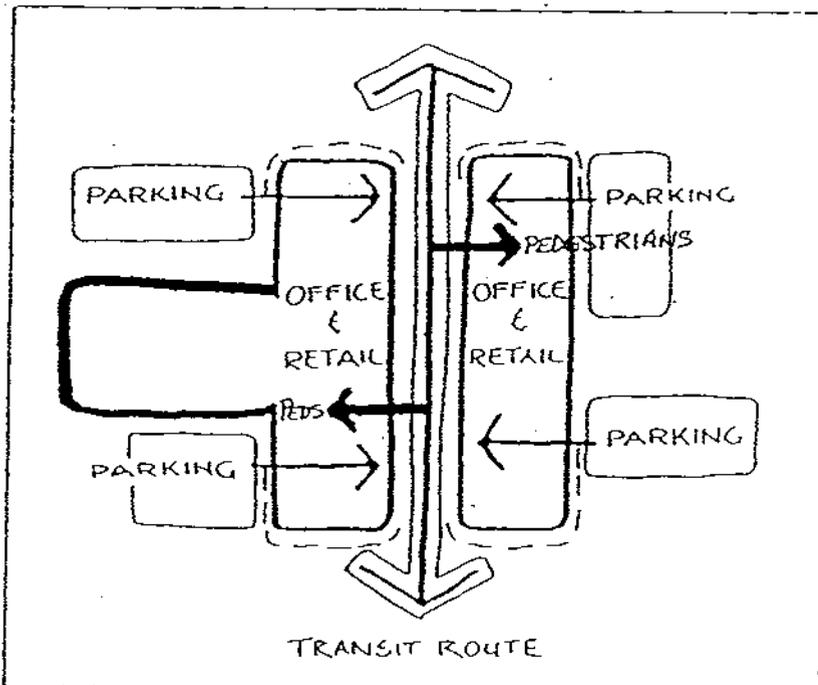


One bus pullout

Source: *Bus Facilities: Design Guidelines*, Orange County Transit District

1. Bus turnouts should be dedicated from county r.o.w and/or private development to a standard turnout area according to road class if Clallam Transit System Comprehensive Plan shows an existing bus route or future bus service on the road, when:

- a. the county road is improved,
- or
- b. building permit process occurs

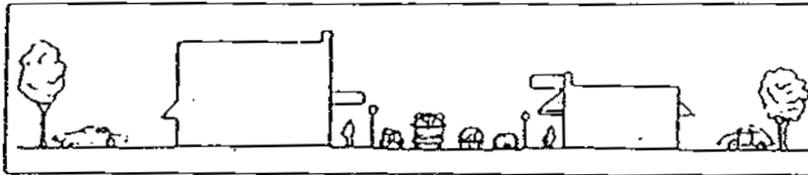


Parking is located to the rear

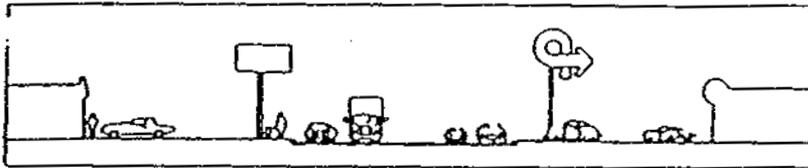
Source: *Market Based Transit Facility Design*, Harvey Z. Rabinowitz, et al., (February, 1989)

2. Pedestrians should have easy access from a transit corridor to building entrances.

Building Orientation



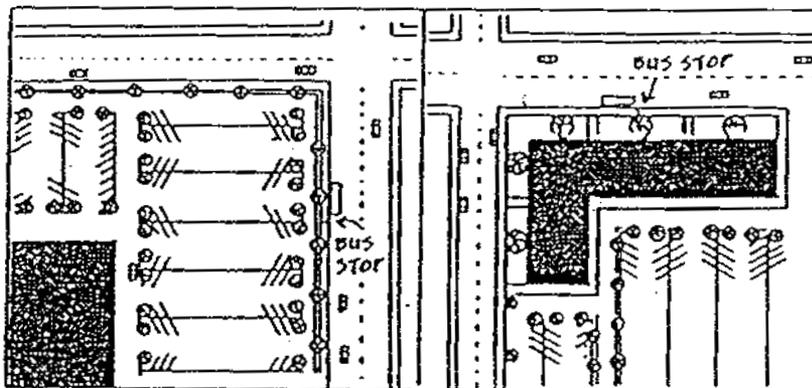
Transit related development



Automobile related development

Source: *Public Streets for Public Use, Portland's Arterial Street Classification, Dottemer, (1987)*

3. Commercial corridors should orientate buildings adjacent to the road.



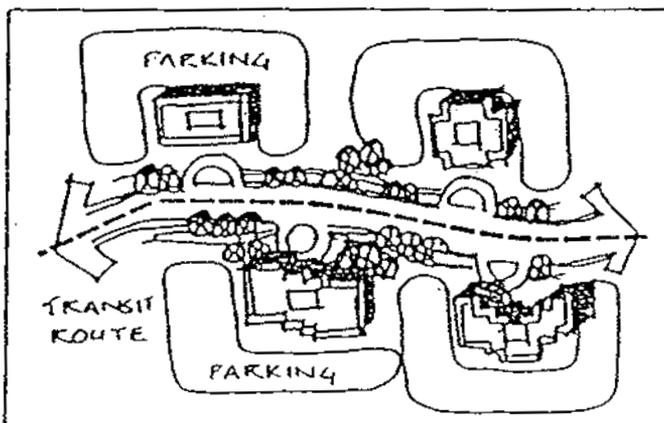
Undesirable
Buildings separated from street
by parking

Desirable
Parking behind building

Source: *Guidelines for Public Transit in Small Communities, Small Community Systems Branch, Urban Transit Authority of British Columbia, (1980)*

4a. Corner-lot buildings should occupy the corner.

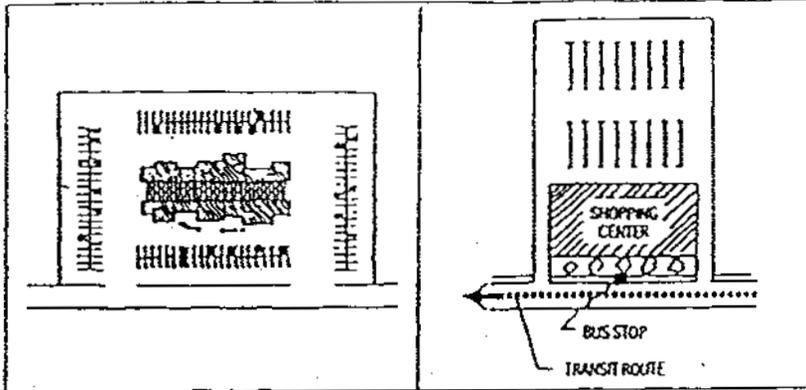
4b. Distances from bus stop to building entrance should be minimized.



Typical design concept in which buildings are oriented along streets with sidewalks.

Source: *Planning and Implementing Pedestrian Facilities in Suburban and Developing Areas Research Report Transportation Research Board, (1987)*

5. Parking should wrap around the building and not impede pedestrian circulation or access to building entrances.



Undesirable

No pedestrian connection provided, distance between building and bus is too far.

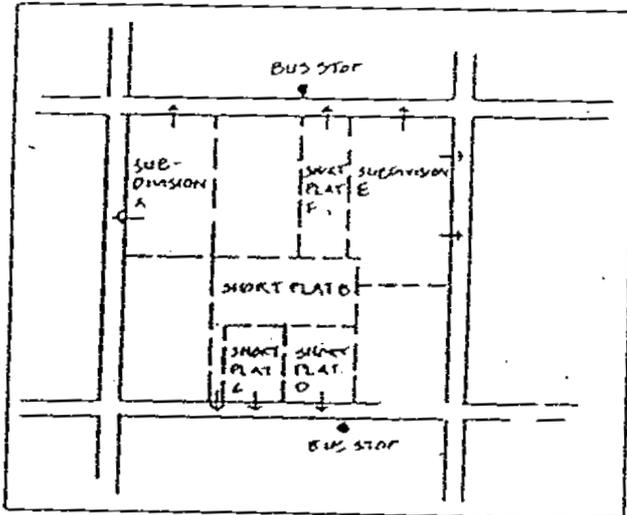
Desirable

Parking behind, bus stop close to entrance, walkways to entrance

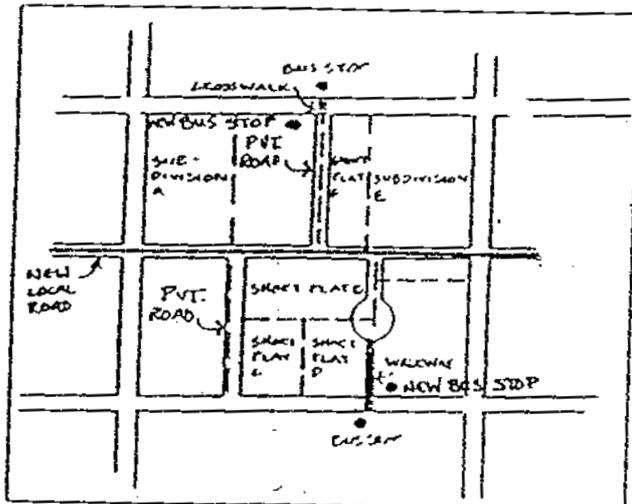
Source: Design for Bus Facilities, Orange County Transit District, (1987)

6. The building should not be situated in the middle of the lot or near the posterior property line from the street.

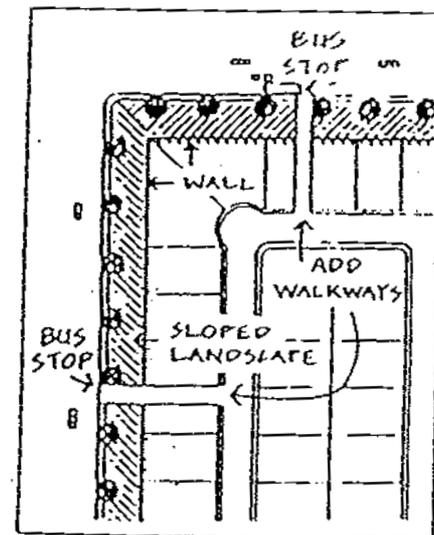
Pedestrian Facilities to Transit Stops



*Undesirable
Uncoordinated development, poor bus access*

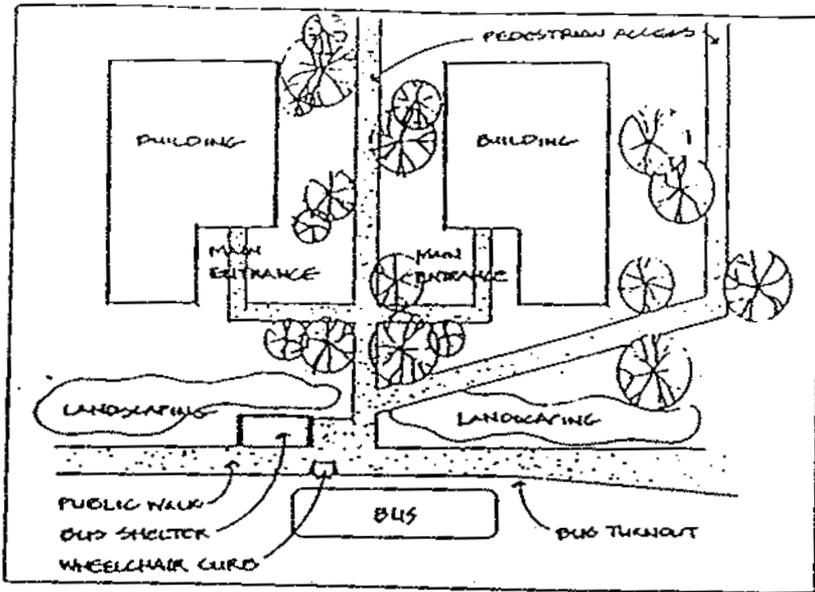


*Desirable
Development with bus and pedestrian access.*



*Desirable
Walkways and gates make
- transit accessible*

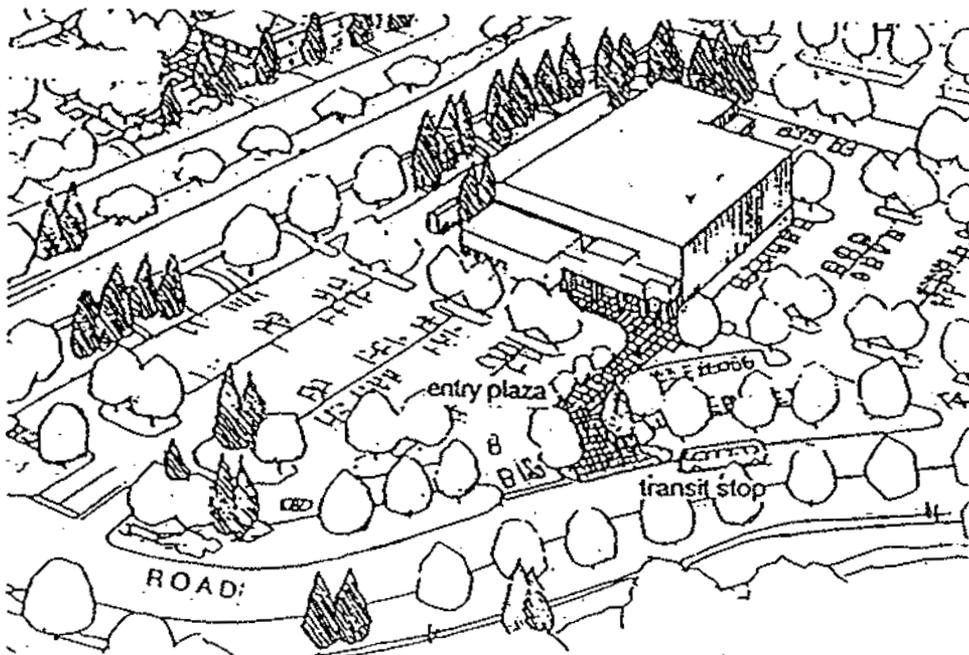
7. Plat and subdivision approval should include pedestrian easements to transit stops and bus pullout areas. View-blocking fences and walls should be refrained from closing in the easement and reducing visibility.



8. Pedestrian walkways (of various materials) should connect bus stops to buildings. Buildings should provide connection to each other, i.e. pedestrian access should serve multiple locations.

Orient land uses to public transportation facilities.

Source: *Design Guidelines for Bus and Light Rail Facilities*, Regional Transit, (Sacramento, CA)



9. Parking lot internal circulation plans should provide safe pedestrian entry walkways.

Transit-Compatible Development Review Checklist

Evaluation

A. Site Access

1. The site is served by transit.
2. A bus stop, park & ride lot, or transit transfer station exists or is planned within 1/2 mile.
3. A bus-stop, park & ride lot, or transit transfer station exists or is planned on-site.
4. The site has reserved parking for carpools/vanpools.
5. Carpool/vanpool parking is reserved in convenient locations near building entrances.
6. The site has paved walkways for pedestrian travel through the site and between adjacent uses.
7. The site has marked bike routes.
8. The site has bike racks.
9. The site has lockers and showers for bicyclists.

| YES | Partial | NO |
|-----|---------|----|
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| | | |

B. Site Design

1. Buildings are clustered near transit facilities.
2. Any large parking areas at the side or rear of the site.
3. Building entrances face transit facilities, and routes to those facilities are clearly marked
4. Buildings are within 1/4 mile of a bus stop, rideshare lot, or other public transportation facility.
5. Paved sidewalks connect building entrances, parking areas, transit facilities, and other site activity centers.
6. Sidewalks and pedestrian areas have lights for safety at night.
7. The site is free of barriers (walls, ditches, hedges, roads without safe crossings, etc.) to safe and convenient pedestrian travel.
8. The site provides shelters, benches, and lighting for transit users.
9. The site meets ADA requirements

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C. Parking Management

1. The site provided for car/vanpool, and compact car parking spaces.
2. Parking for car/vanpools is located near building entrances.

| YES | Partial | NO |
|-----|---------|----|
| | | |
| | | |

E. Public Transportation Ridership Incentives

1. The developer will distribute information on public transportation and ridesharing options to tenants, employees and customers.
2. Transit passes or car/vanpool subsidies will be provided to employees and residents.
3. The developer will assist in providing shuttle service between the site and transit facilities.
4. Transit passes will be sold on site.
5. The site will have a rideshare coordinator.

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Areas for Improvement

Department of Community Development and Clallam Transit System staff will comment on "Partial" and "NO" responses to the preceding evaluation section. Staff will propose changes that are suitable to the proposed use and location of the development.

- A. Site Access
- B. Site Design
- C. Parking Management
- D. Public Transportation Ridership Incentives

| POLICY | STREET TYPES | RESIDENTIAL | | | | | | INDUSTRIAL | | | COMMERCIAL | | RESIDENTIAL | | | RURAL | | COMMERCIAL | |
|--|--|--------------------------------|-----------------------|----------------------------------|-----------------------|-----------------------|------------------------|-----------------------|-----------------------|-----------------------|-----------------------|--------------------------------|----------------------------------|--------------------------|-----------------------|----------|--|------------|--|
| | | MED-HIGH DENSITY DIRECT ACCESS | | MED-HIGH DENSITY INDIRECT ACCESS | | LOW DENSITY 1/2 ACRE | MIX USE / RURAL CENTER | LIGHT / IND. PARK | HEAVY | FREE ACCESS | LIMITED ACCESS | MED-HIGH DENSITY DIRECT ACCESS | MED-HIGH DENSITY INDIRECT ACCESS | LOW DENSITY AGR. CULTURE | DIRECT ACCESS | FORESTRY | | | |
| | | | | | | | | | | | | | | | | | | | |
| RH8-4 Deceleration and acceleration lanes should be planned. | Principal Arterial Minor Arterial Collector Minor Collector Local Access | ■ ■ 0 0 0 | 0 0 0 0 0 | 0 0 0 0 0 | ■ ■ 0 0 0 | ■ ■ 0 0 0 | ■ ■ 0 0 0 | 0 0 0 0 0 | ■ ■ 0 0 0 | ■ ■ 0 0 0 | 0 0 0 0 0 | 0 0 0 0 0 | 0 0 0 0 0 | ■ ■ 0 0 0 | ■ ■ 0 0 0 | | | | |
| RH8-3 Introduce public awareness signs to watershed protection bicycle lanes courtesy and commuter choices. | Principal Arterial Minor Arterial Collector Minor Collector Local Access | ■ ■ 0 0 0 | 0 0 0 0 0 | 0 0 0 0 0 | ■ ■ 0 0 0 | ■ ■ 0 0 0 | ■ ■ 0 0 0 | 0 0 0 0 0 | ■ ■ 0 0 0 | ■ ■ 0 0 0 | 0 0 0 0 0 | 0 0 0 0 0 | 0 0 0 0 0 | ■ ■ 0 0 0 | ■ ■ 0 0 0 | | | | |
| TP31-7 Safe circulation pattern and amenities in parking lots for bicycles and pedestrians to access development. | Principal Arterial Minor Arterial Collector Minor Collector Local Access | ■ ■ 0 0 0 | 0 0 0 0 0 | 0 0 0 0 0 | ■ ■ 0 0 0 | ■ ■ 0 0 0 | ■ ■ 0 0 0 | 0 0 0 0 0 | ■ ■ 0 0 0 | ■ ■ 0 0 0 | 0 0 0 0 0 | 0 0 0 0 0 | 0 0 0 0 0 | ■ ■ 0 0 0 | ■ ■ 0 0 0 | | | | |
| TP31-9 Transit shelters with bicycle storage facilities are spaced every (fraction of 1 mi.). | Principal Arterial Minor Arterial Collector Minor Collector Local Access | ■ ■ 0 0 0 | 0 0 0 0 0 | 0 0 0 0 0 | ■ ■ 0 0 0 | ■ ■ 0 0 0 | ■ ■ 0 0 0 | 0 0 0 0 0 | ■ ■ 0 0 0 | ■ ■ 0 0 0 | 0 0 0 0 0 | 0 0 0 0 0 | 0 0 0 0 0 | ■ ■ 0 0 0 | ■ ■ 0 0 0 | | | | |
| TP31-10 Bicycle storage facilities are a component of development review. | Principal Arterial Minor Arterial Collector Minor Collector Local Access | ■ ■ 0 0 0 | 0 0 0 0 0 | 0 0 0 0 0 | ■ ■ 0 0 0 | ■ ■ 0 0 0 | ■ ■ 0 0 0 | 0 0 0 0 0 | ■ ■ 0 0 0 | ■ ■ 0 0 0 | 0 0 0 0 0 | 0 0 0 0 0 | 0 0 0 0 0 | ■ ■ 0 0 0 | ■ ■ 0 0 0 | | | | |
| TP31-11 Pedestrian facilities are designed. Flexibility to alignment and set-back is allowed. | Principal Arterial Minor Arterial Collector Minor Collector Local Access | ■ ■ 0 0 0 | 0 0 0 0 0 | 0 0 0 0 0 | ■ ■ 0 0 0 | ■ ■ 0 0 0 | ■ ■ 0 0 0 | 0 0 0 0 0 | ■ ■ 0 0 0 | ■ ■ 0 0 0 | 0 0 0 0 0 | 0 0 0 0 0 | 0 0 0 0 0 | ■ ■ 0 0 0 | ■ ■ 0 0 0 | | | | |
| TP31-12 Installation of bicycle detection traffic control devices at intersections | Principal Arterial Minor Arterial Collector Minor Collector Local Access | ■ ■ 0 0 0 | 0 0 0 0 0 | 0 0 0 0 0 | ■ ■ 0 0 0 | ■ ■ 0 0 0 | ■ ■ 0 0 0 | 0 0 0 0 0 | ■ ■ 0 0 0 | ■ ■ 0 0 0 | 0 0 0 0 0 | 0 0 0 0 0 | 0 0 0 0 0 | ■ ■ 0 0 0 | ■ ■ 0 0 0 | | | | |

DESIGN STANDARD POLICY MATRIX

URBAN

RURAL

| POLICY | STREET TYPES | RESIDENTIAL | | | | | INDUSTRIAL | | | COMMERCIAL | | RESIDENTIAL | | | COMMERCIAL | |
|--|--|--------------------------------|----------------------------------|-----------------------|------------------------|-----------------------|-----------------------|-----------------------|-----------------------|--------------------------------|----------------------------------|------------------------------|-----------------------|-----------------------|------------|--|
| | | MED-HIGH DENSITY DIRECT ACCESS | MED-HIGH DENSITY INDIRECT ACCESS | LOW DENSITY >1/2 ACRE | MIX-USE / RURAL CENTER | LIGHT / IND. PARK | HEAVY | FREE ACCESS | LIMITED ACCESS | MED-HIGH DENSITY DIRECT ACCESS | MED-HIGH DENSITY INDIRECT ACCESS | LOW DENSITY & AGRIC. CULTURE | DIRECT ACCESS | FORESTRY | | |
| RH1-7 Deciduous trees should be planted along the street. | Principal Arterial Minor Arterial Collector Minor Collector Local Access | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | | |
| RH1-8 Passing lanes should be planned. | Principal Arterial Minor Arterial Collector Minor Collector Local Access | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | | |
| RH2-1 Place new and upgraded service utilities under 12KV underground or on south side of road. | Principal Arterial Minor Arterial Collector Local Access | ■ ■ ■ ■ | ■ ■ ■ ■ | ■ ■ ■ ■ | ■ ■ ■ ■ | ■ ■ ■ ■ | ■ ■ ■ ■ | ■ ■ ■ ■ | ■ ■ ■ ■ | ■ ■ ■ ■ | ■ ■ ■ ■ | ■ ■ ■ ■ | ■ ■ ■ ■ | ■ ■ ■ ■ | | |
| RH2-2 Parking facilities adjacent to road should have and accepting. | Principal Arterial Minor Arterial Collector Minor Collector Local Access | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | | |
| RH2-3 Fencing adjacent to road and R/W should be detract from rural character. | Principal Arterial Minor Arterial Collector Minor Collector Local Access | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | | |
| RH2-4 Consolidated access to ingress/egress easements should be planned. | Principal Arterial Minor Arterial Collector Minor Collector Local Access | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | | |
| RH3-3 Shared driveway easements should be planned. | Principal Arterial Minor Arterial Collector Minor Collector Local Access | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | | |
| RH4-4 On-lane roads should be planned. | Principal Arterial Minor Arterial Collector Minor Collector Local Access | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | | |
| RH5-5 Costs should be controlled w/ raised medians w/ low maintenance, non-veg. vegetation. | Principal Arterial Minor Arterial Collector Minor Collector Local Access | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | | |

Section 31.02.442 Bicycle Routes

1. Designated bike route from west to east.

| <u>Road Name</u> | <u>Route</u> |
|----------------------|--|
| 101 | From Jefferson County Line to Sappho |
| 113 (Burnt Mt. Hwy.) | From Hwy. 101 to Hwy. 112 |
| 112 | From Burnt Mtn. to Hwy 101 (Lower Elwha Road) |
| Lower Elwha Road | From Hwy. 101 to Edgewood |
| Edgewood Drive | From Lower Elwha To Airport |
| Airport | From Edgewood To Lauridson Blvd. |
| Lauridson Blvd. | From Airport to M Street |
| M Street | From Lauridson Blvd. to Hill St. |
| Hill Street | All |
| Marine Drive | From Hill Street to Morse Creek via Waterfront Trail |
| 101 | Morse Creek to Old Olympic Highway |
| Old Olympic Highway | From 101 to Sequim-Dungeness Way |
| Port Williams | From Sequim-Dungeness Way to Brown Road |
| Brown Road | From Port Williams to West Sequim Bay Road |
| West Sequim Bay Road | From Port Williams to Highway 101 |
| 101 | From West Sequim Bay Road to Old Blyn Hwy. |
| Old Blyn Hwy. | All |
| 101 | From Old Blyn Hwy to County Line |

2. The following would be feeder routes to the County bicycle (through) route:

West End

| | |
|--------------------------|------------------------------------|
| LaPush and Mora Roads | All |
| 112 | Neah Bay to Burnt Mtn. |
| Hoko/Ozette Road | All |
| Clark Rd./Sol Duc Valley | All |
| 101 | From Sol Duc Valley to North Shore |
| North Shore | All to Spruce Railroad Trail |
| Joyce Piedmont | From Railroad Trail to Hwy 112 |

Port Angeles

| | |
|--------------|--|
| Front Street | From College Plaza to Waterfront Trail |
| First Street | From College Plaza to Waterfront Trail |
| Race Street | Front Street to Hurricane Ridge Road |

Sequim (north of 101)

| | |
|----------------------|--|
| Kitchen-Dick Road | From Lotzgesell to Olympic Discovery Trail |
| Lotzgesell Road | From Kitchen Dick to Cays Road |
| Cays Road | From Lotzgesell to Anderson Road |
| Anderson Road | From Cays to Sequim-Dungeness Way |
| Sequim-Dungeness Way | From Lotzgesell Road to City of Sequim |

Bridges

- j. It is recommended that signing and education be used to warn cyclists and motorists of the hazards bridges create for both cyclists and motorists. Bridge improvement, such as a consistent shoulder width between roadway and bridge is the best method for assuring a high level of safety.
2. Other Improvements
 - a. Catch basin drain grates should be brought to street level and oriented properly along Highway 101 in Urban Growth Areas. Adjust level of grates to be flush with future pavement overlays.
 - b. Install bicycle sensitive traffic signals at major intersections during regular replacement schedule of traffic signal sensors. Mark the bicycle detection zone at those intersections. (Policy 21.I)
 - c. Development review should include consideration of traffic impacts to bicyclists and the potential of mitigation for bicycle facilities. (Policy 21.e)
 - d. Regular resurfacing projects should encompass the entire length of road rather than brief portions in order that the road conditions for the whole road be unsuitable for only one construction season (rather than have consecutive portions of the same road be unsafe for several maintenance periods).
 3. Bicycle Parking. Convenient, secure, and protected bicycle parking is as crucial to encouraging non-motorized transportation as parking space is to a motor vehicle. County and city building codes, for municipal, commercial, or business development, should include a minimum standard for bicycle parking capacity equal to 10% of required motor vehicle parking spaces.
 4. Transit Connections. There is tremendous potential in Clallam County for linking bicycling with transit due to the linear orientation of Highway 101. Several county road collectors, of generally 6-8 miles each (ideal bicycle commuting distance), connect with Highway 101. With facilities such as secure bicycle parking and bike racks on buses, bicycling becomes a strong alternative for many commuters living miles outside of urban growth areas.

A very important consideration is that of safety for both bicyclists and pedestrians in crossing the highway to and from transit stops. The most suitable solution may be bicycle/pedestrian overpasses at major intersections, such as the junction of Old Olympic Highway/SR 101, to maintain traffic flow without traffic signals.

Section 31.02.510

Affordable Housing Issues. Clallam County has a very complex housing situation. In western Clallam County, population has declined but housing is difficult to obtain due to the lack of new construction. Eastern Clallam County has experienced rapid growth but affordable housing is in short supply due to demand. Housing prices have risen rapidly during the last ten years largely due to a variety of factors, including increases in the price of land, financing, regulations, and demand. These increases have reached a level where the average wage earner in Clallam County has difficulty in obtaining affordable housing.

Housing Stock, Condition, and Affordability

Recent trends have shown that available housing has increased only slightly faster than population, with single family dwellings dominating the housing mix. Historically, about

20% of the housing stock in Clallam County needs rehabilitation at any given time, with rentals comprising approximately 30% of the housing market.

Generally, the average cost of housing now exceeds 30% of the median family income in the County, making affordable housing a major issue in Clallam County.

Section 31.02.520

Affordable Housing Goals

1. Affordable housing efforts should be directed at increasing the supply of housing affordable to those with very low, low, and moderate income through public assistance for very low income housing, and incentives for private efforts on low and moderate income housing. Very low, low and moderate income is defined as:
 - a. Very Low income shall mean those households that have incomes that are below 50 percent of the county-wide median.
 - b. Low income shall mean those households that have incomes that are between 50 and 80 percent of the county-wide median.
 - c. Moderate income shall mean those households that have incomes within the range of 80 - 95 percent of the county-wide median.
2. Clallam County should form, coordinate, support and participate in a Housing Task Force comprised of representatives from government, financial institutions, business, construction, real estate and other citizens interested in housing issues. The goals of the Task Force would be coordination of efforts to provide affordable housing, developing mechanisms for rapid review and financing of very low, low and moderate income housing units and monitoring progress towards housing goals.
 - a. The Housing Task Force should develop a program to monitor and report progress to their respective constituencies on housing production and rehabilitation goals.
 - b. The Housing Task Force should develop a Housing Rehabilitation Program.
 - c. The Task Force should identify and aid agencies willing to become sponsors of self-help housing projects.
 - d. The Housing Task Force should explore methods to encourage the purchase of existing single family housing on scattered sites to be offered as permanent rental housing.
3. Clallam County will use and continue to develop innovative zoning techniques to create and maintain affordable housing opportunities.
 - a. The county should encourage the use of the creative subdivision techniques which foster the development of affordable housing.
 - b. Additional examples of innovative techniques would include allowing accessory rental housing conversions within pre-existing detached accessory structures as a permitted use and allowing affordable housing construction in some commercial districts. Affordable housing provisions could become a requirement for large development projects which are granted density bonuses for providing more affordable units than those that are required. As new ordinances are developed in response to growth management initiatives, affordable housing alternatives could be built into these provisions where appropriate.

4. Clallam County should develop a program to assemble packages of publicly owned land in urban growth areas suitable for the development of very low income housing.
5. Clallam County should work with the cities to inventory and designate land within urban growth areas which could be annexed to cities, provided with sewer and is otherwise suited for mixed density development. Means to preserve this land for use as mixed residential density housing should be explored.
6. Clallam County should ensure that it promotes efforts to provide a fair share of very low, low and moderate income housing in concert with the cities in the county.
7. Clallam County should support the efforts of nonprofit housing agencies to provide educational programs promoting acceptance of very low, low and moderate income housing.
8. Clallam County should support educational efforts to increase awareness of county ordinances which allow development of accessory housing in single family dwellings.
9. Clallam County should ensure that affordable housing projects are well designed in terms of quality landscaping, playgrounds, community services, green spaces and other amenities so that these communities provide a quality living environment which will promote community acceptance of affordable housing projects.
10. Clallam County should provide incentives for housing developments that will provide affordable housing units which will remain part of the very low, low and moderate income housing stock. These incentives should apply to an entire development, not to individual units, to allow the project to be financially viable even with a partial set-aside of below market rate units.
11. Retention and development of quality manufactured housing parks should be encouraged by Clallam County.
 - a. The current mobile home park ordinance should ensure standards of interior landscaping, exterior screening, and interior setbacks prevent overcrowding and allow for a pleasant living environment.
 - b. Development of new manufactured housing parks should be focused in urban growth areas or rural centers.
 - c. Retention of existing manufactured housing parks should be encouraged in both urban and rural areas.
12. Clallam County should encourage non-profit groups, for-profit developers and the housing authority to initiate a Scattered Site Housing Construction Program which functions by encouraging infill development and small scale affordable housing projects on scattered sites throughout the urban growth areas. This type of program would increase community acceptance of affordable housing by limiting its impacts on any one area.
13. Clallam County should encourage the development of a range of housing types which result in affordable housing for those in need of assistance such as the "working poor" and households on fixed incomes. Housing concepts which should be examined include accessory housing units, additional multi-plex rental housing, additional condominium development, high-density detached housing (small single family lots) and low-density attached (planned unit developments with clustered housing and open space).

14. Clallam County should allow detached accessory housing to be utilized for rental purposes on lots of sufficient size to allow additional housing units. Standards on limiting the size of these accessory housing units, access and ownership should be set.
15. The Land Use Element should provide sufficient lands in residential use to promote housing development for the existing and projected needs of all economic segments of the community. Clallam County should provide for increased opportunities to develop high density housing.
16. Clallam County should develop programs which encourage the improvement of substandard housing. The county should identify federal, state or private funding for housing rehabilitation and coordinate the distribution of these funds.
17. Clallam County should place a high priority on provision of infrastructure to serve high density housing development in urban growth areas. In order to accomplish this goal the County will coordinate efforts within each urban growth area for provision of urban services to areas of high density development.
18. Clallam County should promote utility cost saving strategies in order to increase the continued affordability of housing.
19. Opportunities for residential development should be increased within commercial zoning districts. Multi-family dwellings should be encouraged on the upper floors of commercial buildings or off the main street front which is the focus of the commercial development.
20. The County should encourage the Clallam County Housing Authority to expand their involvement in affordable housing beyond H.U.D. programs.
21. The County should maintain efficient development permitting and otherwise strive to prevent land use regulation from increasing the cost of housing unnecessarily.
22. Clallam County shall investigate the possibility of reducing housing costs and permit fees through the use of pre-approved affordable housing plans.

Section 31.02.610

Economic Development Issues. The Growth Management Act encourages economic development throughout the state that is consistent with adopted comprehensive plans, promotes economic opportunity for all citizens, especially for unemployed and for disadvantaged persons, encourages growth in areas experiencing insufficient economic growth, all within the capacities of the area's natural resources, public services, and public facilities. Directing commercial and industrial growth into one of several urban growth areas where infrastructure is available, conserving resource lands for harvesting of wood and farm products, limiting growth in areas where public facilities and services cannot be efficiently provided, are all part of the economic development vision for the county.

The economy of Clallam County is dominated by its natural resource industries and the drawing power of its environmental amenities, such as clean air, water and open space. The county's vast and highly productive timber resource base has made the timber industry a traditional economic mainstay. Other resource based industries of importance to Clallam County include agriculture, commercial fishing, shellfish harvesting, and mining. A growing tourism industry serves the many visitors drawn to the county by Olympic National Park, ferry access to Victoria, British Columbia, world class salmon fishing and the opportunity to enjoy the varied scenic and recreational opportunities found in this area. These same environmental amenities combined with the mild maritime climate and low rainfall on the county's east side have resulted in substantial population growth over the past 20 years. The county's growing retirement community has created

employment gains in the service sectors of the economy. Environmental research centers have been drawn to Clallam County due to the opportunities to conduct research in large areas of relatively undeveloped and remarkably clean environment found within the county.

High quality of life, strong community support for education, abundant labor force, industrial land availability, an international airport, a natural, deep water harbor, well-maintained state highways, financial incentives, and close proximity to major U. S. and Canadian metropolitan markets are among the reasons that new industries are attracted to Clallam County.

Employment

Washington State Employment Security Department figures estimated county employment of 21,130 workers out of a total work force of 23,130 in June of 1994. Although employment figures have shown steady gains in number of county residents employed between 1982 and 1990, 1994 employment figures show a loss of nearly 2,200 persons from the work force and in those that are employed. These labor force and job losses are attributed to overall contraction in the forest products and fishing industries, along with technological and automation advancements. Recovery from recent downturns in the economy due to restructuring of the timber and fishing industries is expected as the economy diversifies. State economic forecasts for Clallam County suggest that a moderately slow recovery from the recession of the early 1980s will continue in the 1990s. The county is expected to grow at a slower rate than the State of Washington.

Clallam County's economy has shown strong gains in some employment sectors and losses in others. The decade from 1980 to 1990 saw wholesale and retail sectors of the economy grow by 31%, services by 29%, and government by 26%. Employment in health services; finance, insurance, real estate; and construction also experienced significant positive gains. Those sectors of the economy showing gains in the 1980s are projected to see further growth in the 1990s based on State Employment Security Division projections. Much of the increase in governmental employment can be attributed to hiring for the Clallam Bay Corrections Center, but local government and education related employment have also increased. The 1980s also saw a 16% drop in manufacturing jobs mainly in the forest products industry.

Commercial Activity

The Washington State Department of Revenue maintains a listing of 5,100 businesses located in Clallam County. Slightly over 85% of Clallam County's business establishments have ten or fewer employers, and only 1% employ more than 50. Over one-half of the businesses in the county are managed by a sole proprietor.

Retail sales trends in Clallam County have followed employment and production indicators throughout the past decade. Total retail sales were \$505 million in 1993, up 14% over 1990. Port Angeles accounts for about half of the sales occurring in the county. Retail sales show a definite seasonal pattern, demonstrating the influence of tourism, construction, and strong activity in timber and fisheries during the summer months.

Construction Activity

The dollar value of new construction is an indicator of economic growth in the county. Construction of single-family homes represents the greatest percentage, both in value

and numbers, of the construction activity within Clallam County. A large percentage of the residential building construction is located in the Sequim-Dungeness valley area. Commercial and industrial construction is concentrated in the Port Angeles area.

Timber Industry

Approximately 65% of the county is managed for the commercial harvest of timber. These forests are among the most productive in the nation. Western hemlock, Douglas fir, spruce and cedar make up most of the county harvest.

Industries built around lumber, plywood, log exports, cedar shakes, pulp and paper are the chief users of Clallam County's timber harvest. Most timber manufacturing employment is associated with the three large mills located on the Port Angeles harbor waterfront-- Rayonier (pulp and paper products), Daishowa America (paper products), and K-Ply (plywood). These mills are among the top four private county employers, and provide many of the higher paying jobs in the county.

New products, markets, and technologies are being developed for timber resources. Cedar-AI has turned cedar mill waste into products with a national market. Daishowa America's new newspaper recycling/de-inking plant has created new jobs. Abundant supply of timber has led to the development of several specialty market niches.

Local government and many county businesses rely on timber industry dollars. Although a 1991 study of timber communities found that 75% of the jobs in western Clallam County were directly or indirectly tied to income from the timber industry, this percentage has declined in the early 1990s due to restructuring of the timber industry in response to the reduced availability of timber from federal and state lands. Timber harvest revenues from state trust and federal lands combined with forest excise taxes on private timber accounted for 5% of the county's current expense budget in 1993 and provided a total of 10.6 million dollars to the budgets of the county, fire districts, school districts and other junior taxing districts.

Tourism Industry

A 1987 survey by the Washington State Tourism Division showed the Olympic Peninsula as in-state residents' most popular vacation destination. Olympic National Park, ferry access to Vancouver Island, and sports fishing are the favorite attractions. Olympic National Park is the most heavily used of the eight National Park Service areas in Washington State, ranking fifth nationally. Clallam County is also part of two popular loop trips for vacationers, one looping around the Olympic Peninsula on State Highway 101, the other a Seattle-Port Angeles-Victoria-Vancouver circuit by car and ferry. Other tourist attractions include the Olympic Game Farm, the Dungeness National Wildlife Refuge, Arthur Feiro Marine Lab, Olympic Park Institute, the Makah Tribal Museum at Neah Bay and four county museums. Tourist activity peaks during the summer months. Winter attractions include fishing derbies and recreational visits to Olympic National Park.

Growth in tourism is indicated by the 19% increase in Olympic National Park visitations in the 1982 to 1993 time period with over 3.4 million visitations in 1993. Black Ball Ferry, providing service to Victoria, has seen even greater increases in activity with a 24% increase in use over the same time period and totaling nearly 600,000 passengers in 1993. The Port Angeles Visitor Center has seen more than a 500% increase in activity during this same time frame.

Fisheries and Aquaculture Industries

The rich marine water surrounding Clallam County yield abundant commercial and recreational harvests of fish and shellfish. Other important commercial fish species include cod and halibut. Oysters, sea urchin, clams, octopus and the world-famous Dungeness Crab are commercially significant shellfish species. The commercial harvest supports an active seafood processing and wholesale industry.

Sports fishing, especially for salmon, has been a major recreational industry within Clallam County. Over 23%, or 12,997 county residents, obtained state fishing licenses in 1988, which was the highest percentage among all Washington counties. Clallam County's local fresh and marine waters attracted thousands of visiting sports fishermen. Historically, about 80% of the county's annual recreational harvest of salmon were caught by visitors, representing an estimated total of 212,567 fishing trips by visitors in 1988. These figures dropped dramatically in 1994 with closure of the marine salmon fishery. Sports fisherman also provide major support to other business establishments such as hotels/motels, campgrounds, RV-parks, and restaurants throughout the county.

Several new aquaculture projects have been established in Clallam County waters. While oysters have been grown commercially for years, salmon farming has recently been introduced into Port Angeles harbor by Sea Farm Washington. Declining salmon runs, however, led to closure of most of the west-coast salmon fishery in 1994. This closure has led to severe economic impacts, particularly to the coastal communities of Clallam Bay, Sekiu and Neah Bay. Tourist activity in these areas, which have a strong reliance on the sport fishery, has been significantly reduced.

Trade

The location of Clallam County along the entrance to Puget Sound and abundant natural resources make it an active participant in the state's booming world trade. Port Angeles harbor is the focal point of most trade activity. The major export has been raw logs destined for Japan, Korea, and China. Lumber, pulp, wood chips, manufactured wood products and seafood are also sold to international and domestic markets. Imports include pulp, chemicals, and wood chips used by Clallam County's timber industry. The Port of Port Angeles' 1986 comprehensive plan indicates that the Port district handles over 59% of all cargo entering and leaving the Port Angeles harbor area. The remainder is handled by two private cargo terminals and the Black Ball ferry system.

Containerized shipping is currently provided by several local and national trucking companies which truck county products to inner Puget Sound ports and domestic markets. Examples of typical products trucked are logs, cedar shakes, lumber, plywood, wood chips, agricultural products, fresh processed and iced fish, and paper products.

Heavy export traffic has enabled the Port district to construct major new dock facilities and provide good berth availability for deep draft ships. The Port of Port Angeles has maintained a competitive position with other Puget Sound ports. Raw log exports are expected to continue to drop due to world markets and legislation limiting the export of raw logs. Lightweight air freight service is provided by Horizon Airlines, Federal Express, United Parcel Service, and Pony Express at Fairchild International Airport. The air freight service market is experiencing steady growth.

Environmental Research

The remarkably clean environment and diverse ecosystems of the North Olympic Peninsula have drawn the environmental research industry to Clallam County. Olympic National Park is increasingly used as an undisturbed benchmark or control for environmental studies.

Battelle Memorial Institute Marine Research Laboratory located on Sequim Bay, and the Olympic Natural Resources Center located in Forks, are all examples of environmental research facilities locating in this area based on the natural attributes of the Olympic Peninsula. Combined, these three research facilities provide a major employment base for the county.

Section 31.02.620

Economic Development Goals

Economic Diversity

1. Clallam County will support business and industrial development which (1) strengthens and diversifies the economic base, (2) creates family wage jobs, (3) develops and operates in a manner that promotes and protects the environment, (4) uses our natural resources efficiently, and (5) for a sustained yield of those resources which are renewable.
2. Clallam County and other county economic development interests will focus their industrial economic development strategies on attracting small to medium sized industries paying wages which exceed the county average annual wage.
 - a. The county will target the following industries for industrial growth: environmental research, oil spill response industries, aircraft components, marine repair, electronic components, computer software and manufacture, industrial controls, radio and TV equipment, medical equipment, photographic equipment, clothing manufacture, canvas products, small metal parts, fabricated metal plates, farm machinery, industrial machinery fabrication, advertising displays, value added natural resource products, waste management technologies, the film industry and sporting goods. As technologies change this list will be updated to reflect new priorities for business targeting.
 - b. Identify and actively recruit businesses that could make use of the Port of Port Angeles harbor facilities and the airport industrial park as our most significant county wide economic development assets.
 - c. Identify and actively recruit businesses to locate in other industrial parks throughout Clallam County, including Forks, Carlsborg, and Sunshine Acres.
 - d. Clallam County should make environmental protection a business opportunity by marketing its pristine environment as an ideal location for the conduct of environmental research.
 - e. Clallam County shall ensure that new industrial development in existing industrial parks, including but not limited to Sunshine Acres, Carlsborg, Port Angeles, Clallam Bay and Forks is allowed within the comprehensive plan adopted under the Growth Management Act, including the extension of any needed urban governmental services, such as municipal water, sewage disposal, stormwater systems, fire protection, transit, county arterials, etc. It is assumed that such development and extension of

urban governmental services should occur within urban growth areas, and such consideration should be made in the designation of urban growth areas in Clallam County.

3. Clallam County shall direct the EDC to develop a program to aggressively recruit a variety of commercial and industrial enterprises to settle in the County. At least one full time EDC staff person should be allocated to the industrial and business recruitment program with funding for travel, printed material, videos, marketing and presentations.
4. Clallam County will make continuous, concerted efforts to retain local industries and to facilitate expansion of our existing industrial and business base.
 - a. The wood products industry should be encouraged to diversify by developing facilities which produce wood based value added products and identifying alternate sources of low cost raw material. Use of agricultural resource lands for production of fast growing hardwoods should be explored.
 - b. Effort should be made to retain the agricultural industry in Clallam County.
 - c. The supply needs of local industries and businesses should be documented in order to encourage the development of business concerns whose products meet that need.
5. Public-private business partnerships involving the EDC, Cities, County, Port, Chamber of Commerce, tribes and business interests should be developed to provide area businesses with business assistance, planning, financial management aid, grant assistance and business mentoring.
6. Home based businesses and small scale home based industries should be encouraged.
 - a. Home based businesses should be encouraged in the county as long as they do not detract from the residential character of the surrounding area or result in non-residential clusters or strips.
 - b. Small scale Bed and Breakfasts should be encouraged in all residential zones as long as design and operational guidelines covering appearance, signage, parking, length of stay, permitted activities and sewage disposal are met.
 - c. Home-based industries should be permitted in lower density residential and rural areas of the county where objectionable impacts can be minimized. Standards for home based industries should address such issues as screening, buffering, noise, air and water pollution, lighting and increased setbacks to assure compatibility with neighboring properties. Standards should also provide for considerations of safety on private roads and equitable sharing of private road maintenance costs.
7. The Port should be encouraged to play a significantly larger role in regional and international water traffic including development of a marine service/resource center, seeking additional allocation of spill response vessels in the county and development of an import/distribution center for wood fiber on Port properties.
8. Clallam County should continue to support efforts to market the county as a tourism and retirement center. Land use activities and programs that promote tourism as an activity for generating expanded employment in Clallam County should be encouraged.

- a. Cultural, heritage and social activities should be encouraged, emphasizing natural attractions, places and activities unique to our area.
 - b. The development of private and public parks, campgrounds, rest areas, convention facilities, recreational areas and overnight facilities should be encouraged.
 - c. Public access should be provided to waterbodies that are used for recreation by local residents and tourists.
 - d. Clallam County should encourage appropriately located and designed Master Planned Resorts with primary focus on destination resort facilities consisting of short-term visitor accommodations associated with a range of developed on-site indoor or outdoor recreational facilities. Master planned resorts may provide county-wide economic benefit and should be considered as such in review of any development application.
 - e. Encourage the development of appropriately located and designed golf courses in Clallam County.
 - f. The county should actively support heritage tourism as a significant element in developing tourism.
 - g. The county should work on achieving a stable sport fishing season for the tourism industry and economic needs of rural communities such as Clallam Bay and Sekiu.
9. Clallam County should ensure that unsightly land uses such as junk yards, landfills, truck yards, metal recycling yards, RV storage, boat storage and mini-storages' are not visible from scenic highways or county roads. New facilities of this type should have large setbacks from scenic roads and require complete screening with landscaping. Highway improvement funding should be sought for existing facilities in these locations to enable them to install landscaping to screen their operations from view of the traveling public.
10. Clallam County and its economic development interests should communicate with Native American Tribes on economic development issues in order to encourage Native American economic development efforts in the county and address their impacts.
11. Clallam County should develop a business assistance team among County permitting staff which works directly with new or expanding businesses to aid them with approval of proposals which would retain or create new jobs in the county.
12. State and/or federal assistance should be sought for economic impacts of limits placed on natural resource harvests. Financial relief shall be spent in the affected community.

Infrastructure

13. Clallam County will encourage adequate infrastructure to be in place in advance of need in order to attract industrial and commercial operations to locate in developed industrial sites.
- a. Clallam County should develop a mechanism to coordinate infrastructure provision among jurisdictions and service providers to ensure that commercial and industrial lands are given priority for public or private facilities and services. Development of a joint plan for infrastructure

development would enhance industrial and commercial growth in the area.

Environment

14. Clallam County should be a place where renewable resources - timber, fish, wildlife, clean air, water and recreational opportunities- are plentiful and usable.
 - a. Clallam County shall encourage the development of county-wide recycling programs in order to promote re-use of our resources, to reduce public costs for out of county waste disposal options and to lengthen the useful life of county landfills.
 - b. The County should encourage growth in the aquaculture and shellfish industries within the limits of appropriate state and federal regulation and in coordination with local Native American tribes.
 - c. The County should encourage the expansion of agriculture and farmers' markets, particularly for local products.
15. Clallam County will encourage conservation of its forest and agricultural resource land base by discouraging conversion of these lands to other uses. These lands will not be regarded as vacant lands available for conversion but as lands being utilized for commercial production of fiber and food products which provide the county with sizable revenues at a minimal cost of service.
16. The quality of life in Clallam County should be maintained and improved by promoting environmentally clean industrial developments on industrial park sites which are naturally suited to this intensive land use.
 - a. Environmental quality of life in the county should be enhanced through state and federal enforcement of air quality standards in a conscientious and consistent manner so that state and federal air quality standards are met.
 - b. Clallam County should take leadership in implementing the cooperative and coordinated surface and groundwater management policies contained in the watershed policies of the comprehensive plan.
 - c. The County should ensure that new industrial developments do not adversely impact noise levels on surrounding residential areas through existing state noise regulations.
17. Improve our understanding of availability and constraints of water resources by funding, staffing and integrating local, state and federal efforts to determine if a scientific basis exists for establishing limits of water resources to support growth and development.

Communication, Coordination And Media Relations

18. Clallam County and other economic development interests should encourage the development of county communications systems including extension of the fiber optic link through the county.
19. Clallam County will maintain effective contact with people who exert external control over the County's economy.

- a. Clallam County, other governmental agencies, and economic development officials will develop a system for improving two way communication with federal, state, and private decision-makers as well as absentee business owners to ensure that their decisions take local concerns and the local economy into consideration.
20. Clallam County and other economic development agencies should participate in periodic economic development forums in order to provide better coordination between agencies and to effectively pursue economic development grants and economic growth.
21. Clallam County and other economic development agencies will work with local and regional media to improve perceptions about this area as a good place to locate a business or industry.
22. Clallam County should encourage all of the county economic development interests that participated in the development of the county's economic development policies to adopt those policies that could be implemented by their organizations to ensure a consistent economic development strategy is followed in Clallam County.

Education And Culture

23. Clallam County should encourage the maintenance and improvement of its K-12 system. Increase availability of four year degree programs, as well as post-graduate programs based at Peninsula College as an attractive feature of the county for business relocation. Technical training and life-long learning resources should be readily available to county residents.
24. Clallam County should encourage programs that develop and promote our cultural awareness. Programs would include promotion of the county as a international destination, multi-lingual signage as well as on-call interpreters to aid foreign tourist, support for literary, performing and visual arts, historic and scientific museums, science and marine laboratories, art museums,

Regulatory Framework

25. Clallam County should develop regulations which are consistent, fair, predictable and timely.
 - a. For areas identified for potential commercial or industrial development, evaluate the feasibility of a programmatic environmental impact statement which would address some generalized issues and would contain sufficient detail to expedite and reduce duplication in subsequent SEPA review while maintaining environmental protection. Project-specific issues would still need to be addressed on a case-by-case basis.
 - b. The Clallam County Environmental Policy Ordinance shall be amended to raise the exempt levels from SEPA threshold determinations as identified in SEPA Rules, WAC 197-11-800(1)(c). These amendments would increase the SEPA threshold determination level for construction of residential structures (no greater than 20 dwelling units); agricultural buildings (no greater than 30,000 square feet); office, school, commercial, recreational, service or storage buildings (no greater than 12,000 square feet); parking lots (no greater than 40 cars); and landfill or excavation (no greater than 500 cubic yards).

- c. Clallam County shall continue to evaluate local regulations to enhance their consistency, predictability, timeliness and to decrease cost.
- d. Establish mandatory timelines for issuance of each type of permit.
- e. The preferred location for new commercial and industrial development is within the adopted urban growth areas. Industrial and commercial areas within these UGA's should have the infrastructure in place and environmental review completed which will allow for predictable and timely development review.
- f. Clallam County should examine the feasibility of using a hearing examiner to consolidate public hearings and minimize elected official's involvement in issues that should receive a fair, predictable and timely decision. (Note: the county commissioners must take action on any comprehensive plan or development regulation. This authority cannot be passed solely to a hearing examiner.)
- g. Clallam County should participate in the review and streamlining of state regulations. Whenever possible, Clallam County should assume the responsibility for issuance of state permits such as hydraulics or water quality permits. The county should work with the State of Washington to ensure that applications for water rights are processed in a timely manner, while protecting the resource.
- h. In order to expedite the water rights permit process, Clallam County should support state and local research into aquifer capacity and water quantity.
- i. The comprehensive plan and development regulations should clearly identify the types of uses acceptable within a zone and the standards for development. Within urban growth areas where development is encouraged, development regulations should avoid requiring conditional use permits but rather rely on performance standards.

Monitoring And Reporting The Results Of County Economic Strategies

- 26. Clallam County will support, coordinate and participate in a semi-annual Economic Development Forum where participants will monitor the economic progress of the county as it is affected by the Comprehensive Plan and report goal progress to elected and appointed economic development officials.
 - a. A semi annual performance report will be developed by the EDC for the Forum containing objective measures of Clallam County's overall economic health, status of the economy, recent trends, factors influencing the trends, and the effect of government policy on the economy. Performance measures will reflect the progress of the County as a whole and are measured over time. The long term measures for each category should be used as a guide for developing intermediate goals which will provide current information on the status of the Plan.
 - b. Additional studies to be prepared for the Forum would detail the costs of operating various types of industries and businesses in Clallam County as compared to costs in other Washington counties and in other states and an evaluation of the effectiveness of the educational system in meeting industry needs.

Section 31.02.710

Utility Issues. The utilities element of the county-wide comprehensive plan consists of the general location and distribution of electrical and telecommunication service throughout the County.

Electrical service to the citizens and businesses of Clallam County outside the City of Port Angeles is provided by the Public Utility District No. 1 of Clallam County. Formed in 1940, this publicly-owned utility first began electric service in 1943. The P.U.D. provides standard retail electric service to residential, commercial, agricultural, industrial, and schools. Power is supplied to the P.U.D. by the Bonneville Power Administration via delivery points at Fairmont, Happy Valley, Port Angeles, and Sappho. The P.U.D. delivers this power via a 69 KV sub-transmission system to 26 distribution substations from which power is supplied to the urban and rural areas by 71 distribution circuits. The system capacities in 1994 are:

| | |
|--------------------------------|-------------|
| Bonneville Power System | 425,000 KVA |
| P.U.D. substation power system | 274,349 KVA |
| Latest system peak demand | 151,263 KVA |

Telecommunication service is provided throughout the County by several private companies, providing standard, long-distance and cellular communication service. The telecommunication network to Clallam County is vital to quality of life of its citizens and economic development of the community. Improvements to this network can enhance the ability to transfer information and enable more businesses to locate in the County.

Section 31.02.720

Utility Goals

1. P.U.D. No. 1 of Clallam County and Port Angeles City Light should coordinate planning and service delivery to the Port Angeles Urban Growth Area.
2. P.U.D. No. 1 of Clallam County should plan electric service delivery based on County and City comprehensive plans.
3. Utility lines shall be underground for new land divisions. The County, City and service providers should work to place existing above-ground utility lines underground along major highway corridors inside urban growth areas.
4. The County should support expansion of the telecommunication network. Fiber optic cables and cellular service should be enhanced to serve the economic development goals of the County. Cellular sites should be placed in locations which provide required service without significantly impacting scenic qualities of the area.

Section 31.02.810

Capital Facilities Plan Issues. The Capital Facilities Plan (CFP) is one element of Clallam County's comprehensive plan that is required by the Growth Management Act. This comprehensive plan coordinates land use elements with the capital facilities and transportation elements. This internal consistency and coordination ensures that the forecast of future needs is accurate, and that the land use element is reassessed if funding falls short of meeting existing and future capital facilities needs. Please refer to the transportation element for transportation system improvements. The full Capital Facilities Plan is hereby incorporated by reference to this Comprehensive Plan as Appendix A.

The CFP is a 20-year plan with a 6-year financial element for construction and maintenance of the County's capital facilities. The County capital facilities covered in this plan include roads, sewer, general administration, courts, detention and corrections, law

and justice, parks, recreation and open space, flood control devices, solid waste and equipment maintenance facilities. This plan does not include facilities owned and managed by other public entities, such as the public utility district, schools, fire districts, etc. At such time as these public entities complete inventories and set service levels, this chapter can be amended to include those facilities. They will then be expected to go through the committee process and the public hearing process to determine if they should be added to this Plan.

The capital facilities plan includes four major steps: a) an inventory of existing capital facilities; b) a forecast of the future needs; c) proposed locations and capacities of capital facilities; and d) a six-year financing plan.

The Growth Management Act requires that adequate public facilities and services necessary to support development be available at the time of development. This plan identifies flood protection as the only necessary County public facilities at the time of development. Those County public facilities identified in this plan that are needed within six years of development are: sewer (Clallam Bay/Seki), parks, recreation and open space, and solid waste.

Financing improvements to County public facilities can occur in one of two basic manners: tax sources, such as property, sales or real estate excise taxes; or through private sources, such as mitigation requirements or development impact fees. This plan identifies use of tax sources, including an increase in the real estate excise tax and mitigation requirements to finance needed capital facility improvements. This plan does not identify development impact fees as a source of public facility and service funding.

New development often pays for the cost of extending new public facilities and services. For example, if a development is proposed on a County road that is not adequate to handle traffic, the County is able to require the developer to pay the costs of improving the County road. Water and sewer systems are similarly financed; if a developer proposes to extend water and sewer to a property, it is the responsibility of the developer to pay the costs for extension of those services.

Another way that development pays for the cost of extending new public facilities is through development fees. For example, the cities require anyone who hooks up to the sewer or water system to pay a hook-up fee. This fee is put into a special account for the eventual planning and upgrade of the system, such as the sewer treatment facility. This hook-up fee is in addition to requiring the developer extend the actual collection or distribution lines.

Chapter 82.46 R.C.W. authorizes counties and cities to impose an additional excise tax on the sale of real estate to finance public facility construction. This additional tax is authorized in two increments of 1/4 of 1% of the sale price. Clallam County adopted the first 1/4 of 1% in 1990 and has set aside funds for capital improvements. Another new taxing source which is considered for purchase of parks and open space lands is the Conservation Futures Tax, Chapter 84.34 R.C.W. This source is taxed on all parcels of property at a rate up to 6.25 cents per \$1,000 assessed valuation.

This way of paying for public facility and service extension is based on three principals: 1) setting level of service standards for public facilities and services; 2) ensuring that public facilities and services necessary to support development is adequate to serve the development at the time the development is available for occupancy (called "concurrency"); and 3) requiring development to pay fees for the new facilities rather than

rely solely on property taxes or grants to fund development of these public facilities (development impact fees).

The State limits the use of development impact fees to only those system improvements that are reasonably related to the new development, and specifically only for public streets and roads, public parks, open space and recreation, schools and fire protection facilities in areas that are not part of a fire district. (Fire facilities are generally not eligible in most of Clallam County rural or urban lands because the areas are part of a fire district.) Development impact fees cannot be used to pay for getting existing facilities up to adopted standards, or for operation and maintenance of the facilities. Development impact fees also cannot be used as the sole source of funding new facility construction, but may be used to "balance" other funding sources, such as property taxes.

The Level of Service Summary shows that the County may expend up to \$6.7 million over the next six years to maintain the level of services which citizens now enjoy. Of these costs, revenue sources of \$1.38 million have not been identified, although \$1.1 million may be eliminated by being able to use the old Court House in the solution of office space. There is also about \$2 million in Parks & Recreation which will be spent over the next 20 years, not necessarily by the year 2000. These facts bring the funded portion of the plan in line with revenues.

There is a problem with this positive outlook. There are no costs as of yet to resolve the Jail prisoner separation problem. This is still in the analysis stage and could be a significant impact on the Capital Facility Plan. One possible solution for this problem lies in the reuse of the old Juvenile Facility which becomes available in late 1994. The alternatives could range in cost from \$100,000 to over \$1.5 million. This Plan is expected to be modified when this data is available.

The funding to make this plan work includes the second 1/4% Local Real Estate Excise Tax as allowed under RCW 82.46. This revenue source would be in lieu of development impact fees. This presents a logical method for financing the needed capital facilities without the negative aspect of impact fees reducing development. The other significant revenue source is the use of conservation futures and bonds for the large expenditures in park land. Thus, the people will have a say in the approval of those large acquisitions which impact them the most and advance the park system the most. If funding sources are not realized, then either the LOS Standards will have to be adjusted in recognition of the ultimate abilities of the county resources, or limits on future development and land uses will have to be enacted.

Throughout the capital facilities plan, non-capital alternatives are presented to reduce the financial impact of needed capital facilities. It is expected that these alternatives will lessen the imbalance in the financial resources of the plan. Also, not all of the park expenditures are necessary to accomplish the plan. Only those which present the best opportunity for park enhancement will be accomplished and thus some savings should be realized.

Section 31.02.820

Goals of the Capital Facilities Plan

1. Ensure that County public facilities necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards. See Table 12 below for County public facilities which require concurrency with development.

Table 12 - Concurrency Requirements

| Facility | At time of Development | Within 6-Years of Development with Financial Commitment | No Requirement |
|----------------------------------|------------------------|---|----------------|
| Parks & Recreation | No | Yes | N/A |
| Solid Waste | No | Yes | N/A |
| Sanitary Sewer | No | Yes | N/A |
| General Administration | No | No | No Requirement |
| Courts | No | No | No Requirement |
| Detention & Correction | No | No | No Requirement |
| Law & Justice | No | No | No Requirement |
| Flood Control Devices | Yes | N/A | N/A |
| Equipment Maintenance Facilities | No | No | No Requirement |
| Schools | No | No | No Requirement |

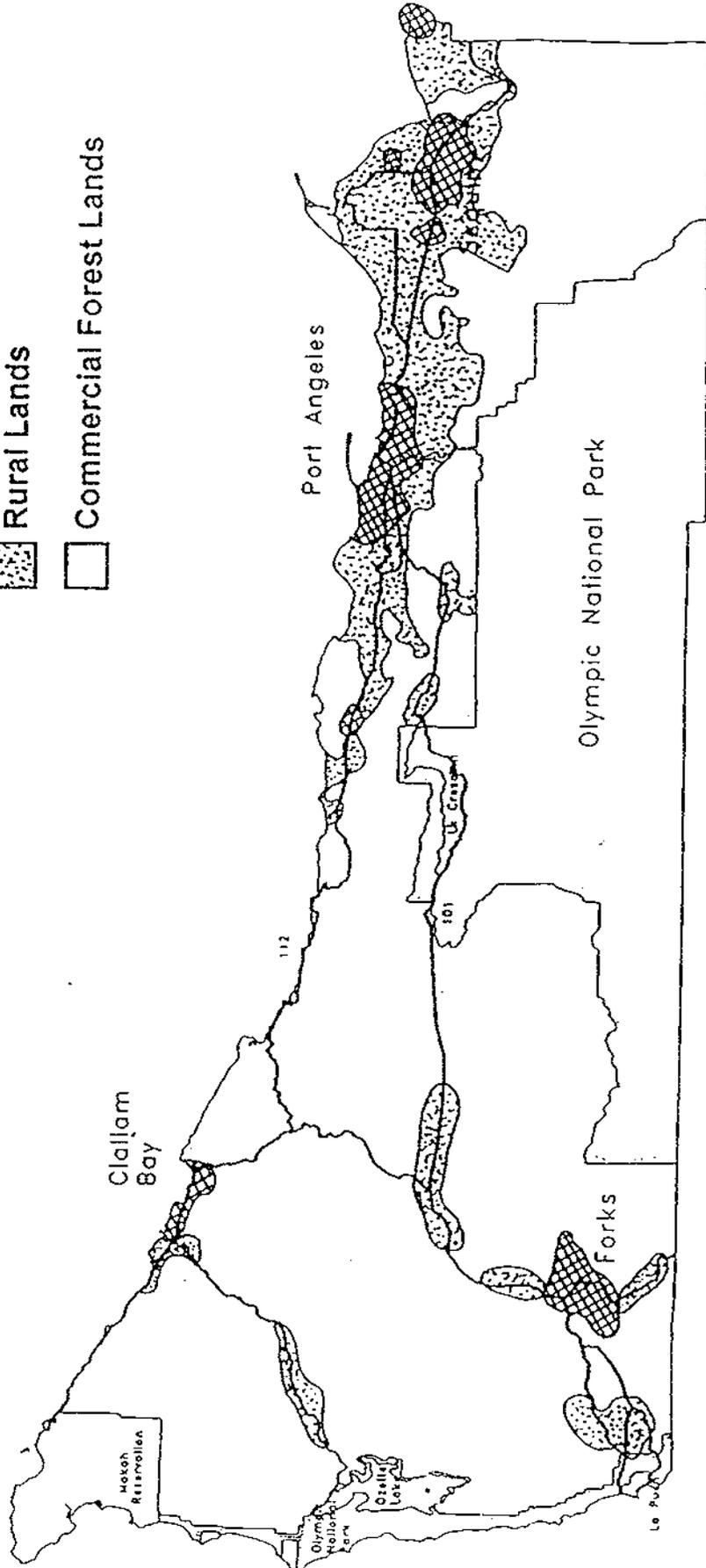
2. Encourage development in urban areas where adequate public facilities exist or can be provided in an efficient manner.
3. Encourage the retention of open space, development of recreational opportunities, access to natural resource lands and water, and development of parks. Existing managed public access to public forest lands for recreation should be maintained.
4. Establish Level of Service (LOS) standards for County public facilities.
5. Prepare a six-year financial plan for any public facilities which need to be developed as a result of LOS requirements and projected changes in population. The six-year financial plan should be based on cost estimates for capital improvements which are identified in the plan. See Table 14 and 15 for a summary of the financing plan.
6. Allow private investment to assist in the accomplishment of achieving LOS.
7. Ensure that the costs of operation and maintenance are analyzed to assure that future budgets will be able to maintain facilities.
8. Coordinate the Capital Facilities Plan with other elements of the Clallam County Comprehensive Plan.
9. The Capital Facilities Plan should be coordinated and be consistent, where possible, with the plans and policies of other entities within the region, adjacent counties, and municipalities.

Section 31.02.910

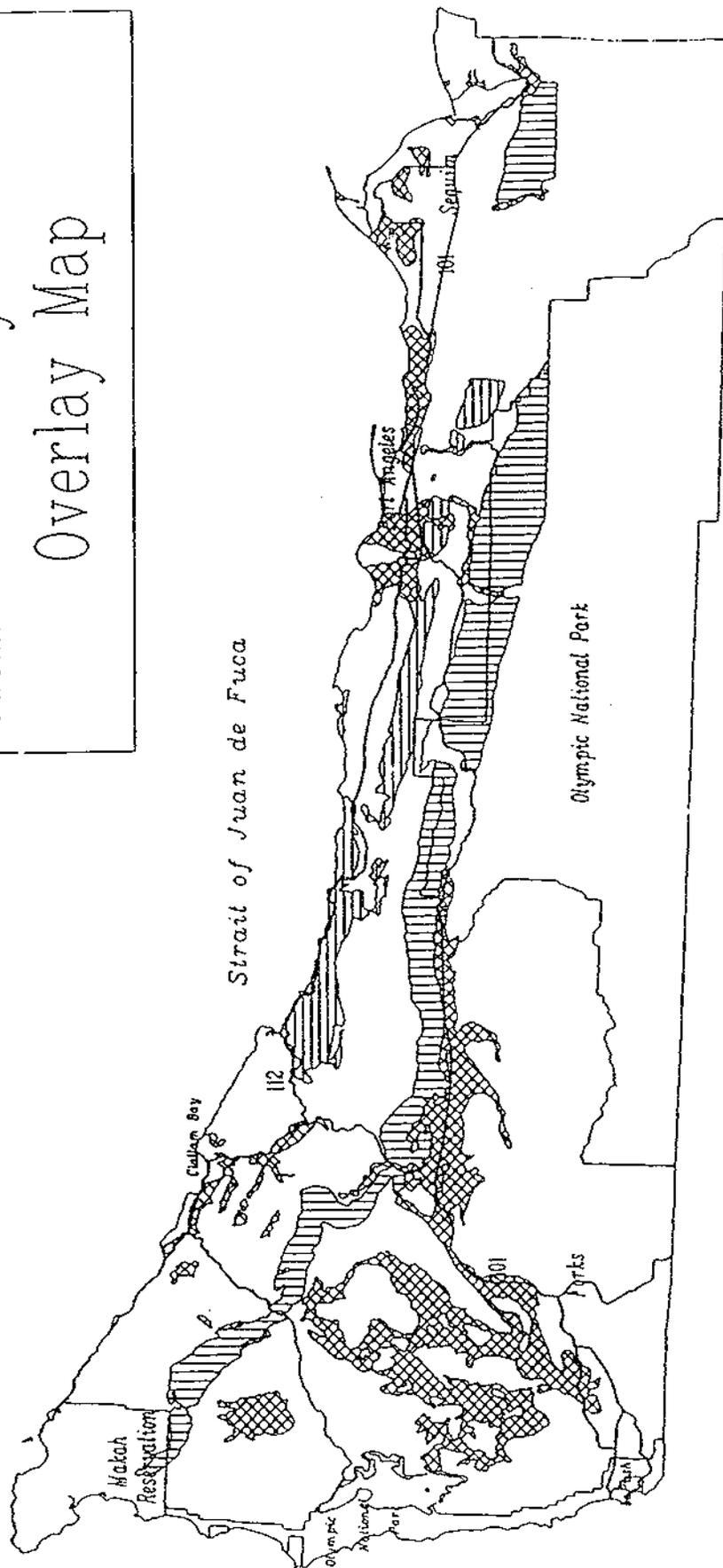
Generalized Land Use Maps. The "Generalized County-wide Comprehensive Plan Map" in this section depicts the general location and distribution of county urban growth areas, rural lands and commercial forest lands. These three general land uses form the framework for more specific land use designations, which are found in one of the regional sub-area plans.

Clallam County Generalized County-wide Comprehensive Plan Map

- Urban Growth Areas
- Rural Lands
- Commercial Forest Lands



Clallam County Mineral Overlay Map



- Legend
-  Sand and Gravel
 -  Rock
 -  Industrial Mineral
 -  Metallic Mineral

Note: Mineral resource lands also include areas designated under the Generalized Clallam County Comprehensive Plan as Commercial Forest and existing mining operations.

Prepared by Clallam County Department of Community Development, July, 1994. The areas shown on this map are mineral resource lands as provided by the Washington Department of Natural Resources.

The Generalized County-wide Comprehensive Plan Map does not depict precise boundaries or locations of the three general land uses. The specific locations are identified in one of the regional sub-area plans. The Generalized County-wide Comprehensive Plan Map does identify the general locations of these land uses, however, and regional sub-area plans must be consistent with these designations. For example, the Generalized County-wide Comprehensive Plan Map identifies eight urban growth areas for Clallam County. It is expected that regional sub-area plans will include these urban growth areas in the regional plan, and will not add any additional urban growth areas. However, the precise boundaries of the urban growth areas is left to the discretion of the regional plans, provided that the designations are consistent with the policies contained in Section 31.02.200 (Urban Growth and Sprawl).

Similarly, any change in the designation of commercial forest lands to urban growth areas or rural lands would require an amendment to the Generalized County-wide Comprehensive Plan Map.

This framework of a Generalized Land Use Map ensures that distribution of growth and conservation of rural and resource lands is accomplished from a county-wide perspective, while allowing for flexibility and local determination of precise boundaries in regional sub-area plans.

Adoption and/or amendments to regional sub-area plan maps must be found to be consistent with this Generalized County-wide Comprehensive Plan Map.

Chapter 31.07 - Implementation

| | |
|-----------|---------------------------|
| 31.07.100 | Overview of Issues |
| 31.07.200 | Implementation Goals |
| 31.07.300 | Plan Amendment Procedures |
| 31.07.400 | Severability |
| 31.07.420 | Repealer |
| 31.07.430 | Effective Date |

Section 31.07.100

Overview of Issues. The County Comprehensive Plan is a general guide to the orderly growth and development of land and physical improvements in Clallam County. Historically, the Comprehensive Plan is generally not considered to be a regulatory document. The Growth Management Act of 1990, however, requires that Clallam County "enact development regulations that are consistent with and implement the comprehensive plan. [The county] shall perform their activities and make capital budget decisions in conformity with their comprehensive plan. (Chapter 36.70A.120 RCW)

Government has the authority and responsibility to protect the public health, safety, and welfare. Pursuant to this authority, regulation or limitations to the use of private property is allowed under the police powers of the federal and state constitutions. Accordingly, local government may limit the use of property through land use planning, zoning, and environmental regulations. Courts have recognized, however, that if government regulation goes "too far", it may constitute a taking of property.

Taking of private property for public purposes is also protected under the federal and state constitutions. Government cannot take property for public purposes unless just compensation is made. Property owners are also provided a substantive due process

which protects an individual's property from arbitrary regulation. Recent federal and state court cases continue to provide further interpretation of what is a constitutional taking.

The State Attorney General's Office is charged with providing guidance to local governments through implementation of the Growth Management Act. The Attorney General provided five warning signals as examples of situations which may raise constitutional issues. The warning signals are phrased as questions which should be reviewed regarding the potential impact of a regulatory action on specific property. The questions are:

1. *Does the regulation or action result in a permanent physical occupation of private property?*
2. *Does the regulation or action require a property owner to dedicate a portion of property or to grant an easement? (The dedication of property must be reasonably and specifically designed to prevent or compensate for adverse impacts of the proposed development and substantially advances a legitimate governmental interest.)*
3. *Does the regulation deprive the owner of all economically viable uses of the property?*
4. *Does the regulation have a severe impact on the landowner's economic interest?*
5. *Does the regulation deny a fundamental attribute of ownership?*

County residents have a strong desire to see their investment in homes and quality of life protected. Some of the most emotionally charged issues in the County occur when residents perceive proposed land uses as a threat to their homes and quality of life. Land use regulations which acknowledge and protect the rights of citizens to the quiet enjoyment of their homes and lands and which protect their quality of life will considerably reduce these conflicts.

Potential homeowners rely upon existing zoning and existing uses in a neighborhood when purchasing a home, which is one of the most important decisions in their lives. At the time of purchase, a home owner makes a commitment which is literally cast in concrete, as a home cannot be moved or reoriented to avoid a new incompatible use. In addition, moving to a new home may not be an option, either for financial reasons or because of emotional ties to the property. New development must be required to be compatible with existing neighborhoods: protection of the home must be one of the highest priorities of County government.

Landowners and citizens also desire that land use regulations and decisions are timely, fair, and predictable. Changes to regulations, or the "fear" of changes, have forced many landowners in Clallam County to prematurely develop or subdivide their property. Delays in the permit process lead to frustration by the development community and attempts to weaken land use regulations. Citizens and landowners adjacent to proposed developments also want assurance that the decision-making process is open and fair to all people concerned, and that land use restrictions are not continuously being changed.

There are generally three tiers of increasing development review. The first tier is land uses which are permitted outright, like homes in single family zones on existing lots. The second tier is land uses that may or may not be objectionable, or where additional information and scrutiny may be warranted. For example, bed and breakfast inns in most rural areas can be compatible but review and scrutiny might be warranted. The third tier is land uses that are more likely to raise objections, and public debate and consideration are warranted. For example, large subdivisions, commercial rezones, etc. generally warrant public debate and consideration. (Rezoning requires an ordinance and by state

law, a public hearing is required. Subdivisions require notice to adjacent property owners with the right to request a public hearing before the Planning Commission.)

There are several ways to make land use decisions timely, fair and predictable. In general, a comprehensive plan or regulation with more specific standards and environmental analysis, the better likelihood that a development project can be approved by administrative staff. For example, a development project which provides for appropriate land uses, specific landscaping or other performance standards, should be acceptable and quickly approved. Such land uses could move from the third tier explained above, to the second tier, or the second tier to the first tier. Having adopted comprehensive plan and regulations standards gives landowners assurance that objective, consistent standards will be applied to the project, rather than be subject to "conditions" of approval which are often viewed as being inconsistent and arbitrary.

Land use decisions can also be taken out of the political process and handed over to an hearing examiner. Washington State Law authorizes an appointed hearing examiner to consider and make decisions on plat applications, zoning amendments not of general applicability, conditional uses, variances and shoreline permits. The legal effect of decisions made by a hearing examiner can either be recommendations to the elected officials, or final, subject to appeal to the elected officials.

There are several avenues which are used to implement the comprehensive plan. Development regulations, such as zoning and land division standards, provide the specific criteria and standards for land uses in the County. Under growth management, development regulations will have to be consistent with the comprehensive plan. For example, if an area is designated in the comprehensive plan for residential purposes, it would not be possible to designate the area under a zoning ordinance as commercial. In this case, a commercial zoning designation would require a comprehensive plan amendment, which could occur no more frequently than one time per year.

The Plan's goals can also be achieved merely by making known the existence of the Plan and what it contains. Distribution of the plan to other public and private agencies can improve the chance that the plan will be implemented.

The County can make citizens aware of programs which give incentives to use land consistent with the Comprehensive Plan. Examples of such incentives include the Open Space Taxation Act, state forest and agriculture land tax laws, planned unit developments and grant programs.

Many activities that the County pursues, whether they be educational or physical improvements, are accomplished with the use of state, federal and private grant funds. The ability to access these funding sources depends upon a clear policy document adopted by the County. This plan can achieve many of its objectives through active pursuit of grant funds, as well as lessening the financial burden of local citizens.

The capital budget of the County and other public agencies can achieve many of the goals of the capital facilities element of the plan. Investment in facilities such as roads, utilities, public buildings, parks, and transportation systems has a direct impact on the pattern of County development. Capital budget decisions of the County must be consistent with the Comprehensive Plan, as well as actions of State agencies. Other local public agencies are not mandated to invest in facilities as outlined by the plan, although they must follow the general land use plans.

Implementation of the plan must also include monitoring of new developments throughout the county so that the effectiveness of the plan and growth patterns are determined. The process for review and amendment of this plan must include active public participation in the process. The process for implementation of the plan must be designed in a manner which is clear, well-coordinated and understandable.

The goals and policies of this plan should be achieved first through incentives and public investments, and second through regulatory measures. Regulations should be the least restrictive to private property as necessary to accomplish the goals and objectives of this plan.

Section 31.07.200

Implementation Goals

1. Clallam County shall assure that land use plans and regulations do not take private property for public use without just compensation having been made and that land use regulations and decisions are not arbitrary and discriminatory.
 - a. Prior to adoption of regulations, the County should incorporate procedures recommended by the Attorney General. The Prosecuting Attorney's Office should be consulted prior to adoption of land use plans and regulations to ensure that they meet the constitutional limits of authority.
 - b. After adoption of GMA approved plans, the County should "de-politicize" specific land use development decisions, including consideration of a hearing examiner system and grants of administrative authority.
2. The comprehensive plan, land use regulations and/or environmental analysis should provide clear guidance to landowners and citizens as to the appropriate land uses and standards for development.
 - a. The County should review land use decisions which include conditions of approval that are commonly applied and standardize them.
 - b. The County should complete an environmental impact analysis of the land use plan and regulations which could allow future developments the ability to use in development of site-specific development projects. When combined with specific performance standards for development, projects that are proposed should be compatible with adjacent land uses and will include adequate protection for the environment. For example, a residential subdivision should generally not be required to complete additional environmental impact analysis when the County has adopted appropriate land use densities, sewage, drainage and traffic standards based on a thorough environmental analysis. If a project meets the standards, then it should be reviewed in a timely manner and considered to be appropriate and protective of the public health, safety, and welfare.
3. Landowners shall be notified when changes are proposed to land use plans and regulations, such as comprehensive plan amendments, rezones or ordinance amendments, including this plan. The ability of the County to initiate changes to the comprehensive plan or regulations should be limited to every five or ten years except for emergencies or clear public need.

The County shall provide written notice to landowners prior to public hearings on proposed changes to land use plans and regulations, including plans and regulations of general applicability when substantive changes are proposed, including this plan.

4. Regulation of private property for protection of the public health, safety and welfare should be the least intrusive to property owners. Where the public desires more public benefit from private property, incentives such as density bonuses, tax breaks, etc. should be provided.
A purchase of development rights program for wetlands and other critical/resource lands that have public benefit should be pursued.
5. The County and State should work cooperatively to assure that duplication of efforts or permits are not required.
6. Continuous opportunities for involvement of citizens in the planning process should be provided and encouraged. The public should be educated as to the purpose and benefits of planning and regulations.
7. To inform interested public and private agencies of the Plan's purposes and goals and enlist their cooperation in its implementation.
8. To encourage use of state tax relief laws which promote land uses which are consistent with the Plan.
9. To promote incentive measures which encourage innovative development which furthers the goals of the Plan.
10. To enact reasonable regulations and amend existing regulations which promote the goals and the land use pattern set forth in this Plan.
11. To encourage the planning and construction of public improvements which further this Plan unless emergency conditions require otherwise.
12. Monitor the effectiveness of the Comprehensive Plan. The Planning Director, or designee, shall report annually to the Planning Commission and Board of County Commissioners on growth management issues as outlined in the following table. This report shall be prepared prior, or concurrent with, the County's consideration of any annual amendments to the Comprehensive Plan.

Table 16 - Implementation

| CATEGORY | MONITORING MEASURES |
|-----------------------|---|
| General | |
| <i>Population</i> | Total County Growth -- births, deaths, net migration |
| <i>Demographics</i> | Age |
| <i>Development</i> | Land Divisions, Building Permits, Shoreline and Critical Area Permits |
| <i>Activity</i> | |
| <i>Funding</i> | Planning Division and Department of Community Development budget |
| <i>Policies</i> | Report on unfinished agenda (implementation) in Plan -- set annual work plan |
| Resource Lands | |
| <i>Forestry</i> | Timber Harvest levels -- private and state; employment |
| <i>Forest Land</i> | Class IV Forest Practice Permits -- total number, acreage and location |
| <i>Conversion</i> | |
| <i>Forest Land</i> | Changes and additions, including all existing parcels benefiting from open space tax status |
| <i>Taxation</i> | |
| <i>Agriculture</i> | Agricultural production; employment |
| <i>Agricultural</i> | Residential or non-residential land development -- acreage and location |
| <i>Conversion</i> | |
| <i>Minerals</i> | Extraction - quantities, sites, etc. |

CATEGORY**MONITORING MEASURES****Urban Growth & Sprawl**

| | |
|---|---|
| <i>Annexations</i> | Location, acreage, and populations annexed |
| <i>Population Growth</i> | Within cities, UGAs and rural areas -- measurement should be either by estimated population or building starts, and development densities |
| <i>Public Facilities</i> | Water, sewer and transportation improvements -- locations |
| <i>UGA locations</i> | Amendments to boundaries |
| <i>Housing</i> | Multi-family housing starts |
| <i>Commercial or Industrial Development</i> | Location -- inside or outside UGAs; development intensity |

Natural, Historical and Cultural Resources

| | |
|--|---|
| <i>Water Quality</i> | Surface and Groundwater Monitoring Results |
| <i>Fish and Wildlife</i> | Health of Fish and Wildlife Stocks |
| <i>Wetlands</i> | Loss, Gain, Enhancements -- Location and acreages |
| <i>Groundwater</i> | Results of studies on quantity |
| <i>Floodplains</i> | New development within Flood Hazard Zones |
| <i>Geologic Hazards</i> | New development within Geologically Hazardous areas |
| <i>Solid Waste and Recycling</i> | Program Development; collection statistics |
| <i>Open Space</i> | Tax incentive programs; innovative development options; corridor protection |
| <i>Historic & Cultural Resources</i> | New site locations; alterations or losses of significant resources |

Transportation

| | |
|----------------------------------|---|
| <i>Level of Service</i> | County roads and state highways |
| <i>Traffic Growth Rates</i> | Average Daily Traffic |
| <i>Accidents</i> | Locations |
| <i>Road/Highway Improvements</i> | Locations, Costs |
| <i>Access</i> | Road approach permits by road type |
| <i>Transit</i> | Ridership |
| <i>Airports</i> | Use and Improvements |
| <i>Non-motorized</i> | Improvements -- locations |
| <i>Finance</i> | Costs per Transportation system category; 6-year improvement plan |

Affordable Housing

| | |
|--------------------------|---------------------|
| <i>New Construction</i> | Average Value, Type |
| <i>Demolition</i> | Number and Type |
| <i>Mobile Home Parks</i> | Gains or Losses |

Economic Development

| | |
|----------------------------|---------------------------------------|
| <i>Jobs</i> | Jobs per household |
| <i>Per Capita Earnings</i> | Per Capita Income |
| <i>Poverty</i> | Poverty Rate percentage of Population |
| <i>Unemployment</i> | Unemployment Rate |

| CATEGORY | MONITORING MEASURES |
|-----------------------------|---|
| <i>Business Growth</i> | Building Starts or Improvements |
| <i>Regulatory Framework</i> | Timeliness of Permit Process; improvements to process |
| <i>Infrastructure</i> | Improvements - location |
| Utilities | |
| <i>Electric Service</i> | New Service Areas |
| <i>Telecommunication</i> | Improvements -- locations, type |
| Capital Facilities | |
| <i>Level of Service</i> | Current service levels |
| <i>Finance</i> | Capital Budget; 6-year financing plan |

13. To facilitate development consistent with the purposes of this plan by establishing a development permit coordination procedure which minimizes project application processing time.
14. To encourage renovation and upgrading of deteriorating development to maintain aesthetic values.
15. To design implementing regulations so that innovative and unique developments are encouraged.
16. Actively pursue grant funding in order to accomplish the plan's objectives.
17. Zoning and other land use regulations shall be vigorously enforced.
18. Pre-existing lots or parcels which do not meet the minimum lot size requirements of the land use classification in which it is located may be occupied by a use permitted in the zone subject to all other applicable County and State development requirements. In residential zones permitting multi-family dwellings, such multi-family structures shall be permitted only on a lot meeting the minimum standards of this code regarding minimum area required for multi-family dwellings.
19. Pre-existing, non-conforming land uses should be allowed to expand only through the issuance of a conditional use permit when the proposed expansion is consistent with the policies of the Comprehensive Plan and is compatible with the surrounding neighborhood.
20. To protect the public welfare, the rights of home owners to the quiet enjoyment of their homes and lands should be protected in the following manners:
 - a. Potentially conflicting uses shall be designated as special or conditional uses. Potentially conflicting uses shall be defined as any uses which could cause adverse impacts exceeding the impact of worst-case placement of a single family dwelling on the adjacent parcel.
 - b. The Zoning Code shall be structured to allow the County considerable latitude in mitigating adverse impacts of potentially conflicting land uses on existing residential development through measures such as, but not limited to, directing development to a specific portion of the property.
 - c. If such uses can not be sufficiently mitigated, the County shall have the authority to deny them.

- d. Rezoning of property adjacent to existing residential development shall require a showing of a clear and compelling public benefit.

Section 31.07.300 Comprehensive Plan May be Amended. Whenever public necessity, convenience and general welfare require, the boundaries of the land use designations established on any comprehensive plan map of Title 31, and other provisions of this title may be amended consistent with the procedures and criteria in the following sections.

Section 31.07.310 Initiation of Amendment. Amendments of this Title may be initiated by one of the following methods:

1. By the application of a majority of owners of property which is proposed to be reclassified; or
2. By the application of a person to amend the text of this Title; or
3. By the adoption of a motion by the Board of County Commissioners requesting the Planning Commission to act on a specific amendment and to set the matter for hearing and made a recommendation, along with the reason for requesting the amendment; or,
4. By adoption of a motion by the Planning Commission.

Section 31.07.320 Initiation of Amendment Application. An application to amend this chapter shall be filed with the Planning Department on forms prescribed by the Administrator. If the application is for an amendment to the official comprehensive plan map, it shall include a legal description and a map showing the location of the property to be redesignated. A map amendment application must be signed by at least one of the property owners within the area proposed to be redesignated.

Each signer of an application for a comprehensive plan map amendment shall give his or her address, tax parcel number as shown in the Assessor's records, and such other information which the Administrator deems necessary for the Planning Commission and the Board of County Commissioners to make a well reasoned decision. A completed application shall be processed by the Administrator in a manner prescribed by state law.

Section 31.07.330 Public Hearing is Required. The Commission shall hold at least one (1) public hearing before taking action on any amendment to this title, and notice of such hearing shall be given as provided in the Clallam County Zoning Code (C.C.C. 33) applicable to zoning ordinance amendments. If, for any reason, testimony on any matter set for public hearing, or being heard, cannot be completed on the date set for such hearing, the planning commission may, before adjournment or recess of such matters under consideration, publicly announce the time and place of the continued hearing and no further notice is required.

Comprehensive plan amendments can occur no more frequently than once every year. All proposals shall be considered by the Planning Commission concurrently so the cumulative effect of the various proposals can be ascertained. However, the County may adopt amendments or revisions to the comprehensive plan whenever an emergency exists.

Applications can be filed at any time during the year. The Planning Director shall prepare a report to the Planning Commission in January of each year as to proposed amendments. The Planning Commission shall review the amendments and make

recommendations to the Board of Commissioners no later than April of the same year. The Commission shall make available those findings of fact upon which its action is based regarding approval or denial of the amendment application.

Section 31.07.340 Notice of Commission's Decision. When the Commission's action is to recommend approval or denial of an amendment, the Administrator shall notify the applicant by mailing a notice of the action of the Commission to the applicant at the address shown on the application. Other persons at the hearing requesting notice of the action shall be notified in the same manner as the applicant. A copy of the action together with the findings considered by the Commission to be controlling shall be forwarded to the Board of County Commissioners within ten (10) days of said action. The findings shall be made available to the public upon request. Action on all amendments to the comprehensive plan or comprehensive land use maps, whether such action is a denial or approval, by the planning commission, shall be recommendations to the Board of County Commissioners with the final decision resting with the Board.

Section 31.07.360 Decision of the Board. After the receipt of the report and recommendations of the Planning Commission, or after the lapse of the prescribed time for the rendering of such report and recommendation by the Planning Commission, the Board of County Commissioners shall take action on the recommendation in the manner set forth in state law and the Clallam County Charter.

Section 31.07.370 Required Showing For An Amendment. The Planning Commission and the Board of County Commissioners shall determine that a proposed amendment is consistent with all the following criteria before approval:

1. It is consistent with the spirit and intent of this title.
2. It is consistent with all other County road, utility, land use and environmental plans and policies adopted by the County.
3. It will maintain the public health, safety, and welfare.
4. The amendment is necessary due to changed conditions or circumstances.
5. The cumulative effects of proposed changes have been assessed and determined to be consistent with the spirit and intent of this title.

Section 31.07.400 Severability. The provisions of the Plan are severable. If any portion of this Plan or any application thereof to any person or circumstance is held invalid or unconstitutional for any reason by a court of competent jurisdiction, such provision or portion thereof or any application thereof shall not affect the validity of the remaining portions of the plan or its applicability to other persons and circumstances.

Section 31.07.420 Repealer. The Clallam County Comprehensive Plan, Title 31 Clallam County Code is hereby repealed.

Section 31.07.430 Effective Date. This Plan is necessary for the preservation of the public health, safety and general welfare of the people of Clallam County, and shall take effect ten days following adoption by the Clallam County Board of Commissioners.

Section 2. The Board has determined that this ordinance is in the best interest of the public health, safety, and welfare.

Section 3. This ordinance shall become effective ten days after adoption.

ADOPTED this 27 day of June, 1995

BOARD OF CLALLAM COUNTY COMMISSIONERS

Dorothy Duncan
Dorothy Duncan, Chair

Dave Cameron
Dave Cameron

Phillip Kitchel
Phillip Kitchel

733883

ATTEST:

Karefi Flores
Karefi Flores, Clerk of the Board

cc: Community Development
file
minutes
Auditor