AGENDA

Clallam County Planning Commission

Planning Commission Meeting of Wednesday, September 17, 2025, 6:00 p.m.

The Planning Commission will conduct a regularly scheduled meeting in Room 160 of the Clallam County Courthouse, 223 East Fourth Street, Port Angeles, WA 98362 and by Zoom, meeting number 857 7304 5582 with passcode 12345. Materials regarding past and upcoming meetings are available at: https://clallamcountywa.gov/meetings

Meeting was cancelled due to lack of quorum

A. **CALL TO ORDER**

B. **PLEDGE OF ALLEGIANCE**

C. **ROLL CALL**

D. **WELCOME**

E. **APPROVAL OF MINUTES:** September 3, 2025

F. **ANNOUNCEMENTS:** 6-Year Transportation Improvement Plan hearing scheduled October 1, 2025 (materials included in this packet with the schedule).

G. **PUBLIC COMMENT on AGENDA ITEMS (not subject of hearing)** – Please Limit Comments to Three Minutes

H. **UNFINISHED BUSINESS:**

I. **PUBLIC HEARING/COMMISSION ACTION:**

J. **WORK SESSION ITEMS:** Continued work on Comprehensive Plan Update

K. **PUBLIC COMMENT** – Please Limit Comments to Three Minutes

L. **DISCUSSION OF PUBLIC COMMENTS**

M. **GOOD OF THE ORDER**

N. **ADJOURNMENT**

Members:
Chair, Steve Gale & Vice-Chair, Ron Long
Bonnie Booth; Thomas Butler; Katina Hester;
Kenneth Reandeau; Jane Hielman; Dann May; Warren Billups
Department of Community Development Staff:
Bruce Emery, Director; Tim Havel, Deputy Director, Donella Clark, Principal Planner

MINUTES

Clallam County Planning Commission

Meeting of September 3, 2025, 6:00 PM

A. CALL TO ORDER: The meeting was called to order at 6:00 p.m.

B. PLEDGE OF ALLEGIANCE.

C. ROLL CALL: Members present were Vice-Chair Ron Long, Ken Reandeau, Dann May, Katina Hester, Tom Butler, and Bonnie Booth. Bruce Emery, Director appeared online, and Tim Havel, Deputy Director, and Donella Clark, Principal Planner, represented staff from the Department of Community Development.

D. WELCOME: Vice-Chair Long welcomed all in attendance.

E. APPROVAL OF MINUTES: Commissioner Reandeau motioned to approve the minutes with Commissioner Booth seconding with Commissioner Hester requesting two corrections. Motion passed.

F. ANNOUNCEMENTS: Open Space Code was passed by the Board of County Commissioners August 26, 2025. Staff will work with the Assessor's to conduct the audit starting in 2026.

G. PUBLIC COMMENT PERIOD: John Worthington commented that he is wondering if there has been any changes requested by the Puget Sound Partnership realm regarding the Ecosystem Coordination Board. Did not see them or see any comments from them at the past meetings.

H. UNFINISHED BUSINESS: None.

I. PUBLIC HEARING ITEM: None.

J. WORK SESSION ITEMS: Staff discussed the contents of the packet and the strike and underscore within the County Wide Plan and turned the discussion to the Planning Commission for revisions, additions, or support. Commissioners brought up several discussion points such as Short-Term Rentals (STR), geologic hazards and earthquakes, highway connections, road designs, timber industry, marine areas, and adding known hazards. Language regarding STRs will likely be added in the next draft. Staff will report back regarding including language that may influence the road department to consider designing roads with character instead of just straightening and widening. Climate element will address known hazards and will become a section in the Comprehensive Plan.

   Discussed Commissioner Hester's recommendation of adding language to rural character to include other characteristics such as community ties.

K. PUBLIC COMMENT PERIOD: John Worthington commented about the 3% spewing grade that produces good habitat for salmon.

L. DISCUSSION OF PUBLIC COMMENTS: None.

M. GOOD OF THE ORDER:

N. ADJOURNMENT: The meeting adjourned at __7:23_ p.m.

Clallam County Six-Year (2026-2031) Transportation Improvement Program (TIP) Schedule

Public Meeting	Public Comment Taken	Location
August 25, 2025 9:00 a.m. Board of County Commissioners Work Session: Introduce Draft Six Year (2026-2031) TIP Update	No[1]	Clallam County Courthouse, Room 160 223 East 4th Street, Port Angeles, WA *Phone/Video Remote Option Available*[2]
October 1, 2025 1:30 p.m Clallam County Trails Advisory Committee Regular Meeting- TIP Presentation	Yes	Clallam County Courthouse, Room 160 223 East 4th Street, Port Angeles, WA *Phone/Video Remote Option Available*[2]
October 1, 2025 6:00 p.m. Clallam County Planning Commission Public Hearing: Draft Six Year (2026-2031) TIP Update	Yes	Clallam County Courthouse, Room 160 223 East 4th Street, Port Angeles, WA *Phone/Video Remote Option Available*[2]
October 13, 2025 9:00 a.m. Board of County Commissioners Work Session: Planning Commission recommendation on Draft Six Year (2026-2031) TIP Update	No[1]	Clallam County Courthouse, Room 160 223 East 4th Street, Port Angeles, WA *Phone/Video Remote Option Available*[2]
October 14, 2025 5:00 to 7:00 p.m. Board of County Commissioners Port Angeles County Budget Town Hall Public Meeting	Yes	Clallam County Courthouse, Room 160 223 East 4th Street, Port Angeles, WA *Phone/Video Remote Option Available*[2]
October 22, 2025 5:00 to 7:00 p.m. Board of County Commissioners Sequim County Budget Town Hall Public Meeting	Yes	Guy Cole Event Center 202 N. Blake Ave, Sequim, WA
October 29, 2025 5:00 to 7:00 p.m. Board of County Commissioners Forks County Budget Town Hall Public Meeting.	Yes	Forks City Hall 500 E. Division St., Forks, WA
November 3, 2025 9:00 a.m. Board of County Commissioners Work Session: Six Year (2026-2031) TIP Update	No[1]	Clallam County Courthouse, Room 160 223 East 4th Street, Port Angeles, WA *Phone/Video Remote Option Available*[2]
November 4, 2025[3] 10:30 a.m. Board of County Commissioners Public Hearing: Six Year (2026-2031) TIP Update	Yes	Clallam County Courthouse, Room 160 223 East 4th Street, Port Angeles, WA *Phone/Video Remote Option Available*[2]

[1]Refer to other opportunities to provide comment at the public meetings noted in the table above. Public comments can also be provided either in-person or remotely during the designated public comment period at the Board of County Commissioners Regular Meetings held normally on Tuesday's starting at 10:00 a.m.

[2]For access to live and archived meeting recordings and agendas go to the following link and find upcoming or past event: https://clallamcowa.portal.civicclerk.com

[3]The Six Year (2026-2031) TIP and 2026 Annual Construction Program (i.e., first year of TIP) must be adopted by Resolution PRIOR TO County Commissioner adoption of the 2026 Clallam County Budget. The Six Year (2026-2031) TIP Update is scheduled to be adopted on November 4, 2025, following a public hearing, with possible extension of hearing or adoption to November 25, 2025. The 2026 Clallam County Budget is scheduled to be adopted on December 2, 2025, following a public hearing, with possible extension of hearing and adoption to December 9, 2025.

Where to View/Obtain the Draft Six Year (2026-2031) Transportation Improvement Program (TIP):

The Draft Six Year (2026-2031) TIP is available on Clallam County Public Works webpage at:
https://www.clallamcountywa.gov/626/Six-Year-Transportation-Improvement-Prog

Copies of the Draft Six Year (2026-2031) TIP can also be obtained at the below address during regular business hours or be emailed/mailed upon request by contacting:

Clallam County Public Works Department
RE: Six-Year Transportation Improvement Program
223 East Fourth Street, Suite 6
Port Angeles, WA 98362-3000
Email: web_roads@clallamcountywa.gov
360-417-2379 or 360-417-2434

For More Information: Visit or contact the Clallam County Public Works Department—*see above*.

How to Provide Oral Public Comments

Refer to the above table for scheduled public meetings that will accept public comment on the Draft Six Year (2026-2031) TIP Update. Public comments can also be provided either in-person or remotely during the designated public comment period at the Board of County Commissioners Regular Tuesday Meetings (meetings start at 10:00 a.m.).

Where to Send Written Comments:

Clallam County Public Works Department
RE: Six-Year (2026-2031) Transportation Improvement Program
223 East Fourth Street, Suite 6
Port Angeles, WA 98362-3000
Email: web_roads@clallamcountywa.gov

Or: Board of County Commissioners

RE: Six-Year (2026-2031) Transportation Improvement Program
223 East 4th Street, Suite 4
Port Angeles, WA 98362-3015

SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM
2026 TO 2031

Clallam County Public Works/Roads Department
223 E. Fourth Street, Suite 6
Port Angeles, WA 98362-3000
web_roads@clallamcountywa.gov

DRAFT

Clallam County Six-Year (2026-2031) Transportation Improvement Program (TIP)

Guide to Codes and Acronyms

Road Functional Class

06=Rural Minor Arterial
07=Rural Major Collector
08=Rural Minor Collector
09=Rural Local Access
16=Urban Minor Arterial
17=Urban Collector Arterial
18=Urban Minor Collector
19=Urban Local Access
00=No functional classification (e.g., trails)

Improvement Types

01=New construction
02=Relocation Project
03=Reconstruction
04=Major Widening
05=Minor Widening
06=Other Enhancements
07=Resurfacing
08=New Bridge Construction
09=Bridge or Culvert Replacement
10=Bridge Rehabilitation
11=Minor Bridge Rehabilitation
12=Safety/Traffic Operation
23=Transit
32=Non-Motor Vehicle Project (e.g., trail)

Project Phase

PL/PE = Planning Studies/Preliminary Design
PE = Preliminary Engineering
RW = Right-of Way
CN = Construction

Funding Status

C = Completed Phase in prior year(s).
S = Secured (funded)
S/P = Secured partial funding or application for funding pending.
P/U = Planned (Unfunded).

Federal Fund Codes

FEMA=Federal Emergency Management Agency
FLAP=Federal Lands Access Program
HSIP=Highway Safety Improvement Program
STBG=Surface Transportation Block Program
STP(BR)=Surface Transportation Program (Bridge)
TA=Transportation Alternatives
NHSAM=National Highway System Asset Management Program
USFWS=U.S. Fish & Wildlife Service
NOAA=Natl. Oceanic & Atmospheric Administration Fish Barrier Grant
RAISE=Rebuilding American Infrastruture with Sustainability and Equity

State Fund Codes

CAPP=County Arterial Preservation Program
RAP=Rural Arterial Program
UATA=Urban Arterial Trust Account
RCO=Recreation Conservation Office
RCO-FBRB = RCO Fish Barrier Removal Board
RCO-SRFB = RCO Salmon Recovery Funding Board
RCO-WCRRI = RCO WA. Coast Restoration & Resiliency Initiative

Other Fund Codes (local funding)

PRVT=Private Donation
LEKT = Lower Elwha Klallam Tribe
JSKT=Jamestown S' Klallam Tribe Tribal Transporation Funding
CCLTG=Clallam County Lodging Tax Grant
REET=Clallam County Real Estate Excise Tax Funds
OTHER=Excess funds from Deer Park Underpass project only eligible on another federal funded project.

Local Funds By Phase Explanation

Local funding comes primarily from the property tax road levy and the County's share of the state Motor Vehicle Fuel Tax. Other potential funding may include Real Estate Excise Tax and other County funding.

Agency: Clallam County
County No.: 5

CLALLAM COUNTY
SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM
2026 - 2031

Hearing Date: 11-04-2025
Adoption Date: 11-04-2025
CR Resolution No.: CR No.

TIP Project No.	PROJECT IDENTIFICATION A.Project/Road Name(Road Log/Bridge No.); [Project No.] B. Beginning and End Milepost (MP) or Termini C. Description of Work D:Total Project Federal, State and/or Other Outside Funding (prior/future)	Functional Class	Improvement Types(s)	Total Length (mi.)	PROJECT COSTS IN THOUSANDS OF DOLLARS Project Phase	Funding Status	Phase Start	FUNDING SOURCE INFORMATION (BY PHASE) Federal Fund Type	Federal Funds by Phase	State or Other Fund Type	State or Other Funds by Phase	Local Funds by Phase	Total	EXPENDITURE SCHEDULE (LOCAL AGENCY) *(See Footnote)* 2026	2027	2028	2029 to 2031
ROAD CAPITAL CONSTRUCTION PROJECTS																		
1	**Black Diamond Road (31030) [698-1507] MP 2.66 to MP 3.40** Realign roadway, widen shoulders, flatten slopes and install a shared use path. *HSIP = $828,000*	8	5 12 32	0.74	PE RW CN	S P/U P/U	2015 2027 2029	HSIP	0 50 794			44 5 307	44 55 1101	35	35 150	10	970
					Totals				844		0	356	1,200	35	185	10	970
2	**Dungeness Natl. Wildlife Refuge(DNWR) Access Improvements (45350, 45890, 94170) [698-2001]** Relocate part of the Voice of America Rd. away from bluff; realign the Kitchen-Dick Rd and Lotzgesell Rd. curve; add dedicated left-turn lane into the County Park and DNWR entrance; and widening. *FLAP = $1,729,438*	7 9	2 5 6 7	1.44	PE RW CN	S C S	2022 2026	FLAP	166 1,563			26 244	192 0 1,807	20 1355	 200		
					Totals				1,729		0	270	1,999	1,375	200	0	0
3	**Edgewood Drive (93110) - Rife Rd. to Reddick Rd. MP 0.87 to MP 2.38 [698-2303]** Rehabilitate, resurface, restore, widen, and partial realignment *RAP = $1,072,900 (Total RAP funding awards expected to be $2,400,000 over next four years).*	7	3 5 7	1.51	PE RW CN	S P/U P/U	2024 		 	RAP	115 250 2,035	35 50 756	150 300 2791	80 300 	20 	10 	 2,791
					Totals				0		2,400	841	3,241	380	20	10	2,791
4	**Heath Road (45850) [698-1910] MP 0.00 to MP 1.50** Shoulder widening	9	5	1.5	PE RW CN	S S S	2024 2024 2027		 		 	30 30 65	30 30 65	15 30 	 65		
					Totals				0		0	125	125	45	65	0	0
5	**Hoko-Ozette Road (#91460) M.P. 19.5.** Relocate road segment (~ 400 feet or less) away from slide area, reconstruct and resurface. May need 40 to to 50-feet of additional right-of-way.	7	2 3 7	0.08	PE RW CN	S S S/P	2024 2025 2028		 		 	10 10 150	10 10 150	5 5 	10 5 	 150	
					Totals				0		0	170	170	10	15	150	0
6	**Safety Action Plan** Conceptual designs and public process for potential future improvements and state/federal future road safety grant application.s	7	3 6 7	0.2	PE RW CN	S 	2025 		209 		 	52 	40 0 0	150 	100 	11 	
					Totals				209		0	52	261	150	100	11	0
7	**Joyce Piedmont Road (92210) [SCP-21001] MP 0.0 to 4.3** Reconstruction, realignment, widening, resurfacing and safety improvements. *Project delivered by Western Federal Lands Highway Division . FLAP = 6,487,000 (Use State Toll Credits for Match)*	7	2 3 4 7	4.3	PE RW CN	S S S	2019 2026 2027	FLAP	564 5,923	State Toll Credits	923	30 90 	594 90 6,846	5 90 	5 	5 	15
					Totals				6,487		923	120	7,530	95	5	5	15
8	**South Airport Road (93230) MP 0.00 to MP 0.682 [698-2202]** Pre-level and overlay and section of grind and overlay. Cooperative project with the City of Port Angeles. *NHSAM = $1,425,400*	16	7	0.68	PE RW CN	S S	2022 2025	NHSAM	20 1,405		 	30 50	 	 10	 	 	
					Totals									10	0	0	0
9	**Towne Road (52270) MP 0.76 to MP 1.99** Spot improvements for shoulders and sight distance between Woodcock Road and future alignment on top of relocated levee.	9	6	1.23	PE RW CN	S S S	2025 2028 2029		 		 	70 60 460	70 60 460	5 	15 	10 60 	 460
					Totals				0		0	590	590	5	15	70	460

Agency: Clallam County
County No.: 5

CLALLAM COUNTY
SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM
2026 - 2031

Hearing Date: 11-04-2025
Adoption Date: 11-04-2025
CR Resolution No.: CR No.

TIP Project No.	PROJECT IDENTIFICATION A.Project/Road Name(Road Log/Bridge No.); [Project No.] B. Beginning and End Milepost (MP) or Termini C. Description of Work D:Total Project Federal, State and/or Other Outside Funding (prior/future)	Functional Class	Improvement Types(s)	Total Length (mi.)	PROJECT COSTS IN THOUSANDS OF DOLLARS Project Phase	Funding Status	Phase Start	FUNDING SOURCE INFORMATION (BY PHASE) Federal Fund Type	Federal Funds by Phase	State or Other Fund Type	State or Other Funds by Phase	Local Funds by Phase	Total	EXPENDITURE SCHEDULE (LOCAL AGENCY) *[See Footnote]* 2026	2027	2028	2029 to 2031
10	**Mary Clark Road (#20100)** M.P. 2.32 to M.P. 2.60 Realign road at Bear Springs Hatchery Corner	9	02 05 07	0.28	PE RW CN	S P/U P/U	2025 2030 2030					20 25 300	20 25 300	5	5	5	5 25 300
								Totals	0		0	345	345	5	5	5	330
11	**Old Olympic Hwy (94120) Resurface** M.P. 2.75 to M.P. 3.60 Resurface road between N Barr Road and Spring Road **STBG =$ 900,000**	7	3	0.85	PE RW CN	C S	2024 2025	STBG	 900			15		10			
								Totals						10	0	0	0
BRIDGE REPLACEMENT, PRESERVATION, AND REHABILITATION PROJECTS																	
12	**Clallam Slough Bridge Replacement (19400 BR1) [698-2004]** **On Frontier Street (19400) MP 0.07 to MP 0.44** Demolish bridge and replace with new bridge and approaches designed to current standards. Design anticipated to be completed in 2026. *STP(BR) = $4,492,050*	8	4 9	0.37	PE RW CN	S C S	2020 2027	STP(BR)	1,298 3,194				1,298 0 3,194	1,028	 3,194		
								Totals	4,492		0	0	4,492	1,028	3,194	0	0
13	**Hoko Falls Bridge (91460BR2) [698-1804]** **on Hoko-Ozette Road (91460) MP 6.88 to MP 6.91** Various bridge preservation work (replace expansion joints, clean bridge, prepare & paintbearings, seal deck).	7	10	0.03	PE RW CN	S S	2026 2029					25 175	25 0 175	5	5	15	 175
								Totals	0		0	200	200	5	5	15	175
14	**Sol Duc River Bridge (11200BR1) [698-2201]** **On Quillayute Road (11200) MP 6.47 to MP 6.52** Bridge preservation. Prep and paint steel truss bridge. *STP(BR) = $2,790,000*	8	10	0.05	PE RW CN	S S	2024 2026	STP(BR)	170 2,620				170 0 2,620	120 2,600	 20		
								Totals	2,790		0	0	2,790	2,720	20	0	0
15	**Weel Bridge (18760BR1) [698-2203]** **On Weel Road (18760) MP 0.39** Bridge preservation. Prep and paint steel girder bridge. *STB(BR) = $1,860,000*	9	10	0.19	PE RW CN	S S	2024 2027	STP(BR)	115 1,745				115 0 1,745	95 	 1725	20	
								Totals	1,860		0	0	1,860	95	1,725	20	0
CULVERT AND FISH PASSAGE CAPITAL PROJECTS																	
16	**Hoko Ozette Rd MP 18.5 on Lake Ozette Tributary (WDFW ID 20800150)** Fish passage improvement project. Delivered by Wild Salmon Center and Makah Tribe. *Design: pending NFWF = $200k; Private = $90k.*	7	9	0.01	PE RW CN	S P/U P/U	2025 					25			25 5		
17	**Whitcomb Dimmel Rd on Tassel Creek (WDFW ID 20800217)** Fish passage improvement project. Delivered by Wild Salmon Center. *Alternative Analysis; Private = $75k.*	9	9	0.01	PE RW CN	S P/U P/U	2025 					25		25			

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CLALLAM COUNTY
SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM
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18	**East Lake Pleasant Rd. Road Culvert Replacement on Quandry Creek (16170) MP 0.737.** Fish Passage Improvement Project. *Delivered by Wild Salmon Center. Design: NOAA = $135K, Private = $87k Construction: NOAA = $1.5M.*	9	9	0.01	PE	S	2023		130		75		205				
					RW	S	2024	NOAA		PRVT		15	15	10			
					CN	S	2026		1,600			5	1,605	5			
								Totals	1730		75	20	1,825	15	0	0	0
19	**Hoko-Ozette Road Culvert Replacement (91460) MP 5.77 and 5.79** Replace two failing culverts.	7	9	0.01	PE	S	2025					40	40	20	20	15	
					RW								0				
					CN	S	2029					400	400			400	
								Totals	0		0	440	440	20	20	415	0
20	**Johnson Creek Triple Culvert Replacement on Hoko-Ozette Rd (91460) MP 9.4 [SCP-21003].** Fish passage improvement. *Delivered by North Olympic Salmon Coalition. RCO-FBRB=$3,951,896; RCO-SRFB = $1,015,889; PSAR = $440,663; & USFWS = $72,090*	7	9	0.01	PE	C	2020		72		339	60	471				
					RW	S	2024	USFWS		RCO & PSAR		100	100	20			
					CN	S	2026				4,470	5	4,475	5	5		
								Totals	72		4,809	165	5,046	25	5	0	0
21	**Mina Smith Rd MP 1.55 on Dickey River Tributary** Fish passage improvement. Delivered by Wild Salmon Center *Design: NOAA = $135k; Private = $87k Construction: NOAA = $1.5M.*	9	9	0.01	PE	C	2023		135		87		222				
					RW	S	2024	NOAA		PRVT		25	25	5			
					CN	S	2026		1,500			5	1,505	5	5		
								Totals	1,635		87	30	1,752	10	5	0	0
22	**Undi Rd MP 1.34 on Bogachiel Tributary** Fish passage improvement. Delivered by Wild Salmon Center *Design: NOAA = $226k; Private = $90k*	9	9	0.01	PE	S	2024		226		90		316				
					RW	P/U	2026	NOAA		PRVT		25	25		10		
					CN	P/U	2027						0		5		
								Totals	226		90	25	341	0	15	0	0
23	**Chicken Coop Creek Culvert Replacements** Old Blyn Hwy, Olympic Discovery Trail, and Sequim Bay Rd crossings Fish passage improvement project. *Delivered by Jamestown Tribe*	9	9	0.05	PE	S	2026		2513				2,513				
					RW	P/U	2027	FHWA				25	25		25		
					CN	S	2028		1,696			10	1,706		5	5	
								Totals	4,209		0	35	4,244	0	30	5	0
24	**Hoko-Ozette Rd (91460) Culvert Replacement at Wright's Creek (Culvert #: 800001279) M.P. 6.38** Fish Passage Improvement Design funding secured *Delivered by North Olympic Salmon Coalition.*	7	9	0.01	PE	S	2024				200		200				
					RW	P/U	2025			FBRB, SRFB		50	50	25			
					CN	P/U	2026					5	5		5		
								Totals	0		200	55	255	25	5	0	0
25	**Hoko-Ozette Rd (91460) Culvert Replacement (Culvert #: 800001331) M.P. 2.9 Fish Passage Improvement** Project. *Delivered by* North Olympic Salmon Coalition.	7	9	0.01	PE	S	2024				200		200				
					RW	P/U	2025			FBRB, Makah		50	50	25			
					CN	P/U	2026					5	5		5		
								Totals	0		200	55	255	25	5	0	0
26	**Hoko-Ozette Rd (91460) Culvert Replacement (Culvert #: 800001275) M.P. 6.83 Fish Passage Improvement** Project. *Delivered by* North Olympic Salmon Coalition.	7	9	0.01	PE	S	2024				200		200				
					RW	P/U	2025			FBRB, Makah		50	50	25			
					CN	P/U	2026					5	5		5		
								Totals	0		200	55	255	25	5	0	0
27	**Butler Creek Culvert Replacement at Pillar Point County Park** Fish Passage Improvement Delivered by North Olympic Salmon Coalition.		9	0.01	PE	S	2026					10	10	5			
					RW					FBRB, SRFB		0	0				
					CN	P/U						0	0				
								Totals	0		0	10	10	5	0	0	0
NON-MOTORIZED TRANSPORTATION IMPROVEMENT PROJECTS (e.g., Olympic Discovery Trail, sidewalks)																	

Agency: Clallam County
County No.: 5

CLALLAM COUNTY
SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM
2026 - 2031

Hearing Date: 11-04-2025
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					Project Phase	Funding Status	Phase Start	Federal Fund Type	Federal Funds by Phase	State or Other Fund Type	State or Other Funds by Phase	Local Funds by Phase	Total	2026	2027	2028	2029 to 2031
28	**Olympic Discovery Trail (ODT)--Forks Calawah River Park to Sitkum-Sol Duc Road (aka "A" Rd.) [698-1907]** Construct ~1-mile trail and a multi-user, Calawah River trail bridge crossing. *Federal: TA = $450K + STBG = $825K + Other $224K; PRVT= $300K*	0	32	1	PE	S	2021	TA,	438		68		506	350			
					RW	C	2018	STBG &		PRVT		145	145				
					CN	S/P	2027	Other	836		352		1,188		1,000	188	
								Totals	1,274		420	145	1,839	350	1,000	188	0
29	**ODT-Forks to La Push Trail Corridor Acquisition [698-2101]** Acquire trail corridor between US 101 and Olympic National Park adjacent to SR 110. Costs eligible for local grant match for PE & CN phases (see TIP #28). *RCO=$905,456; CCLTG=$500,000; PRVT=$20,000*	0	32	9.7	PE					RCO,			0				
					RW	S	2021			CCLTG,	1,425		1,425	400			
					CN					& PRVT			0				
								Totals	0		1,425	0	1,425	400	0	0	0
30	**Olympic Discovery Trail (ODT)--Forks to La Push - PHASE 1 [698-2101]** Design trail corridor along SR 110/ La Push Rd between Forks and La Push. Construct a portion of the ~12-mile corridor as funding allows. Delivered by FHWA-Western Federal Lands. *Current Funding Level: FLAP = $7,459,760*	0	32	12	PE	S	2021		1,500	Toll		40	1,540	20	20		
					RW			FLAP		Credits			0				
					CN	S/P	2027		5,960		1,164		7,124				
								Totals	7,460		1,164	40	8,664	20	20	0	0
31	**ODT-Bogachiel River Crossing** Trail Bridge alternative assessment and design development to separate users from traffic on the Bogachiel River crossing for the ODT-Forks to La Push segment along SR110 (La Push Rd). May include type, size, and location studies per federal requirements. *RAISE = $600,000*	0	32	0.1	PL/PE	S	2025		600				600	250	200	150	
					PE								0				
					RW			RAISE					0				
					CN								0				
								Totals	600		0	0	600	250	200	150	0
32	**ODT-Forks City Limits to Sappho Trail Segment** Route alternative assessment and design development for trail gap between Forks and Sappho area/Camp Creek Trailhead. Project to be combined with below project with goal to complete Forks to Camp Creek trail gap. May include survey & preliminary design work. *RAISE=$500,000*	0	32	11	PL/PE	S	2025		500				500	200	150	150	
					PE								0				
					RW			RAISE					0				
					CN								0				
								Totals	500		0	0	500	200	150	150	0
33	**ODT-Sappho to Camp Creek Trailhead Trail Segment** Route alternative assessment and design development for trail gap between Camp Creek Trailhead and Forks/Sappho area. Project to be combined with above project. May include survey and preliminary design work. *RAISE = $250,000*	0	32	8.2	PL/PE	S	2025		250				250	125	75	50	
					PE								0				
					RW			RAISE					0				
					CN								0				
								Totals	250		0	0	250	125	75	50	0
34	**ODT-Waterline Rd Trail Segment** Preliminary (30%) & Final (100%) Designs to improve (e.g., pave, design) existing state forest service road that connects ODT-Gossett Rd section to East Beach Rd & ODT-Spruce Railroad Trail section. *RAISE = $1,050,000*	0	32	5	PE	S	2025		1,050				1,050	450	400	200	
					RW			RAISE					0				
					CN								0				
								Totals	1,050		0		1,050	450	400	200	0
35	**ODT-Gosset Rd to Thompson/Onella Rd Trail Segment (Joyce West Gap)** Route alternative assessment and design development for trail gap between Gosset Rd to Thompson/Onella Rd. Trail Segment. May include survey and preliminary design work. *RAISE = $500,000*	0	32	7	PL/PE	S	2025		500				500	200	200	100	
					PE								0				
					RW			RAISE					0				
					CN								0				
								Totals	500		0	0	500	200	200	100	0

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36	**ODT-Freshwater Bay Rd. to Elwha River Trail Segment (Joyce East Gap)** Route alternative assessment and design development for trail gap between Freshwater Bay Rd to Elwha River Bridge. May include survey and preliminary design work. *RAISE = $400,000*	0	32	5	PL/PE	S	2025		400				400	200	150	50	
					PE								0				
					RW			RAISE					0				
					CN								0				
								Totals	400		0	0	400	200	150	50	0
37	**ODT-Bagley Creek Bridge Replacement** Creek crossing alternative assessment and design development for Bagley Creek trail bridge replacement. Consider bridge options and trail design options to eliminate or reduce steep trail grades *RAISE = $450,000*	0	32	0.1	PL/PE	S	2025		450				450	200	150	100	
					PE												
					RW			RAISE					0				
					CN								0				
								Totals	450		0	0	450	200	150	100	0
38	**ODT-Carlsborg Rd. to Banana Way Trail & Crossing Improvements** Realign Carlsborg Rd. crossing, crosswalk &user activited crossing sign Widen, resurface & realign trail between Carlsborg Rd. & Banana Way. Delivered by JSKT. *Federal = $1,055,954; Federal Tribal Safety=$154,678*	0	32	0.25	PE	S	2025	STBG,	100			5	105	5			
					RW			TA, &					0				
					CN			JSKT	1,110			5	1,115	5			
								Totals	1210		0		1210	10	0	0	0
39	**Countywide Olympic Discovery Trail (ODT) Trail Corridor Gap Acquisition [698-1607, 698-2102, 698-2103]** Various locations countywide in current ODT gaps.	0	32		PE								0				
					RW	S/P	2025					300	300	50	50	50	150
					CN								0				
								Totals	0		0	300	300	50	50	50	150
40	**ODT-Blyn Rd to East Old Blyn Highway Connector** Construct separated paved trail to connect the trail gap between Blyn Rd and east end of Old Blyn Hwy. Project delivered & funded by JSKT. *$1,590,700 state Ped-Bike grant.*	0	32	0.8	PE	S	2023					5	5	5			
					RW	S	2024						0				
					CN	S	2026						0				
								Totals	0		0	5	5	5	0	0	0
VARIOUS LOCATION PROJECTS																	
41	**Countywide Overlay Surface Improvements** Road resurfacing improvements at various County locations.		7		PE	S	2026					120	120	20	20	20	60
					RW								0				
					CN	S	2026					1,080	1,080	180	180	180	540
								Totals	0		0	1,200	1,200	200	200	200	600
42	**Countywide Various Improvements** Traffic control devices, signage, safety (e.g., guardrails), shoulder widening, drainage, surfacing upgrades, or other improvements. County misc. right-of-way & engineering project services.		6		PE	S	2026					120	120	20	20	20	60
					RW							180	180	30	30	30	90
					CN	S	2026					300	300	100	50	50	150
								Totals	0		0	600	600	150	100	100	300
	TOTAL FUNDED PROJECTS								39,977		11,993	6,249	58,219	8,928	8,339	2,054	5,791

TOTAL PE	3,638	1,600	921	140
TOTAL RW	1,040	295	140	265
TOTAL CN	4,275	6,474	993	5,386

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					Project Phase	Funding Status	Phase Start	FUNDING SOURCE INFORMATION (BY PHASE)						EXPENDITURE SCHEDULE (LOCAL AGENCY) *[See Footnote]*			
								Federal Fund Type	Federal Funds by Phase	State or Other Fund Type	State or Other Funds by Phase	Local Funds by Phase	Total	2026	2027	2028	2029 to 2031

NOTE: The estimated Local Agency (i.e., Clallam County) project expenditures for the 2026-2031 planning period may be less than the total costs shown by project funding source and phase. This may be due to one or more of the following reasons:

1) The project is underway and has expended project funds prior to Year 2026;
2) The project funding award is not to Clallam County and the project is being delivered by another agency or organization without any County match required;
3) The project funding award is not to Clalllam County and the project is being delivered by another agency or organization with only a County match shown;
4) A project phase may not be completed until after Year 2030; and/or
5) Other project funding circumstances.

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	PLANNED (UNFUNDED PROJECTS)																
U1	**Anderson Road (East) (#47990)** MP 0.00 to MP 0.45 (Cays Rd. to Thorton Drive-east crossing) Drainage, Widen, Resurfacing.	18	3 5 7	0.45	PE RW CN	P/U P/U P/U							50 100 500					
								Totals	0		0	650	650				
U2	**Atterberry Road (#44300)** M.P. 0.00 to M.P. 2.78 Reconstruct road between Sherburne Road and Hooker Road Widen, Regrade, Drainage - 3 Phases	8	2 3 5 7	2.78	PE RW CN	P/U P/U P/U							200 400 3000					
								Totals	0		0	3600	3600				
U3	**Barr Road (North) (#43110)** M.P. 0.18 to M.P. 0.82 Reconstruct road north of SR 101 to west 90 degree corner Widen, Regrade, Drainage - 2 Phases	18	2 3 5 7	0.64	PE RW CN	P/U P/U P/U							50 100 900					
								Totals	0		0	1050	1050				
U4	**Brown Road (#53810)** M.P. 0.97 to M.P. 1.47 Sequim City Limits to Port Williams Road 3R upgrade plus walkways/bikeway	19	5 6 32	0.50	PE RW CN	P/U P/U P/U							60 75 700					
								Totals	0		0	835	835				
U5	**Edgewood Drive, Reddick to City Limits (#93110)** M.P. 2.38 to M.P. 2.99 Reconstruct Road to Major Collector Standards Widen, Realign, Regrade, Resurface	16	3 4 7	0.61	PE RW CN	P/U P/U P/U							100 200 2,200					
								Totals	0		0	2,500	2500				
U6	**Ennis Creek Road (#36200)** M.P. 0.00 to M.P. 0.27 Baker Street to Front Street 3R upgrade plus walkway/bikeway	19	5 6 32	0.27	PE RW CN	P/U P/U P/U							60 60 1,400					
								Totals	0		0	1520	1520				
U7	**Happy Valley Road (50300) MP 0.74 to MP 1.44** Reconstruct road north of McFarland Dr. to west of 3rd Ave, widen regrade, and drainage improvements.	8	3 5 7	0.7	PE RW CN	P/U P/U P/U							50 50 800					
								Totals	0		0	900	900				
U8	**Heath Road Connector to Gilbert Road (#45850)** Heath Road to Gilbert Road, No. 45850 Construct Connector Road between Heath and Gilbert Carlsborg Transportation Study #13	19	2 3 5 7	0.08	PE RW CN	P/U P/U P/U							300 300 1,300					
								Totals	0		0	1,900	1,900				
U9	**Hoko-Ozette Road, No. 91460** Various segments M.P. 0.00 to M.P. 21.31 Reconstruct road away from Big River bank in 4 phases M.P. 0.79-1.0, 2.2-2.4, 2.7-3.0, 4.1-4.4	7	02 03 05 07	1.01	PE RW CN	P/U P/U P/U							120 100 750					
								Totals	0		0	970	970				

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					Project Phase	Funding Status	Phase Start	Federal Fund Type	Federal Funds by Phase	State or Other Fund Type	State or Other Funds by Phase	Local Funds by Phase	Total	2026	2027	2028	2029 to 2031
U10	**Kirk Road Extension** M.P. 0.28 to M.P. 0.50 Upgrade Existing Road and Extend to Atterberry Road Carlsborg Transportation Study #10	9	03 05 07	0.22	PE RW CN	P/U P/U P/U						150 100 600						
								Totals	0		0	850	850					
U11	**Marine Drive (#47530)** M.P. 0.00 to M.P. 0.72 Cays Road to Cline Spit Road Bluff Drainage Enhancements	9	05 06 07	0.72	PE RW CN	P/U P/U P/U						58 40 533						
								Totals	0		0	631	631					
U12	**Mill Road Traffic Island (#44930) M.P. 0.00** Install Raised Traffic Island to make Mill Road Right-in & Right Out Only Intersection. Carlsborg Transportation Study # 11D	18	05 06 07	0.1	PE RW CN	P/U P/U P/U						50 30 110						
								Totals	0		0	190	190					
U13	**Mill Road Extension to Business Park Loop (#44930)** M.P. 0.57 to 0.70 Extend Mill Road to tie into the industrial Business Park Loop Carlsborg Transportation Study # 6	18	05 06 07	0.13	PE RW CN	P/U P/U P/U						50 50 250						
								Totals	0		0	350	350					
U14	**Mt. Angeles Road** M.P. 0.47 to M.P. 1.12 Proposed Rural Arterial Program Project Widen, Realign, Regrade, Resurface	8	02 03 04 07	0.65	PE RW CN	P/U P/U P/U						75 65 800						
								Totals	0		0	940	940					
U15	**Old Olympic Highway (#94120)** M.P. 4.00 to 6.67 Widen, Regrade, Pulverize, Resurface & Drainage from McDonald Creek Bridge to Cays Road.	7	03 05 07	2.67	PE RW CN	P/U P/U P/U						100 920						
								Totals	0		0	1,020	1,020					
U16	**Parkwood Boulevard Traffic Island (#44940) M.P. 0.00** Install Raised Traffic Island to make Parkwood Boulevard a Right-in & Right-Out Only Intersection. Carlsborg Transportation Study #11D.	9	05 06 07	0.1	PE RW CN	P/U P/U P/U						30 50 110						
								Totals	0		0	190	190					
U17	**Gales Steet (#36590)** M.P. 0.00 to M.P. 0.53 Reconstruct road between SR 101 & E 3rd Ave Widen, Regrade, Drainage - 2 Phases	17	02 03 05 07	0.53	PE RW CN	P/U P/U P/U						80 100 1000						
								Totals	0		0	1180	1180					
U18	**Baker Street (#36510)** M.P. 0.00 to M.P. 0.50 Reconstruct road between SR 101 & E 3rd Ave Widen, Regrade, Drainage - 2 Phases	17	02 03 05 07	0.5	PE RW CN	P/U P/U P/U						80 100 1000						
								Totals	0		0	1180	1180					
U19	**Pioneer Road (#35820)** M.P. 0.00 to M.P. 0.39 Reconstruct road between SR 101 & Baker Street Widen, Regrade, Drainage - 2 Phases	19	02 03 05 07	0.39	PE RW CN	P/U P/U P/U						60 100 700						
								Totals	0		0	860	860					

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U20	**Quillayute Road (#11200)** M.P. 1.72 to 2.87 Quillayute Weather Station to Mina Smith Road Regrade, Drain, Widen, Resurface	8	03 04 07	1.15	PE RW CN	P/U P/U P/U						100 100 875					
								Totals	0		0	1,075	1,075				
U21	**Runnion Road, East (#44730)** M.P. 0.89 to M.P. 1.14 Carlsborg Road to Mill Road Regrade, Drain, Widen, Resurface	8	03 04 07	0.25	PE RW CN	P/U P/U P/U						30 50 500					
								Totals	0			580	580				
U22	**Runnion Road Roundabout (#44730) M.P. 0.89** At the intersection with Carlsborg Road and realigned Spath Road construct a four-legged roundabout. Carlsborg Transportation Study #1	8	03 04 07	0.25	PE RW CN	P/U P/U P/U						78 100 900					
								Totals	0		0	1,078	1,078				
U23	**Sequim-Dungeness Way (#95250)** M.P. 1.35 to 4.62 Sequim City Limits to East Anderson Road, except Woodcock Road vicinity Repave	7	06 07	3.27	PE RW CN	P/U P/U						30 2000					
								Totals	0		0	2,030	2,030				
U24	**Spath Road (#45420)** M.P. 0.00 to M.P. 0.80 Kitchen-Dick Road to Carlsborg Road Regrade, Drain, Widen, Resurface	9 19	03 04 07	0.8	PE RW CN	P/U P/U P/U						50 106 600					
								Totals	0		0	756	756				
U25	**Spath Road to West Runnion Road Connector Route (#45420)** M.P. 0.0.80 (Spath Road) to M.P. 0.60 (West Runnion Road) Construct New Connector Segment between Spath and West Runnion Roads. Carlsborg Transportation Study # 5	19	1	1.26	PE RW CN	P/U P/U P/U						100 90 800					
								Totals	0		0	990	990				
U26	**Spencer Road Connector to Mill Road (#44660)** M.P. 1.50 to Mill Road Construct New Connector Segment between Spencer Road and Mill Road. Carlsborg Transportation Study # 14	19	1	0.75	PE RW CN	P/U P/U P/U						300 300 1884					
								Totals	0		0	2,484	2,484				
U27	**Sunland Non-motorized Trail** Trail beside Taylor Blvd in Sunland for pedestrian access from Sequim-Dungeness Way & Dung Way to Holland Road.		32	2	PE RW CN	P/U P/U P/U						40 40 300					
								Totals	0		0	380	380				
U28	**Gerke Road Relocation** Relocate road from MP 0.57 to move away from eroding bluff	9	2	0.27	PE RW CN	P/U P/U P/U						20 10 100					
								Totals	0		0	130	130				
U29	**Trout Creek Bridge Replacement (#91460 BR4)** M.P. 17.19 to M.P. 17.29 Hoko-Ozette Road	7	04 09	0.1	PE RW CN	P/U P/U P/U						200 50 4750					
								Totals	0		0	5000	5000				

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					Project Phase	Funding Status	Phase Start	Federal Fund Type	Federal Funds by Phase	State or Other Fund Type	State or Other Funds by Phase	Local Funds by Phase	Total	2026	2027	2028	2029 to 2031
U30	**US 101 Underpasses of McDonald Creek Bridge (#94120 BR1)** Reconnect S. Barr & Sherburne Roads to North Side of US 101 by extending these County Roads under the New McDonald Creek US 101 Bridges.	7	04 09 07	0.09	PE RW CN	P/U P/U P/U						200 1948					
								Totals	0		0	2,148	2,148				
U31	**Winterhawk to West Runnion Connector (#44730)** Construct new Connector Segment between Winterhawk St. and West Runnion Rd. Carlsborg Transportation Study # 12.	19	1	0.25	PE RW CN	P/U P/U P/U						50 20 90					
								Totals	0		0	160	160				
U32	**Hoko Ozette Resurface (M.P. 3.5 to 5.65)** Repair and resurface a segment of Hoko-Ozette road	7	3	2.15	PE RW CN	P/U P/U						100 0 2000					
								Totals	0		0	2,100	2,100				
U33	**Old Olympic Highway Marriott to Mariners** Repair and resurface a segment of Old Olympic Highway	7	3	0.5	PE RW CN	P/U P/U P/U						100 0 800					
								Totals	0		0	900	900				
Olympic Discovery Trail Projects																	
U34	**Olympic Discovery Trail (ODT)--Forks to La Push - PHASE 2 [698-2101]** Construct remaining segments of trail corridor along SR 110 & La Push Road between US 101 and La Push not funded in Phase I of the currently funded project.	0	32	12	PE RW CN	P/U P/U P/U						 8,850					
								Totals	0		0	8850	8850				
Planning Pedestrian and Bicyclist Road Safety Study																	
U35	**West Hendricksen Rd. (#51740) MP 0.88 to 1.65** Pedestrian & Bicyclist Road Safety Audit Study. *Pending Tribal Transportation Program Safety Fund Grant by Jamestown S' Klallam Tribe (JSKT).*	19	32		Study	P/U		JSKT	22				22				
								Totals	22		0	0	22				
U36	**Old Blyn Highway (#56830) MP 0.19 to 2.02** Pedestrian & Bicyclist Road Safety Audit Study. *Pending Tribal Transportation Program Safety Fund Grant by Jamestown S' Klallam Tribe (JSKT).*	9	32		Study	P/U		JSKT	22				22				
								Totals	22		0	0	22				
Unfunded Culvert Replacement Projects																	
U37	**Matriotti Creek Culvert Replacement on Ward Rd. (46110)** **(WDFW ID: 99922) MP 0.22** Fish passage improvement project. *Pending NOAA federal grant application for design & construction.*	9	9	0.01	PE RW CN	P/U P/U P/U		NOAA	65 14 318								
								Totals	397		0	0	397				
U38	**Matriotti Creek Culvert Replacements on Lamar Ln. (46130)** (WDFW ID: 999848 & 999849) MP 0.2 & 0.35 Fish passage improvement project. *Pending NOAA federal grant application for design & construction.*	9	9	0.02	PE RW CN	P/U P/U P/U		NOAA	130 28 636								
								Totals	794		0	0	794				

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					Project Phase	Funding Status	Phase Start	Federal Fund Type	Federal Funds by Phase	State or Other Fund Type	State or Other Funds by Phase	Local Funds by Phase	Total	2026	2027	2028	2029 to 2031
U39	**Matriotti Creek Culvert Replacement on Cays Rd. (45750)** (WDFW ID: 999841) MP 1.1 Fish passage improvement project. *Pending NOAA federal grant application for design & construction.*	8	9	0.01	PE	P/U		NOAA	50								
					RW	P/U											
					CN	P/U			252								
								Totals	302		0	0	302				
U40	**Matriotti & Owl Creek Culvert Replacements on Spath Rd. (45420)** (WDFW ID: 931235 & 999820) MP 0.42 & 0.97 Fish passage improvement project. *Pending NOAA federal grant application for design & construction.*	9	9	0.02	PE	P/U		NOAA	95								
					RW	P/U			10								
					CN	P/U			464								
								Totals	569		0	0	569				
U41	**Matriotti Creek Culvert Replacement on W. Runnion Rd. (44730)** (WDFW ID: 999819) MP 0.22 Fish passage improvement project. *Pending NOAA federal grant application for design & construction.*	19	9	0.01	PE	P/U		NOAA	48								
					RW	P/U			10								
					CN	P/U			238								
								Totals	296		0	0	296				
U42	**Matriotti Creek Culvert Replacement on Atterberry Rd. (44300)** (WDFW ID: 999928) MP 2.74 Fish passage improvement project. *Pending NOAA federal grant application for design & construction.*	8	9	0.01	PE	P/U		NOAA	48								
					RW	P/U											
					CN	P/U			238								
								Totals	286		0	0	286				
U43	**Matriotti Creek Culvert Replacement on Frost Rd. (44350)** (WDFW ID: 999931) MP 0.38 Fish passage improvement project. *Pending NOAA federal grant application for design & construction*	9	9	0.01	PE	P/U		NOAA	40								
					RW	P/U			10								
					CN	P/U			225								
								Totals	275		0	0	275				
U44	**Quillayute Rd. (11200) Culvert Replacement on Mystery Creek** **MP 1.41** Fish passage improvement project. Delivered by Wild Salmon Center.	8	9	0.01	PE	P/U											
					RW	P/U						25					
					CN	P/U											
								Totals	0		0	25	25				
U45	**Dawley Road (56230) Culvert Replacement MP 0.13** Fish Passage Improvement	19	9	0.02	PE	P/U											
					RW	P/U						25					
					CN	P/U											
								Totals	0		0	25	25				
U46	**Hoko-Ozette Rd (91460) Culvert Replacement at Gage Creek** **(Culvert #: 800001332) M.P. 2.9** Fish Passage Improvement Delivered by North Olympic Salmon Coalition.	7	9	0.01	PE	P/U				FBRB, SRFB								
					RW	P/U						25					
					CN	P/U											
								Totals	0		0	25	25				
Other Added Planned Unfunded Projects																	
U47	**Hoko Ozette (91460) Resurface** Repair and resurface the segment of Hoko-Ozette road starting at milepost 3.50 and ending at milepost 5.65.	7	7	2.15	PE	P/U											
					RW	P/U											
					CN	P/U						2000					
								Totals	0		0	2030	2030				
U48	**North Barr Road Reconstruction** Reconstruct road segment of North Barr Road starting at milepost 0.18 and ending at milepost 0.82.	18	3 5	0.64	PE	P/U						150					
					RW	P/U											
					CN	P/U						2000					
								Totals	0		0	2150	2150				

Agency: Clallam County
County No.: 5

CLALLAM COUNTY
SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM
2026 - 2031

Hearing Date: 11-04-2025
Adoption Date: 11-04-2025
CR Resolution No.: CR No.

TIP Project No.	PROJECT IDENTIFICATION A.Project/Road Name(Road Log/Bridge No.); [Project No.] B. Beginning and End Milepost (MP) or Termini C. Description of Work D:Total Project Federal, State and/or Other Outside Funding (prior/future)	Functional Class	Improvement Type(s)	Total Length (mi.)	PROJECT COSTS IN THOUSANDS OF DOLLARS											
					Project Phase	Funding Status	Phase Start	FUNDING SOURCE INFORMATION (BY PHASE)						EXPENDITURE SCHEDULE (LOCAL AGENCY) *[See Footnote]*			
								Federal Fund Type	Federal Funds by Phase	State or Other Fund Type	State or Other Funds by Phase	Local Funds by Phase	Total	2026	2027	2028	2029 to 2031
	TOTAL UNFUNDED PROJECTS												57,195				

DRAFT

CLALLAM COUNTY
Department of Community Development
County Courthouse
223 E. 4th St., Suite 5
Port Angeles, WA 98362-3015
Phone: (360) 417-2323
Fax: (360) 417-2443
bruce.emery@clallamcountywa.gov

Memorandum

Date:	**September 10, 2025**
To:	**Clallam County Planning Commission**
From:	**Bruce Emery, Director of Community Development**
Re:	**Planning Commission CPU Work Session, September 17, 2025**

Thank you all for the great work session back on September 3rd and my apologies for not having attended in person. For the upcoming work session, there are five materials in your packet:

- Planning Commission Policy Response sheet with draft policy suggestions on the two additional issues raised by Commissioners during the 9/3/25 work session.
- Draft amendments to Section 31.02.115, CCC, Agricultural Resource Land Inventory and Issues. These recommended amendments have been provided by Clea Rome of the Clallam County Extension Agent Office.
- Draft amendments to the Sequim-Dungeness Regional Plan, Chapter 31.03, CCC.
- Draft amendments to the Straits Regional Plan, Chapter 31.05, CCC.
- Draft amendments to the West End Regional Plan, Chapter 31.06, CCC.

Because of the volume of paper involved, I thought it best to provide the Agricultural Policies as a separate document from the County-Wide Plan document. Similar to the County-Wide Plan, the consultants recommended some organizational changes to the Straits Regional Plan, changing the order that some of the focus areas occur within the document—hence the volume.

I did not include a revised copy of the Public Comment Policy Response document. Even though we discussed item #61, there was no clear direction provided by the Planning Commission for changing any of the policy recommendations. If any such issues remain, please be prepared to discuss during next Wednesday's work session.

The Revised Planning Commission Policy Response Sheet includes two additions under #'s 5 and 6. #5 provides a more proactive approach to the issue of vacation rentals and supersedes the recommendation for issue #84 under the Public Comment Policy Response document. #6 includes draft language that would allow, under limited situations, the use of traffic-calming techniques to reduce traffic speeds and be

response to the needs of rural character. However, in researching this, all County roads are subject to minimum design standards adopted at the state level, and/or at the County level.

We are nearly complete with the update to the Port Angeles Regional Plan and the required development regulation changes that are required simultaneously with the update of the Comprehensive Plan. They will be included in your packet for the next work session on October 1, 2025.

If you have any questions regarding this information, please contact me at 360-417-2323 or at bruce.emery@clallamcountywa.gov. Thank you for your consideration on this matter.

Sincerely,

Bruce W. Emery

Bruce Emery, Director
Clallam County DCD

Clallam County Comprehensive Plan Update
Planning Commission Discussion and Corresponding Recommendations from 9/3/25 Planning Commission Work Session

During the August 20, and September 3, 2025, work sessions, the Planning Commission instructed staff to develop/amend policy recommendations to comments received by the general public, and on issues that individual Commissioners felt were important to address. The following recommends policy amendments and new policy language addressing concerns expressed by individual Commissioners, taking into consideration the discussions that took place during the 8/20/25 and 9/3/25 work sessions.

Concern/Issue Discussed	Recommended Policy/Amendment
1) Suggested policies to support the development of uniform development standards within UGAs, including sidewalks (surface materials), street lighting and landscaping, Setbacks, signage, commercial advertising (canopies, sign angles), shielding trash cans, etc. Think "theme of development." **Staff Comment:** Suggest incorporation of abutting City standards for uniformity upon annexation; development of "theme" standards for UGAs without abutting city.	Policies for UGAs affiliated with Cities are addressed in subregional plans and primarily require the County to coordinate with and implement the design standards of the neighboring city for consistent communities upon annexation. The Carlsborg UGA section of the Sequim-Dungeness Regional Plan includes instruction for development standards. To address standards for unaffiliated UGA's, we suggest new language under subsection CCC 31.02.240(1)(c) as follows: Where an urban growth area is not affiliated with an incorporated city, the county shall work to implement uniform development standards that are commensurate to the scale, character and identity of the community. Features to consider may include but not be limited to sidewalks and surface materials, street lighting and landscaping, setbacks, signage, commercial advertising (canopies, sign angles), shielding trash cans, etc. The overall goal of this policy is to achieve a common theme of development that is reflective of the character and desire of the community. Development of the actual standards will be set forth in the Zoning Code Update.

2) Look at text of Comp Plan and suggest edits to implement an Ag Commission to advocate for agricultural interests.	Recommend a new subsection CCC 31.02.120(8):- Clallam County will support and work closely with the Clallam County Agricultural Commission to monitor emerging issues and challenges faced by area farmers, assist with regulatory support and innovative solutions to identified challenges, and to remain adaptive to new opportunities for agricultural accessory uses that help to diversify and strengthen agricultural operations.
3) Define "rural character" to incorporate social and cultural aspects and to be community-oriented.	Recommend new subsection CCC 31.02.050(32)(j), "Rural character." (j) Areas that foster and reflect a strong sense of community ties, local identity, and shared rural values through land use patterns that support gathering spaces, civic institutions, and integrational continuity. These areas promote social cohesion by maintaining development scales and zoning that reinforce community interaction, volunteerism, and locally rooted traditions.
4) Consider language that promotes intermediaries to negotiate on behalf of, and represent the interests of, landlords in order to create more balance between tenants and landlords.	Recommend new subsection CCC 31.02.283(3)(h): Identify and develop support service groups and intermediaries to negotiate on behalf of, and represent the interests of, landlords in order to create more balance between tenants and landlords. This should also include advocating on behalf of landlord rights with state elected officials to encourage change to current laws that impose substantial imbalance.
5) Address the proliferation of vacation rentals and their impact on the housing market.	Recommend a new subsection CCC 31.02.283(3)(k): Establish a registry or similar mechanism to monitor and track the number of short-term rental units operating in Clallam County. Said registry could include key data points concerning short-term rentals and a requirement for life-safety inspections to ensure that designated short-term rental units meet minimum habitation requirements and are approved for the use indicated. Information obtained from the registry could be used to evaluate the impact of short-term rentals on the local housing market in balance with their contribution to the tourism industry.

6) Consider alternative design standards for rural roads, such as road width and alignment, in order to influence and address traffic speed and to be more reflective of rural character.	Consider new subsection CCC 31.02.420(1)(vi): Where there exists a clear public benefit and local circumstances support, traffic calming techniques, such as raised crosswalks, variation in horizonal alignments, and other design features, may be utilized consistent with adopted ASHTO Guidelines for the implementation of such features; provided, said design standards do not conflict with locally-adopted design standards.

31.02.115 Agricultural resource land inventory and issues.

~~(1)~~ Agriculture in Clallam County has played a vital role in the heritage, culture, and economy of the area. The County's temperate climate, prime agricultural ~~good~~ soils, and extensive irrigation system provide a strong basis for commercial agriculture. Clallam County was once a major producer of a wide variety of agricultural products such as milk and butter, potatoes, apples, and vegetables. At its peak in 1950, Clallam County had over 75,000 acres in agricultural production ~~; the current acreage is much lower.~~ Echoing national trends, the amount of farmland in Clallam County declined sharply in the later half of the 20th Century. The extremely rapid rate of farmland conversion has slowed since then, but the downward trend of land in production continues. However, while total farm acreage continues to decline, the number of small farms in the County has increased since 2002.

98 percent of farms in Clallam County are categorized by the USDA Economic Research Service as "small family farms", or farms reporting an annual gross cash farm income as less than $350,000. This is not unusual, and follows national trends, where in 2023, 86 percent of all farms in the country were classified as small family farms. These small farms operate on 41 percent of all the agricultural land in the country, and account for 17 percent of the total value of agricultural production across the nation. They are an important part of the fabric of rural America, and Clallam County is no exception. Clallam County's small farms play a vital role in both its identity and economy. Currently, Clallam County has 15,789 acres in farm production. 44 percent of Clallam County farms are on 9 acres or less. The 2022 USDA Census of Agriculture values Clallam County's annual agricultural production at $17 million, a 41% increase from the value of 2017. This production value was based on 514 farms. (The USDA definition of a farm is "any place from which $1,000 or more of agricultural products were produced and sold, or normally would have been sold during the census year".

Farms in Clallam County today include both traditional, larger-scale commercial enterprises focused on wholesale production as well as smaller scale, diversified operations producing high value crops such as vegetable seeds, lavender, flowers, berries, and organic vegetables.

37% of farmers in Clallam County are classified as "New and Beginning Farmers", those who have been operating their farms for 10 years or less. This percentage has increased from 29 percent in the last agricultural census of Clallam County, conducted in 2017, again, reflecting

national trends. More beginning producers are entering the agricultural sector, helping to mitigate a population of farmers that is aging out. Beginning producers tend to be smaller in both acreage and sales, and while not all are young, n(Nationally, approximately 47% of new and beginning producers were 44 years old or younger, while ~~around 69% fell within the age group of 35–64 years.~~ the average age of farmers in Clallam is 60.5.

Finding affordable land is the top challenge for young farmers, according to the 2022 National Young Farmer Survey.

Therefore, land protection programs such as the County's Conservation Future program, and programs such as North Olympic Land Trust's successful Buy-Protect-Sell model that help to make farmland affordable are critical to smooth the transition of farmland to the next generation and ensure that Clallam County maintains its agricultural fabric. ~~it is important for policy makers to work on more supportive policies aimed at enhancing market opportunities for new and beginning producers. By doing so, the issues related to aging producer populations and smoother transition of farmland to the next generation can be effectively addr~~

~~essed~~*Changes in Local Agricultural Industry.* The needs of many farmers are much broader than in the past, and that small, innovative, entrepreneurial farmers require the ability to sell everything from high-dollar, value-added products to farm experiences on agritourism-oriented farms.

Innovations in the last few decades such as on-line shopping platforms, food hubs, increased interest in agritourism and a reinvestiment in value-added processing infrastructure mean new opportunities for small farms in Clallam County to grow and thrive. Diverse ~~For farming to survive and thrive in Clallam County, how we view agriculture and how we develop local land use policies and implement development regulations needs to be continuously evaluated and updated.~~ opportunities for people to make income on rural land will continue to expand in the County if supported by local land use policies and regulations that allow farm entrepreneurs to explore new types of farm business innovations on their properties. For farming to survive and thrive in Clallam County, how we view agriculture and how we develop local land use policies and implement development regulations needs to be continuously evaluated and updated to respond to farming innovations.

In the past our County policies have been driven by a view of agriculture as largely a producer of farm commodities such as milk, beef cattle, barley, hay, potatoes, or apples. These commodities were either processed locally or shipped out of the County as raw commodities. Clallam County can no longer compete in most of these markets. For farmers to succeed here they need to be innovative and entrepreneurial and to find markets that are not satisfied by the industrial agricultural and food industry. Products such as organic baby salad greens, gourmet lavender barbecue sauce, or farmstead gouda cheese are the high-value, niche products that many small farmers are turning to in order to make a profit.

This will require enhanced capacity to perform local processing and increased efforts to effectively brand and market Clallam County farm products. These and other new agricultural opportunities can continue and expand in the County if supported by local land use policies and regulations that allow farm entrepreneurs to explore and exploit these types of farming niches. There are a few large, commercial farms left in Clallam County that have adapted to changing economic conditions, but the future of agriculture in Clallam County will largely be determined by operators who produce high-value, unique products and agricultural services on relatively small farms.

The need to redefine and broaden what we mean by the term "farm," and in so doing develop policies and programs that support this new vision of agriculture, exists in many places, not just in Clallam County. The Washington State Legislature passed legislation in 2004, which was amended in 2006, that essentially redefined what agriculture is; including references to "agriculturally related experiences, or the production, marketing, and distribution of value-added agricultural products, including support services that facilitate these activities" (RCW 36.70A.177). The State of Washington now recognizes that the needs of many farmers are much broader than in the past, and that small, innovative, entrepreneurial farmers require the ability to sell everything from high-dollar, value-added products to farm experiences on agritourism-oriented farms.

In the 2002 USDA Census of Agriculture, Clallam County's agricultural production was valued at $17.8 million. This production value was based on 455 farms including 22,372 acres. (The USDA definition of farm being "any place from which $1,000 or more of agricultural products were produced and sold, or normally would have been sold during the census year" (USDA 2002).) These farms employed 1,190 persons with a payroll of $4.6 million.

During the period of March to September 2006, the Clallam Conservation District partnered with the County to perform an inventory of farms throughout the County. Conservation District personnel drove all County roads to visually inventory and characterize farms, using aerial photographs and parcel maps to determine parcel size. For the purpose of this inventory, land was classified as a farm not by value of products produced or sold as defined by the USDA but whether horses or livestock were present (even if at limited numbers) or whether an agricultural product was produced (hay, grain crops, wineries, produce, nursery crops, etc.). Small backyard operations were not inventoried unless there was evidence that they were selling an agricultural product. A total of 1,252 farms were inventoried, totaling approximately 22,224 acres: 805 farms had horses; 404 farms had livestock such as cattle, goats, pigs, sheep, and llamas; and 232 farms produced an agricultural product.

This latest inventory shows the continued decline of farms in Clallam County. Factors contributing to this decline include, but are not limited to:

(a) Regions of larger scale agriculture with lower unit costs have developed, such as in Eastern Washington, against which Clallam County is not competitive;

(b) Developments in transportation, storage, refrigeration, and processing technology allow remote producers to service local markets that small local farms used to dominate;

(c) Changes in USDA regulations and policies have favored large-scale industrial agriculture to the detriment of small-scale agriculture commonly found in Clallam County. For example, there is no USDA-approved slaughter and processing facility near enough to Clallam County to make marketing local beef viable;

(d) As farming has declined, so too have agricultural suppliers, processors, and other agricultural infrastructure needed to maintain a healthy agricultural industry;

(e) Global agricultural corporations have dominated agriculture and the food industry to the exclusion of areas like Clallam County;

(f) Clallam County has become a highly desirable place to retire, vacation and live, and the residential real estate market has driven farm land prices beyond the point of financial viability for most farming activities; and

~~(g) Effective public policies needed to support the significant change in local agricultural industry from large commercial farms to more high-value, unique agricultural products and services on smaller farms.~~

(2) *Agricultural Land Protection Programs.* Clallam County ~~has demonstrated its willingness~~is committed to providinge for long-term preservation of agricultural resource lands through several agricultural land protection programs:

(a) *Designated Agricultural Retention Lands.* The Washington State Growth Management Act (GMA) requires counties to designate agricultural lands of long-term significance for the commercial production of food or other agricultural products (RCW 36.70A.170). Clallam County has designated and zoned approximately 6,194 acres of land as Agricultural Retention (AR), as the County's GMA designated agricultural lands of long-term significance. All of this acreage is located in the Sequim-Dungeness Planning Region. The AR designation is intended to conserve and maintain agricultural lands through limitations on allowed residential density and uses, and incentives for new development that conserves a minimum of 75 to 88 percent of the property as an agricultural reserve. Clallam County has adopted disclosure provisions that designate agriculture within the AR zone as a favored land use that will not be considered a nuisance when conducted consistent with current best management practices and other applicable regulations.

Commented [CR1]: The challenge is that much of the ag in Clallam County happens outside AR zoning, and while the larger lot size of AR is important to maintain, it is totally unaffordable for beginning farmers. Other zoning catagories and the regulatory environment need to be flexible to a supportive ag environment.

(b) *Rural Zoning.* Outside of designated and zoned agricultural retention lands, exist numerous small to moderate size farms scattered throughout the County that are involved in raising livestock, crops, and/or other agricultural activities. These farms are an important part of the County's rural character and economy. Clallam County supports agriculture as an allowed land use within rural designated and zoned lands. ~~It is estimated that approximately six percent of the County's 103,000 acres of designated rural lands is associated with agricultural land uses.~~

(c) *Purchase of Development Rights.* Conservation of agricultural land through private and/or public purchase of development rights (PDR) is a tool being used to preserve local farmland. An agricultural PDR program acquires all or some of the development rights attached to a particular property, while the owner maintains the right to utilize the land for agricultural purposes. The value of a development right is generally the difference between the market value for development versus farmland. Clallam County and other project partners have purchased the development rights on 44 acres of farmland through a

combination of County, private, and federal funds. As of 2006, approximately 170 acres of eastern Clallam County farmland have been protected through private and/or public PDRs.

(d) *Transfer of Development Rights (TDR).* The County has had a TDR program in the Sequim-Dungeness region since 1998, but to date no one has chosen to participate. The TDR program allows for transfer of development rights from land designated and zoned Agricultural Retention (AR), or TDR sending area, to designated TDR receiving areas within the unincorporated Sequim Urban Growth Area. Receiving area landowners can obtain higher residential densities through acquiring development rights from AR lands. Similar to PDR program, the value of a development right is generally the difference between the market value for development versus farmland.

Commented [CR2]: As far as I know, this program has not been utilized. I recommend removing these sections.

(e) *Tax Incentives.* Clallam County continues to support agricultural land conservation, whether designated for long-term commercial significance or not, through property tax incentives (current use assessments). Participation in this program can provide landowners with lower property taxes. ~~In 2006, there were 1,366 parcels in the tax incentive program, equating to approximately 12,333 acres.~~

~~(f) *Other.* Clallam County supports the efforts of the Clallam Conservation District, WSU-extension and 4-H programs, Master Gardeners, and the North Olympic Land Trust (NOLT). These agencies and organizations support agriculture. For example, NOLT has arranged for approximately 400 acres of land to be conserved by agricultural easements. The County also supports continued agricultural activities and education at the Robin Hill Farm County Park.~~

(3) Benefits provided to Clallam County citizens by farms and farmland include:

- Improved food security, selection, and quality through diversified local production geared to local markets;
- Preservation of the rural character, local culture, and quality of life;
- Creation and maintenance of a visually pleasing landscape;
- Preservation of valuable historic and cultural resources;
- Preservation of biodiversity and wildlife habitat;
- Improved watersheds/reduced likelihood of flooding (compared to development);

- Recharging of aquifers through irrigation;

- Economic diversification;

- Attraction of tourists and tourism dollars to the County; and

- Preservation of options for future generations.

~~Despite the problems faced by our agricultural industry,~~ Clallam County retains a thriving agricultural sector that benefit from the many attributes that ~~can~~ support continued agriculture:

- A moderate, temperate climate that is ideal for the production of caneberries (e.g., raspberries, blackberries) and brassica crops (e.g., cabbage, cauliflower), and which makes year-round production of some vegetable crops possible;

- Excellent agricultural soils, some of them unique to Western Washington;

- An irrigation system that mitigates impacts to production in drought years;

- Unique microclimates – varied rainfall patterns, elevations, and temperatures across the County make crops such as mushrooms, rhubarb, and artichokes ideal for the West End of the County, while the East End has microclimates suitable for other types of crops such as caneberries and brassica crops;

- High tourism draw from the combination of farms, mountains, and sea, all in close proximity; and

- Access to a large progressive market in the greater Puget Sound that is receptive to high quality, high value products that can be grown here.

A commitment from local organizations such as food banks and schools that see the value in purchasing from local farms

~~Most importantly, Clallam County still has many resilient, innovative, and committed farmers and farm families who want to retain their agricultural lifestyle and livelihoods. These farms include both traditional, large-scale commercial enterprises and new small-scale, intensive agricultural ventures producing alternative farm products such as high value vegetable seeds, lavender, flowers, berries, and organic vegetables.~~

(4) *Family Farms, Local Food Systems, and Community Food Security.* The ability of an area to maintain access to enough healthy food to sustain its population through economic upheavals, natural disasters, wars, and other emergencies is referred to as food security. The concept of food security is based on sound, sustainable farms and local food systems, which have ecological, social and economic components that are in balance and that are self-renewing. Systems based on local, family farms, with access to local or regional processing and marketing of food are far more resilient to large-scale disruptions that could paralyze the international flow of food, fuel, and other resources. Maintaining at least a modicum of local family farms and agricultural infrastructure for locally produced food is critical to enhancing local food security. Additionally, locally produced and processed food ~~can be~~ is sold to local schools and other institutions, which ~~would~~ further enhances the future of agriculture and food security in Clallam County.

Commented [CR3]: Still needs to be updated to reflect the gains in community food systems that have happened in the past 20 years.

(5) *Models of Local Agricultural Success.*

~~(a) *Organic Fruits and Vegetables.* The demand for organic fruits and vegetables is growing rapidly in America. Clallam County, with its temperate, mild climate, as well as some excellent soils, is an ideal area to grow a wide variety of organic fruits and vegetables. One local organic farmer who started growing and selling organic vegetables over 30 years ago in Clallam County is now one of the largest organic vegetable farmers in the State, and currently sells organic produce throughout the region and into California. Many of these vegetables can be grown and harvested essentially year-round in eastern Clallam County due to its mild climate and relatively low rainfall.~~

~~(b)~~ *Agritourism.* Clallam County's lavender industry is another example of the market niches farmers can identify and develop to make their farms profitable and sustainable. Our lavender farmers produce a wide array of value-added lavender products and have developed an agritourism industry to complement the sales of lavender products by selling the experience of visiting lavender farms and the region through festivals, farm tours, and other events. Other types of farming can also benefit by cultivating tourists on the farm such as U-pick berry farms and corn mazes that are popular with locals as well as tourists, farm stays in which visitors pay to work on farms, and farm educational events. Agritourism also benefits other local businesses such as lodging and food service, thus multiplying its economic impact.

Commented [CR4]: Still needs to be updated to reflect the recent changes in code around ag tourism

~~(c) *Dairy.* Clallam County was once one of the major dairy farming regions in the State, but there are now only two remaining commercial dairy farms in the County, milking fewer~~

than 500 cows between them. One of these dairies now processes and sells certified raw milk directly from their farm and in Puget Sound markets, and no longer ships milk out of the County for processing. It also supplies to local cheese producers. Other small dairy farmers around the nation are turning to organic milk production for local markets, processing their milk into artisan, farmstead cheese, yogurt, butter, and other products, or are selling certified raw milk like the Clallam County farmer. This type of dairy farming may be an option for other local farmers.

(d) *Seed Production.* Clallam County has a major presence in production of vegetable seeds, especially seeds in the brassica family such as cauliflower, cabbage, and Brussels sprouts. In fact, two Western Washington counties, Clallam and Skagit, collectively produce most of the brassica seeds grown in the world.

Commented [CR5]: While Clallam still does have Brassica production, I am not sure this statement is still true!

(6) *Changes in Local Agricultural Industry.* For farming to survive and thrive in Clallam County, how we view agriculture and how we develop local land use policies and implement development regulations needs to be continuously evaluated and updated. In the past our County policies have been driven by a view of agriculture as largely a producer of farm commodities such as milk, beef cattle, barley, hay, potatoes, or apples. These commodities were either processed locally or shipped out of the County as raw commodities. Clallam County can no longer compete in most of these markets. For farmers to succeed here they need to be innovative and entrepreneurial and to find markets that are not satisfied by the industrial agricultural and food industry. Products such as organic baby salad greens, gourmet lavender barbecue sauce, or farmstead gouda cheese are the high-value, niche products that many small farmers are turning to in order to make a profit.

This will require enhanced capacity to perform local processing and increased efforts to effectively brand and market Clallam County farm products. These and other new agricultural opportunities can continue and expand in the County if supported by local land use policies and regulations that allow farm entrepreneurs to explore and exploit these types of farming niches. There are a few large, commercial farms left in Clallam County that have adapted to changing economic conditions, but the future of agriculture in Clallam County will largely be determined by operators who produce high-value, unique products and agricultural services on relatively small farms.

The need to redefine and broaden what we mean by the term "farm," and in so doing develop policies and programs that support this new vision of agriculture, exists in many places, not just

~~in Clallam County. The Washington State Legislature passed legislation in 2004, which was amended in 2006, that essentially redefined what agriculture is; including references to "agriculturally related experiences, or the production, marketing, and distribution of value-added agricultural products, including support services that facilitate these activities" (RCW 36.70A.177). The State of Washington now recognizes that the needs of many farmers are much broader than in the past, and that small, innovative, entrepreneurial farmers require the ability to sell everything from high-dollar, value-added products to farm experiences on agritourism-oriented farms.~~

31.02.120 Agricultural resource land goals.

Commented [CR6]: Section still needs to be updated.

(1) Clallam County shall work to promote a strong, economically viable and ecologically responsible agricultural economy.

(2) Clallam County should provide incentives to encourage continued agriculture operations by providing property tax incentives, education and technical assistance, and the permitting of compatible on-farm enterprises subject to applicable performance standards.

(3) Clallam County shall incorporate right-to-farm provisions in its regulations.

(4) Clallam 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.

(5) Clallam County shall work with federal agencies, the State, cities, tribes, irrigation districts and companies, Clallam Conservation District, 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.

(6) Agricultural land users shall be encouraged to maintain water quality, protect fish and wildlife consistent with commercial agriculture and prevent erosion of valuable agricultural soils.

(7) Clallam County shall support the work of the Clallam Conservation District to assist agricultural land users with maintenance and improvement of water quality, conservation of

irrigation water, protection and enhancement of fish and wildlife habitat and biological diversity consistent with commercial agriculture, and prevention of erosion of valuable agricultural soils.

(8) Clallam County shall enhance the food security of its citizens and develop the local farm economy by actively supporting producers of food and other agricultural products for local consumption and supporting policies that encourage local institutions to purchase local food.

(9) Clallam County shall actively encourage the retention of agriculture by educating agricultural landowners about public and private programs that provide economic incentives to retain land in agricultural production.

(10) Clallam County should actively pursue the preservation of farmland through a purchase of development rights program and other programs.

(11) Finfish hatcheries of State, local, federal and tribal governments shall be designated as agricultural lands of long-term commercial significance. Regional subarea 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 quantity and quality standards, of the finfish hatchery.

The Clallam County Code is current through Ordinance 1030, passed June 10, 2025.

Disclaimer: The Commissioner's Office has the official version of the Clallam County Code. Users should contact the Commissioner's Office for ordinances passed subsequent to the ordinance cited above.

County Website: www.clallam.net

Hosted by General Code.

Sources
https://www.npr.org/2024/05/29/nx-s1-4969116/more-young-people-are-getting-into-farming-and-agriculture

Ag census
Marcys
https://www.choicesmagazine.org/choices-magazine/submitted-articles/statistics-and-research-on-new-and-beginning-producers-using-census-of-agriculture-data#:~:text=Using%20the%20newly%20released%202022,to%20rely%20on%20off%2Dfarm

https://sustainableagriculture.net/blog/examining-the-latest-agricultural-census-data/#:~:text=The%202022%20Ag%20Census%20saw,in%20both%20acres%20and%20sales.

Chapter 31.03
SEQUIM-DUNGENESS REGIONAL PLAN

Sections:

31.03.010 Purpose and intent.
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31.03.140 Transportation - pPolicies.
31.03.150 Affordable housing– Inventory and analysis.
31.03.160 Affordable housing – Policies.
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31.03.315 Adoption of City of Sequim Comprehensive Plan.
31.03.320 Diamond Point/Sunshine Acres rural center - Policies.
31.03.330 Sunland planned urban residential community - Policies.
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31.03.350 Carlsborg urban growth area - Policies.
31.03.415 Miller Peninsula neighborhood - Policies.
31.03.425 Palo Alto-Chicken Coop neighborhood - Policies.
31.03.435 Blyn LAMIRD - Policies.
31.03.445 Happy Valley-Bell Hill neighborhood - Policies.

31.03.455	Sequim-West Neighborhood - Policies.
31.03.465	Dungeness-Jamestown neighborhood - Policies.
31.03.475	Dungeness Valley neighborhood - Policies.
31.03.485	Agnew neighborhood - Policies.
31.03.500	Lost Mountain neighborhood - Policies.
31.03.510	Upper Blue Mountain neighborhood - Policies.
31.03.520	R Corner/Kitchen-Dick Road neighborhood - Policies.

SOURCE:	ADOPTED:
Ord. 574	06/27/95

AMENDED SOURCE:	ADOPTED:
Ord. 598	07/09/96
Ord. 599	07/24/96
Ord. 603	09/10/96
Ord. 604	10/29/96
Ord. 610	02/25/97
Ord. 619	07/08/97
Ord. 623	07/08/97
Ord. 627	10/10/97
Ord. 628	11/04/97

Ord. 658	01/08/99
Ord. 662	02/23/99
Ord. 664	03/09/99
Ord. 674	08/10/99
Ord. 682	02/08/00
Ord. 696	08/08/00
Ord. 700	12/05/00
Ord. 725	08/06/02
Ord. 801	12/19/06
Ord. 835	10/21/08
Ord. 850	06/23/09
Ord. 852	07/21/09
Ord. 857	12/08/09
Ord. 920	11/29/16

31.03.010 Purpose and intent.

It is the purpose and intent of this regional Comprehensive Plan to further the objective of the Clallam County Comprehensive Plan in this title, to provide a guide for coordinated and orderly growth and development of the land and physical improvements in the unincorporated areas of the Sequim-Dungeness regional planning area, generally described as the area east of Siebert's Creek to the Jefferson County line, inclusive of State lands.

31.03.020 Comprehensive Plan map designations.

The Sequim-Dungeness Planning Region contains the following land use designations that are mapped on the adopted Comprehensive Plan Land Use Map, as amended, that is part of this chapter and title:

Land Use Designation		Maximum Densities
Commercial Forest	CF	One dwelling per 80 acres
Rural	R1	One dwelling per acre
Rural Suburban Community	RSC	One dwelling per acre
Rural-Moderate	R2	One dwelling per 2.4 acres
Rural-Low	R5	One dwelling per 4.8 acres
Rural Neighborhood Conservation	NC	One dwelling per 5 acres. Under optional innovative zoning techniques, up to one dwelling per 2.4 acres
Rural-Very Low	R20	One dwelling per 19.6 acres

Land Use Designation		Maximum Densities
Rural Center	CEN	One dwelling per one-half acre
Rural Village	RV	One dwelling per one-quarter acre
Rural Village Low	RV2	One dwelling per acre
Carlsborg Village Commercial	CV	One dwelling per one-half acre
Rural Commercial	RC	One dwelling per one-half acre
Urban Residential	URL/URH	Two to four dwellings per acre
Industrial	M	Residential uses accessory to industrial uses
City of Sequim UGA		Various, see CCC 31.03.310
Public Land	P	Park facilities
Carlsborg UGA		Various, see CCC 31.03.350

31.03.110 Public facilities and services – Inventory and analysis.

(1) *GMA Goals.*

(a) *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.

(b) *Urban growth.* Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

(c) *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.

(2) *Overview.* It is more cost-efficient to provide some public facilities and services when the population is concentrated, such as in an urban area. Through the designation of urban growth areas, Clallam County and other service providers can plan more cost effective and efficient services.

Growth increases the demand for new and/or improved public facilities and services. New residential growth may impact school facilities by having more school age children without a corresponding increase in school facilities. Development can increase traffic levels on County roads and transit systems. Connections to water or sewer systems diminish the available capacity for future growth.

The overall purpose of this growth management plan is to identify urban areas where public facilities and services can be provided efficiently; ensure that public facilities and services keep pace with growth so that service levels are not diminished; and plan for where facilities and services will be located.

(3) *Definition.* The Growth Management Act defines "public facilities" as streets, roads, highways, sidewalks, trails, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreation facilities, and schools. "Public services" include fire protection and suppression, law enforcement, public health, education, recreation, environmental protection, and other governmental services.

(4) *Schools.* The Sequim School District has facilities within the City of Sequim and Carlsborg. School facilities in this area have not kept pace with the increase in school children. School construction funding comes primarily from local levies (bonds) authorized by voters within the school district. The Sequim School District has been unsuccessful in obtaining voter approval for new school construction. Existing school facilities are overcrowded, requiring the installation of portable classroom buildings. There is, and will continue to be, a need for increased school capacity during the 20-year life of this plan. The School District has tentatively identified a location for school expansion within the City of Sequim near the existing school complex.

(5) *Water.* Public Utility District Number 1 of Clallam County operates the Evergreen, Carlsborg, and Deer Park/O'Brien Road/Agnew water systems. The Public Utility District finances construction of these systems through local utility districts (LUDs). Sunland has a water district that provides water service to that community. There are numerous private water purveyors within the area (see Figure 1).

(6) *Sewer.* Sanitary sewer exists within the City of Sequim (plus some lands within the urban growth area) and at Sunland. The Public Utility District is authorized to provide sewage disposal service throughout the PUD service area. A community drainfield in Sunshine Acres is now operated by the PUD.

(7) *Parks and Recreation.* Clallam County has several parks and recreation facilities within the Sequim-Dungeness planning area, including the Dungeness Recreation Area, Cline Spit, Port Williams, Panorama Vista, and Dungeness Landing. The Sequim-Dungeness Park and Recreation District is a local district with similar service boundaries to this planning area. The District operates the Sequim Aquatic Center, the Jamestown S'Klallam Tribe manages Railroad Bridge Park, and the Port of Port Angeles owns and operates John Wayne Marina. State parks in the area include Sequim Bay State Park and the planned Miller Peninsula State Park. The planning area also includes the Olympic National Park and Olympic National Forest, which have numerous recreation sites. Private recreation opportunities in the area include Dungeness, Skyridge, and Sunland golf courses, although Sunland is now private. There is a demand for new golf courses with public access and trails linking the Olympic Discovery Trail (ODT) with these facilities.

(8) *Fire Protection.* Fire protection in the Sequim-Dungeness Valley is provided by Clallam County Fire Protection District Number 3. The main station for the Fire District is within the City of Sequim, with other stations located at Carlsborg, Blyn, Diamond Point, Dungeness, Lost Mountain and R Corner. Fire protection districts, like hospital and library districts, are junior taxing districts. Funding for these junior taxing districts comes from property taxes and timber revenues from County trust lands.

(9) *Public Health.* Public health facilities serving this planning area are located within Port Angeles. Public health services are available through Clallam County's Home Health Program. Numerous private health care facilities exist within the planning area. These facilities are needed to serve the aging population.

(10) *Other Governmental Services.* Clallam County provides no other direct governmental facilities within the planning area. Consideration has been made in the past to satellite offices for some of the County's services, such as law enforcement, health, and community development. At this time, the most efficient use of facilities is to continue basing the services within Port Angeles. As the population grows in this area, the need for satellite facilities and increased services needs to be closely monitored.

(11) *Financing.* 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 additional traffic, the County is able to require the developer to pay the costs of improving the County road (called "mitigation"). 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 extending those services.

Another way that development pays for the cost of extending new public facilities is through development fees. For example, the City of Sequim requires anyone who hooks up to the sewer or water system to pay a connection 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 connection fee is in addition to requiring the developer extend the actual collection or distribution lines.

This method of paying for public facility and service extension is based on three principles: (1) setting level of service standards for public facilities and services; (2) ensuring that public facilities and services necessary to support development are 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.

31.03.120 Public facilities and services – Policies.

(1) *Parks and Recreation.*

(a) *Policy 1.* Identify and provide for increased recreational and public access opportunities to natural resource lands and water where appropriate.

(i) Encourage further development of saltwater access points for recreation, such as trails, boating, and passive uses.

(ii) Encourage further development of public access to freshwater areas, particularly the Dungeness River.

(iii) Existing managed public access to public forest lands for recreation should be maintained.

(iv) Encourage final development of the Olympic Discovery Trail and links from it to other parks and recreation facilities and schools.

(b) *Policy 2.* That portion of the Clallam County Parks and Recreation Plan, as now or hereafter amended, which relates to the Sequim-Dungeness region is hereby adopted as part of this Plan.

(c) *Policy 3.* Parks and recreation facilities necessary to support development shall be adequate to serve the development as identified in the County Capital Facilities Plan, as now or hereafter amended.

(2) *Schools.*

(a) [*Policy ~~No. 4~~*] New school facilities should locate within the Sequim urban growth area or Carlsborg rural commercial activity center where public facilities and services needed to support the school facilities (e.g., water, sewer, transportation, fire and police) can be efficiently provided.

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(b) [*Policy ~~No. 5~~*] School facilities necessary to support development should be adequate to serve the development at the time the development is available for occupancy and use, or a financial commitment is in place to complete the improvements within six years without decreasing current service levels below established minimum standards.

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(c) [*Policy ~~No. 6~~*] The County, City of Sequim, State of Washington and the Sequim School District should work cooperatively to identify funding sources needed for improvements to school facilities caused by new development.

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(3) *Water.* Please see urban growth policies (CCC 31.03.290 et seq.) for specific reference to water service within the designated urban growth areas.

(a) [*Policy ~~No. 7~~*] Public water systems should be provided within designated urban growth areas, rural centers, rural villages, and rural commercial activity centers. Public or municipal water systems (i.e., PUD and City of Sequim) should be limited in rural lands to those areas

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that can demonstrate water quantity limitations, water quality problems or hydraulic continuity to rivers and streams.

(b) [*Policy ~~No. 8~~*] 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 subarea comprehensive plan.

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(c) [*Policy ~~No. 9~~*] Level of service and facility standards should be developed by the water service provider, with standards set based on expected land use densities established by this plan.

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(d) [*Policy ~~No. 10~~*] Water systems necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use.

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(4) *Fire Protection.* [*(Policy ~~No. 11~~)*] Fire protection and suppression facilities in urban areas should receive first priority. Fire flow (e.g., fire hydrants) in rural areas should not be required of new development or extension of public water systems except for commercial/industrial uses and public facilities.

(5) *Other Governmental Services.* [*(Policy ~~No. 12~~)*] Clallam County and other governmental service providers should continually monitor the population growth, age and other demographic characteristics of the population to determine the need for new or expanded services.

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(6) *Sanitary Waste Disposal.* Please see County-wide Comprehensive Plan policies for specific reference to sanitary waste disposal within and outside urban growth areas.

Table 1. Public (Group A) Water Systems
Sequim-Dungeness Regional Planning Area

Map Number	Water System Name
20	Monterra
21	Solmar

Map Number	Water System Name
22	Estates
23	Olympic View
24	Sunshine Park
25	Cedar Grove (aka Spencers Mobile Home Park)
26	Clallam County PUD
27	Carlsborg Mobile Home Park
28	Sequim Valley Tracts
29	Parkwood Adult Community
30	Greenwood Acres/Dungeness Mobile Home Park
31	Dungeness Meadows
32	Mains Farm
33	Dungeness Bay Plat
34	Dungeness Beach Plat
35	Meadowbrook Village

Map Number	Water System Name
36	Brandt Point
37	Dungeness Beach
38	Dungeness Heights
39	Forest Ridge
40	Madrona Ridge
41	Woodland Heights
42	Jamestown
43	Sunland Shores
44	Sunland
45	Lee Water Conditional Use
46	North Olympic Vista
47	Deytona
48	City of Sequim
49	Palo Verde #2

Map Number	Water System Name
50	Flauras Acres
51	Still Road
52	Baywood Village
53	John Wayne Marina
54	West Sequim Bay
55	Sunshine Acres
56	Diamond Point
57	Clallam County PUD
Please see Figure 1 for location of the water systems identified in Table 1.	

31.03.130 Transportation – Inventory and analysis.

(1) *GMA Goals.*

(a) *Transportation.* Encourage efficient multimodal transportation systems ~~such as trails~~that will reduce greenhouse gas emissions and per capita vehicle miles traveled, ~~that~~and are based on regional priorities and coordinated with County and city comprehensive plans.

(b) *Public services and facilities.* Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development

Commented [MC1]: Added titles to be consistent with other portions of the plan and updated transportation goal language per revisions to the GMA in HB 1181.

is available for occupancy and use without decreasing current service levels below locally established minimum standards.

(c) *Climate change and resiliency.* Ensure that comprehensive plans, development regulations, and regional policies, plans, and strategies under RCW **36.70A.210** and chapter **47.80** RCW adapt to and mitigate the effects of a changing climate; support reductions in greenhouse gas emissions and per capita vehicle miles traveled; prepare for climate impact scenarios; foster resiliency to climate impacts and natural hazards; protect and enhance environmental, economic, and human health and safety; and advance environmental justice.

Commented [MC2]: Added to reflect addition of a climate change goal to the GMA in HB 1181.

(2) *Definition.* The transportation system is composed of air, water, and land transportation facilities and services, including highways and streets, paths, trails and sidewalks, transit, airports, and ports.

(3) *Circulation System.* The transportation and circulation system should function to serve the land use patterns established by the Comprehensive Plan. For example, rural areas should be served by a transportation system designed for rural uses while urban areas should be served by a circulation system designed to serve urban uses. The transportation system should also focus on connections, either between urban centers, such as from Port Angeles to Sequim, or Carlsborg to Sequim, or between different "modes" of travel, such as automobiles to public transit. Some parts of the circulation system in this area serve County-wide and State-wide interests, such as Highway 101, the Sequim Valley Airport, Olympic Discovery Trail, Old Olympic Highway, and boat launch/moorage facilities. It is imperative that the County-wide and State-wide interests are considered when making land use or facility decisions affecting these systems.

(4) *Land Use Coordination.* In the past, land use planning and transportation planning were not always coordinated. Developments were approved on roads without consideration to impacts on roads or better use of public transportation. Conversely, roads and highways were built in rural areas which encouraged conversion of rural areas into higher densities or commercial centers. The Clallam County Comprehensive Plan indicates that the transportation system should be consistent with the land use plan.

(5) *Level of Service.* Level of service standards are used ~~to serve as a gauge~~ to judge analyze the performance of the transportation system. When land use assumptions are made based on expected population growth and traffic demand, transportation engineers determine whether

the transportation system is capable of handling the increased demand by using these level of service (LOS) standards.

LOS standards are based on the average daily traffic (ADT) and characteristics of the area that the road serves (rural, suburban and urban). LOS standards indicate congestion or how free-flowing the traffic is. LOS standards do not indicate whether the road meets adopted County road (safety) standards.

The level of service established in the County-wide Comprehensive Plan for County roads, either in urban or rural areas is LOS "C." Level of service for State highways is LOS "D" for urban areas and tourist corridors, and LOS "C" for rural highways. Figure 5 indicates that all County roads are currently operating at or above these standards.

The forecast of future traffic on County roads in this plan is based on two (2) methods: projected population growth and build-out potential based on land use designations. The forecast of traffic and the impact on adopted LOS standards is used to determine if the transportation system is capable of handling the demand. If the system is not capable of handling the demand, the comprehensive plan must identify how the system will be improved and financed, or the land use plan must be revised to ensure that the minimum "level of service" standards are met.

Figure 6 indicates that the system is designed to accommodate the projected land use plan for this region, with some exceptions that should be monitored. Table 2 in this section, however, indicates that the system is not designed to handle the estimated build-out. The following roads show failure to meet LOS standards based on the build-out analysis: West Sequim Bay Road, Sequim-Dungeness Way, and Old Olympic Highway. At what date they fail to meet LOS standards depends upon growth rates. As can be seen in the table, portions of Old Olympic Highway and Sequim-Dungeness Way are already operating at LOS "C." This indicates that these road segments may fail to meet standards within a shorter period of time.

Table 2. LOS Analysis for County Roads (Build-out and Population Growth)

Commented [JF3]: ADT for recent years and projections should be added

Road Name	Current LOS[1]	LOS Build-out[2]	LOS 2000 Pop.[3]	LOS 2010 Pop.	ADT Most Recent Count[4]	ADT 2000 Pop.	ADT 2010 Pop.	ADT Build-out	From Mile Post	To Mile Post
Old Olympic Hwy.	C	D	C	C	2,683	3,651	3,729	12,483	7.34	8.56
Old Olympic Hwy.	C	D	C	C	3,115	4,239	4,329	14,307	9.19	9.37
Old Olympic Hwy.	C	D	B	C	3,115	4,239	4,329	14,307	9.37	9.68
Sequim Dungeness Way	C	D	C	C	6,232	6,394	6,549	14,676	0.60	1.00
Sequim Dungeness Way	B	D	B	B	6,543	8,904	9,093	19,138	1.00	2.52
West Sequim Bay Rd.	B	E	B	C	1,804	2,159	2,554	18,204	0.00	1.20

1. Current LOS is analyzed using the Highway Capacity Manual.

Road Name	Current LOS[1]	LOS Build-out[2]	LOS 2000 Pop.[3]	LOS 2010 Pop.	ADT Most Recent Count[4]	ADT 2000 Pop.	ADT 2010 Pop.	ADT Build-out	From Mile Post	To Mile Post

2. LOS is determined based on future build-out with two considerations: vacant parcels and proposed land use densities within the plan.

3. LOS 2000 and LOS 2010 is based on projected population growth rates, not land use densities or vacant parcels.

4. ADT – Average Daily Traffic. Most Recent Count is anywhere from 1985 to 1993. The ADT for population counts are based on projected population growth rates.

(6) *Road Standards.* Level of service standards do not indicate that a County road meets minimum design standards. Design standards for County roads are set forth in RCW 35.83.030 and RCW 43.32.020. Those standards are as follows:

ADT	Below 150	150 – 400	401 – 750	751– 1,000	1,001 – 2,000	2,001 plus
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.

Based on these standards, Figure 7 indicates the County collectors and minor collectors with width deficiencies. As can be seen in this table, nearly all of the County roads in this region do not meet the adopted road width standards, even though they meet LOS standards.

Table 3 identifies segments of County roads which are 18 feet or less in width with over 125 average daily traffic (ADT). These roads do not meet minimum safety standards. The table also clearly outlines the discrepancy between using LOS standards and road width standards. For example, although Taylor Ranch Road is currently at LOS "A," and is projected to be LOS "B," it

clearly is deficient in road width (only twelve (12) feet). LOS measures how free-flowing a roadway segment is, but fails to recognize whether the road meets minimum safety standards.

Table 3. County Roads Less than Twenty (20) Feet in Width and over 125 ADT

Road Name	Pavement Width – Current	Deficient Road Width	Current LOS	LOS Build-out	ADT – Most Recent Count
Taylor Ranch Rd.	12	14	A	B	514
Marshall Rd.	14	6	A	B	148
Anderson Rd.	16	8	A	A	292
Chicken Coop Rd.	16	8	A	A	190
Cline Spit Rd.	16	8	A	A	256
Gehrke Rd.	16	4	A	A	148
Hendrickson Rd.	16	8	A	B	268
Hooker Rd.	16	8	A	A	171
Jamestown Rd.	16	8	A	B	325
Riverside Rd.	16	8	A	B	255

Commented [RG4]: Confirm this is same with Comp plan update

Road Name	Pavement Width - Current	Deficient Road Width	Current LOS	LOS Build-out	ADT - Most Recent Count
Voice of America Rd.	16	18	B	B	1,106
Ward Rd.	16	8	A	A	224
3rd Ave.	18	10	B	B	789
Anderson Rd.	18	6	A	A	292
Atterberry Rd.	18	8	B	B	662
Barr Rd.	18	8	A	B	416
Beach Dr.	18	2	A	A	125
Blue Mountain Rd.	18	6	A	A	153
Brackett Rd.	18	6	A	B	359
Cameron Rd.	18	6	A	A	219
Chicken Coop Rd.	18	6	A	A	228
Clark Rd.	18	6	A	A	159
Discovery Way	18	2	A	A	138

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Road Name	Pavement Width – Current	Deficient Road Width	Current LOS	LOS Build-out	ADT – Most Recent Count
Evans Rd.	18	8	A	B	533
Gehrke Rd.	18	8	A	B	481
Happy Valley Rd.	18	6	A	B	328
Hendrickson Rd.	18	16	B	C	1,262
Hog Back Rd.	18	6	A	A	160
Jamestown Rd.	18	6	A	B	325
Keeler Rd.	18	6	A	B	167
Kirk Rd.	18	6	A	A	204
Lewis Rd.	18	6	A	A	324
Listolsen Rd.	18	6	A	A	200
Lotzgesell Rd.	18	10	B	B	868
MacLeay Rd.	18	6	A	A	269
Marine Dr.	18	10	B	B	885

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Road Name	Pavement Width – Current	Deficient Road Width	Current LOS	LOS Build-out	ADT – Most Recent Count
Marine Dr.	18	10	B	B	976
McComb Rd.	18	6	A	B	332
Medsker Rd.	18	6	A	B	353
Mill Rd.	18	16	B	C	1,049
Miller Rd.	18	8	A	C	539
Monterra Dr.	18	2	A	A	125
Old Blyn Hwy.	18	8	A	B	488
Olsen Rd.	18	6	A	A	200
Palo Alto Rd.	18	8	A	A	485
Pinnell Rd.	18	8	A	B	410
Port Williams Rd.	18	16	B	C	1,694
Roupe Rd.	18	6	A	A	197
Runnion Rd.	18	8	B	B	729

Commented [RG4]: Confirm this is same with Comp plan update

Road Name	Pavement Width - Current	Deficient Road Width	Current LOS	LOS Build-out	ADT - Most Recent Count
Schmuck Rd.	18	6	A	B	304
Secor Rd.	18	6	A	B	203
Sequim Dungeness Way	18	16	B	C	1,117
Shore Rd.	18	6	A	A	302
Silberhorn Rd.	18	10	B	C	798
Spath Rd.	18	8	A	B	406
Towne Rd.	18	16	B	C	1,020
Vautier Rd.	18	8	A	B	452
Washington Harbor Rd.	18	10	B	C	777
Wheeler Rd.	18	6	A	A	227
Woodcock Rd.	18	6	A	A	185

Commented [RG4]: Confirm this is same with Comp plan update

(7) *Private Roads.* The transportation system in the Sequim-Dungeness region also includes private streets and easements, often unimproved, designed to serve lots within short plats and surveys. A mechanism to upgrade these roads to land division and fire protection minimum

standards should be in place to assist property owners developing property which does not directly abut a public street.

(8) *Alternative Solutions.* Solutions to transportation deficiencies may include incentives to change patterns of transportation behavior, such as car pooling rather than single occupancy vehicles, and enhancements to alternative modes of transportation that would be efficient and less costly to maintain, such as transit, bicycle lanes, and trails.

31.03.140 Transportation policies.

(1) *Policy 1.* Preserve and enhance the Highway 101 corridor for regional mobility of goods, services and passengers.

(a) Encourage the Washington State Legislature and Washington State Department of Transportation to complete the improvements to the Highway 101 corridor as outlined in the Final Environmental Impact Statement for the Palo Alto to O'Brien Road corridor.

(b) Designate the Sequim Bypass as a transportation corridor in the comprehensive plan and ensure that any new development or land divisions are not in conflict with this designation. (See Figure 4.)

(c) Work with the Washington State Department of Transportation and other agencies to ensure that Highway 101 meets the goal that the corridor function regionally for the mobility of goods, services and passengers.

(d) ~~Adopt development regulations~~ Continue to prohibiting new access to Highway 101 when access to County/City roads is available or when shared access points are available.

(e) Highway 101 should have adequate shoulders for bicyclists. Storage facilities for bicycles should be available in conjunction with transit shelters along the corridor.

(f) Plan ~~P~~pedestrian facilities (sidewalks or paths) ~~should be planned~~ along the Highway 101 corridor through Carlsborg and Sequim with connections to the Olympic Discovery Trail.

Commented [JF5]: Have Hwy 101 improvements been completed? Revise if so

Commented [EB6R5]: Not all improvements have been completed. Frontage road improvements from Palo Alto to Simdars Intersection are still required.

Commented [JF7]: Has this occurred or will it be done in this comp plan update? Revise if so.

Commented [JF8]: Have these development regulations been adopted? Revise if so.

Commented [EB9R8]: Yes. Made adjustment to existing policy.

(g) Park-and-ride lots and transit shelters should be conveniently located along the Highway 101 corridor in Sequim and Carlsborg, and at the intersections of County arterials and Highway 101.

(h) Passing lanes should be planned along the highway corridor in rural areas.

(i) ~~The proliferation of s~~Stoplights on Highway 101 should be discouraged.

(2) *Rural and Urban Roads.*

(a) ~~[Policy No. 2.]~~ ~~With the completion of Cays Road and Anderson Road extension projects, the circulation system of County roads in rural and resource land areas should be considered completed for this planning area.~~ The County should not pursue new County roads except in those circumstances where roads are built within subdivisions with private funds and then turned over to the County for maintenance.

(b) *Policy 3.* Improve circulation patterns around the City of Sequim.

Commented [JF10]: Same comment here, have any of the proposed improvements been made? If so we can remove some of these policies.

Commented [EB11R10]: Improvements are still needed. Suggest retaining current policy.

(i) Improvements to access Highway 101 from the area north of Sequim should be made, including increasing the capacity of Port Williams to Brown Road, and Hendrickson to Priest Road with shoulders sufficient for bicycles and connection to the Olympic Discovery Trail.

(ii) Improvements to the circulation pattern within the City of Sequim urban growth area should be made, including consideration of interim measures to reduce congestion until the Sequim Bypass is constructed, and the improvement of Sequim Avenue south to Happy Valley Road.

(iii) Monitor growth on West Sequim Bay Road and the need to improve the road to meet LOS standards. The County should not permit new urban development within the City of Sequim to access onto the County road if the road fails to meet LOS or safety standards.

(c) ~~[~~*Policy ~~No. 4.~~]* Improve circulation patterns within the Carlsborg rural commercial activity center, particularly to ensure minimal congestion caused by industrial and commercial development in the area.

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(d) ~~[~~*Policy ~~No. 5.~~]* Prioritizing roads and road segments for improvements shall be established within the Six-Year Transportation Improvement Plan (TIP), which shall be

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reviewed on an annual basis to evaluate road improvement and identification of funding sources needed to achieve the identified projects. The following road improvements have been identified based on LOS standards, improved circulation, and road width and safety standards. The roads are listed in approximate order of importance:

- Old Olympic Highway (finish widening)
- Cays Road (extension)
- Brown Road (widening)
- Port Williams Road – from Sequim-Dungeness Way to Brown Road (widening)
- Sequim-Dungeness and Woodcock (intersection improvements, widening, shoulders)
- Kendall-Hendrickson-Priest Road (widening, shoulders)
- Diamond Point Road (intersections, curves and widening for pedestrians and bicyclists)
- West Sequim Bay (widening)
- Evans Road (widening within urban growth area)
- Happy Valley Road (curves near Johnson Creek and River Road to 3rd Avenue)
- Runnion/Heath Road (intersection)
- Washington Harbor (curves, shoulders, ditches)
- Palo Alto (curves, width near 101)
- Spath Road (widening)
- Sherbourne (curves, shoulders)
- Hooker (101 south 1-1/2 miles)
- Marine Drive (guardrails, shoulders)

Commented [JF12]: Have any of the proposed improvements been made? If so we can remove some of these policies. We can consider referencing the 6-year county improvement plan here instead of listing the projects here.

Commented [EB13R12]: Removal and referencing the 6-year TIP is what I suggest.

(3) *Road Standards.* Please see County-wide Comprehensive Plan for adopted County Road standards.

(a) [*Policy ~~No. 6.~~*] Improvements to County roads should consider the rural character of the Sequim-Dungeness Valley. Needed safety improvements should be the minimum necessary to address the safety problem, particularly in rural areas where country roads enhance the character of the area, as well as being a deterrent to speeding. In rural areas, limit the number of access points to County roads in order to limit impediments to traffic and to maintain open space qualities.

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(b) [*Policy ~~No. 7.~~*] When County roads are rebuilt in this area, forecasts of future traffic should be based on the following principles:

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(i) If the County road is on the regional transportation network (see Peninsula Regional Transportation Planning Organization – PRTPO), the road should be designed to accommodate transportation growth rates within the PRTPO plan.

(ii) If the County road is not on the regional transportation network, the road should be designed based on 50 percent of potential build-out as indicated in the land use plan.

(c) [*Policy ~~No. 8.~~*] Private road standards should allow for flexibility while meeting minimum safety requirements for emergency vehicles, except in those circumstances where it is in the best public interest to develop a public road. Right-of-way standards, improved widths, and surfacing of private roads should not be required at the same standard as public roads. The use of road improvement districts (RIDs) should be encouraged to equitably share the cost of upgrading private roads to land division and fire protection minimum standards.

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(4) *Paths, Trails and Sidewalks.*

(a) *[Policy ~~No. 9.~~]* Nonmotorized travel should be promoted within the Sequim-Dungeness area for multipurpose recreation and transportation trails for users of all abilities.

(b) *[Policy ~~No. 10~~]*. Encourage development of a path or trail connecting Sequim and Carlsborg, preferably in conjunction with the Railroad Bridge Park.

(c) [*Policy ~~No. 11.~~*] A path, trail or sidewalk accommodating nonmotorized travel shall be required along Highway 101, County arterials, major collectors within urban growth areas or rural commercial activity centers, and within walking distance of school facilities.

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(5) *Policy 12.* The following are the designated bicycle routes. All roads on a designated bicycle route should have a minimum improved shoulder width of three to five feet, depending on the speed limit of the road.

- Highway 101
- Old Olympic Highway
- Port Williams Road (from Sequim-Dungeness to Brown Road)
- Brown Road
- West Sequim Bay Road
- Old Blyn Highway
- Sequim-Dungeness Way
- Lotzgesell Road
- Kitchen-Dick Road
- Diamond Point Road.

(6) *Multimodal.*

(a) *[Policy ~~No. 13.~~]* First priority for transit service and facility improvements should be for designated urban growth areas, rural commercial activity centers and routes along the regional transportation system.

Commented [RG14]: Review against current regulation updates - how are we addressing equity and multimodal opportunities

(b) *[Policy ~~No. 14.~~]* Park-and-ride lots and transit shelters should be conveniently located along the Highway 101 corridor in Sequim and Carlsborg, and at the intersections of County arterials or collectors and Highway 101. Design park-and-ride lots with transit shelters and bicycle storage facilities on site.

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(7) *Airports.*

(a) *[Policy ~~No. 15.~~]* Ensure that land uses adjacent to the Sequim Valley and Diamond Point Airports are compatible with the continued use of the airports for air transportation needs of the region.

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(b) [*Policy ~~No. 16.~~*] Provide adequate roadway connections between the Sequim Valley Airport and the existing major arterial streets, roads and highways serving the airport. Ensure that there are public transportation connections to the Sequim Valley Airport.

(8) *Level of Service.*

(a) [*Policy ~~No. 17.~~*] The minimum acceptable level of service (LOS) standard for County roads in both rural and urban areas shall be LOS "C," using standard rating methodology.

(b) [*Policy ~~No. 18.~~*] New development, such as land divisions and nonresource uses (other than forestry, agriculture, fisheries) should not be allowed unless served by a County road meeting the following minimum standards:

(i) Surface width: 16 feet;

(ii) Grade: 12 percent maximum.

(9) *Financing.*

(a) [*Policy ~~No. 19.~~*] 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. For public facilities that do not meet the designated LOS, a coordinated effort to support implementation measures will be in place with the County and Sequim as appropriate.

(b) [*Policy ~~No. 20.~~*] The existing transportation system should be maintained before expenditure of limited public funds on expanded facilities.

(c) [*Policy ~~No. 21.~~*] Traditional funding sources should continue to be the primary funding source pay for improvements to County roads in the region.

(d) [*Policy ~~No. 22.~~*] The County shall require new development to rectify and/or compensate for impacts to transportation facilities not meeting minimum safety standards or for developments expected to increase demand, such as average daily traffic (ADT), by more than 50 percent over current demand.

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Commented [RG15]: Confirm still LOS

Commented [EB16R15]: Standard remains the same but relies on ASHTO 2018 methodology.

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Commented [RG17]: Addresses financing of public facilities not meeting UGA (new reg)

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31.03.150 Affordable housing– Inventory and analysis.

(1) *GMA Goal.* 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.

(2) *Definition.* ~~Affordable housing~~Housing affordability is ~~typically~~ broken into ~~three~~ categories based on household or family income. Because of the increase in housing values in the past five years, all three categories of affordable housing are desired within the planning area. The categories of extremely low, very low, low, and moderate income households are defined in this chapter.

~~• Very low-income – those families earning below 50 percent of County-wide median income can afford to spend 33 percent on rent or sale price;~~

~~• Low income – those families earning 50 to 80 percent of County-wide median income can afford to spend 33 percent on rent or sale price;~~

~~• Moderate income – those families earning 80 to 95 percent of County-wide median income can afford to spend 33 percent on rent or sale price.~~

(3) *Cost of Housing.* Recent trends show that the average home price is greater than what a median income family can afford. Manufactured housing, on the other hand, had an average value of $42,000. Manufactured housing on leased lots (e.g., mobile home parks) can be an affordable option.

(4) *Affordable Housing Types.* The types of affordable housing available within the Sequim-Dungeness area include:

- Multifamily in Sequim;
- Mobile home parks, such as Parkwood, Green Acres, etc.;
- Housing developments, such as Monterra which have manufactured housing;
- Housing developments with small lot sizes, such as Solmar and Sunshine Acres; and
- Accessory housing, such as converted basements and guest houses.

Commented [MC18]: We will need to revise this once we get land capacity numbers and can finish the housing element analysis.

Commented [MC19]: Cited the definitions elsewhere to reduce redundancy.

(5) *Regulations.* Additional regulations and costs for public services and facilities can drive up the cost of housing. Limiting densities in rural areas may make the area more exclusive, which could raise property values and thus, property taxes.

Flexible zoning techniques could lower the cost of some property. Rather than establishing minimum lot sizes in rural areas, land divisions could be based on maximum residential density. This way, a landowner might be able to place lots closer to required services, such as roads and electricity, thus lowering the cost for development of the lots.

31.03.160 Affordable housing – Policies.

(1) *Policy 1.* Flexible zoning techniques, cluster housing (provided adjacent property owners are protected from adverse impacts), and transfer of density on a parcel should be allowed in order to lower the cost of land for affordable housing opportunities. All types of housing opportunities, including multifamily, should be allowed in approved planned unit developments.

(2) *Policy 2.* Multifamily developments should be allowed within urban growth areas, rural centers and rural commercial activity centers.

(3) *Policy 3.* Employee housing should be encouraged in commercial and industrial zoning districts.

(4) *Policy 4.* The County should place a high priority on provision of infrastructure to serve high density housing development in urban growth areas and should consider partially subsidizing infrastructure costs to low-income affordable housing projects.

(5) *Policy 5.* The County should ensure that development standards do not discourage the provision of affordable housing.

(6) *Policy 6.* Allow higher urban density housing construction outside urban growth areas, including multifamily, in areas identified as rural centers, rural commercial activity centers and rural villages.

(7) *Policy 7.* The County should ensure that sufficient lands are designated within urban growth areas for the provision of high density and affordable housing development.

(8) *Policy 8.* Retention and development of mobile home parks within urban growth areas should be encouraged.

31.03.170 Economic development – Inventory and analysis.

(1) *GMA Goal.* 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.

(2) *Outlook.* The economy of Clallam County and the Sequim-Dungeness regional planning area has changed dramatically in the last 20 years. Twenty years ago, the area relied heavily on the agriculture and forestry industry. Conversion of farmlands into residential development and changes in forest management have caused the area to look more toward tourism, recreation, residential development and retail for its economic future. Light manufacturing and medical services also can play a vital role in the future.

Commented [RG20]: Update to be consistent with Comp Plan changes

Commercial and industrial development has and will continue to play a vital role in the economic development of the region. Commercial development, particularly retail, has expanded considerably in the last 10-year period. Industrial or manufacturing type jobs, however, have not flourished. Manufacturing is an important part of an economic development strategy: the jobs are family wage income, far exceeding service type jobs, and the sale of manufactured goods outside the region represent new dollars recruited within the local community. Both commercial and industrial development requires suitable locations, appropriately zoned, and with the necessary infrastructure.

Commented [RG21]: Still true?

Commented [EB22R21]: For the most part.

The total industrial land base ~~is equivalent to approximately three and one-half acres per 1,000 population. This is below national averages – 8.3 acres per 1,000 population, and far below the averages within the Port Angeles region – 35 acres per thousand~~for the Planning Region primarily includes the Carlsborg Industrial Park and the Battelle Memorial Institute Campus. The 2025 Land Capacity Analysis (LCA) shows that combined, these areas have a total of 45.8 acres of available development capacity. With a calculated Employees-Per-Acre (EPA) ratio of 7.9 (LCA, 2025), these areas have the potential to employ an additional 361 employees at full development. In contrast, the 2025 LCA shows that the combined employment allocation for

the Carlsborg UGA (88 employees), unincorporated Sequim UGA (147 employees) and the remainder of the unincorportaed region (143 employees) is 378 total employees over the 20-year planning horizon. Although regional commercial zoning easily makes up the difference for employment purposes, consideration should be given to the expansion of existing industrial areas in order to promote business development with living-wage potential. Maintaining, or increasing the industrial land base for future economic growth will be a difficult challenge.

Commented [RG23]: Update accordingly

Commented [EB24R23]: Done

31.03.180 Economic development – Policies.

(1) *Policy 1.* All levels of government should encourage economic development by providing water, sewer, and transportation infrastructure, appropriate land use designations (e.g., zoning) and encouraging new businesses to locate in those areas. Improvement costs should be paid through bonds, local improvement districts, and real estate excise taxes and repaid by the developer over time. The cost of connection to these systems needs to be carefully considered as excessive fees can discourage economic growth.

Commented [RG25]: Consider revising to account for UGA and LAMIRD regulations to distinguish agriculturally sensitive lands and prioritizing areas more suitable for development versus protection

(2) *Policy 2.* Commercial and industrial land use designations should allow mixed uses in order to encourage more opportunities to site a business. For example, light manufacturing should be allowed in commercial areas while retail should be allowed in industrial areas.

(3) *Policy 3.* One hundred additional acres of industrial land should be identified through the 20-year planning process in the Sequim-Dungeness region as a goal toward achieving an appropriate ratio of industrial land use to residential population; national averages should be used as a benchmark. The first priority for location of new industrial land is within the City of Sequim urban growth area.

(4) *Policy 4.* Existing areas designated for industrial development and/or manufacturing, including lands within Sequim, Carlsborg and Sunshine Acres, must be assured of continued development through development regulations, and if necessary, urban growth area designations.

(5) *Policy 5.* Rural areas should allow research or campus-like business parks. Standards should be developed to ensure that these facilities do not cause adverse impacts, such as increased traffic, noise or pollution.

(6) *Policy 6.* The quality of the environment should be protected in order to attract tourists and new business which desire to locate in a quality environment enjoyed on the Olympic Peninsula.

(7) *Policy 7.* Recreational developments which provide attractions to tourists and citizens in the area should be encouraged. Examples of appropriate developments would include golf courses, shoreline access, parks, trails, and destination resorts. Existing tourist attractions, including the Dungeness National Wildlife Refuge, the Olympic Discovery Trail, and Cline Spit, should be maintained for public access and enjoyment.

(8) *Policy 8.* Resource-based industries should continue to be supported, including conservation of forest and agricultural lands, and processing of raw materials.

(9) *Policy 9.* Clallam County should ensure that land use plans and regulations provide an environment conducive to business development, consistent with economic goals and objectives and protection of the public health, safety and welfare.

31.03.190 Open space and the environment – Inventory and analysis.

(1) *GMA Goals.*

Commented [MC26]: Added goal titles to be consistent with other chapters/sections.

(a) *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.

(b) *Open space and recreation.* Encourage the retention of open space and development of recreational opportunities such as the Olympic Discovery Trail, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks with links to the Olympic Discovery Trail.

(c) *Environment.* Protect the environment and enhance the State's high quality of life, including air and water quality, and the availability of water.

(d) *Climate change and resiliency.* Ensure that comprehensive plans, development regulations, and regional policies, plans, and strategies under RCW **36.70A.210** and chapter **47.80** RCW adapt to and mitigate the effects of a changing climate; support reductions in greenhouse gas

emissions and per capita vehicle miles traveled; prepare for climate impact scenarios; foster resiliency to climate impacts and natural hazards; protect and enhance environmental, economic, and human health and safety; and advance environmental justice.

Commented [MC27]: Added climate goal per HB 1181.

(2) *Land Use.* The Sequim-Dungeness region contains a diverse array of open spaces: pasture lands, hayland and cropland, forest land, wetlands and river corridors. There are over 13,000 acres of land used for crop, hay and pasture. Over 100,000 acres are in forest land, including State and federal lands. Urban lands account for slightly over 2,000 acres within the City of Sequim and Sunland. Rural lands account for over 10,000 acres in the region.

(3) *Water.* Water plays a vital role in the quality of life, culture, past and future development of the region. Irrigation is critical to continued agricultural production. There are six irrigation diversions and nine irrigation districts with over 97 miles of ditches, all originating from the Dungeness River. Groundwater in this area is susceptible to the stresses of increasing contamination and withdrawal, and in need of special consideration as land uses change and management regimes are developed. Groundwater is also recharged in some places by irrigation ditches. Withdrawal of groundwater can impact stream flows of rivers and creeks. Wetlands occur throughout the area, although larger areas are concentrated along the Dungeness River, Gierin Creek and along the saltwater shorelines. The Dungeness River is subject to devastating floods and, other than coastal floods, is the area most prone to flooding in the region.

(4) *Air and Noise.* Air quality and noise can be additional environmental problems in the Valley. Industrial land uses can cause air quality and noise related problems, particularly in the residential areas. Since a residential use is a primary land use in the Valley, measures to ensure maintenance of air quality and noise standards could be important.

(5) *Watershed Planning.* Clallam County and other resource agencies have completed and adopted several watershed planning efforts in this area. Adopted plans include the Sequim Bay Watershed Management Plan, Dungeness River Watershed Management Plan, Sequim-Dungeness Groundwater Protection Strategy, Dungeness-Quilcene Water Resources Management Plan, Dungeness River Flood Control Management Plan and the Dungeness River Greenway Plan. The County is also working on a pilot project on wetland functional assessment in this planning area (State Wetland Integration Strategy – SWIS) and has a watershed restoration grant from the Jobs for the Environment Project.

31.03.195 Open space and the environment – ~~Conservation P~~policies.

Commented [MC28]: Proposed to remove word "conservation" to make this consistent with the other section titles in this chapter.

(1) *General. (Policy 1).* Conserve and protect the environmental attributes of the Sequim-Dungeness region that characterize the quality of life for residents of both the area and the State of Washington.

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(a) Protect wetlands, shorelines and other water resources beneficial to fisheries, wildlife, recreation and public use. Achieve this policy through education and enhancement of resources and through regulation of appropriate uses, buffers and activities.

(b) Adopt and implement drainage and erosion control standards for new development in order to protect water quality and prevent impacts to water quantity (e.g., flooding).

(c) Encourage public acquisition of lands of outstanding habitat or open space value, particularly those lands that are threatened by encroaching development.

(d) Support development of the Miller Peninsula State Park, balancing between maintaining the environmental attributes of the site and surrounding properties with the need for active recreational opportunities, developing connecting links to the Olympic Discovery Trail for non-motorized access.

(2) *Corridors. (Policy 2).* Encourage the maintenance and enhancement of open space corridors, greenbelts and greenways, and non-motorized trails in the Valley.

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(a) In forested areas such as Diamond Point, limit the number of access points to County roads in order to maintain a greenbelt along the road.

(b) Encourage the beautification of development along the Highway 101 corridor through landscape guidelines and through the control of signage, including the prohibition of billboard construction and the eventual removal.

(c) Designate open space corridors that provide linkages for wildlife and fisheries and protect these corridors through education, enhancement and regulations. See Figure 8 for designated habitat corridors.

(d) Conserve and enhance the Dungeness River as a greenway corridor for the benefit of fish, wildlife, flood protection, people and open space.

(e) Conserve the corridors of Siebert's Creek, McDonnell Creek, Cassalery Creek, Bell Creek, Johnson Creek, Jimmycomelately Creek, Gierin Creek, Matriotti Creek, Meadowbrook Creek, and Cooper Creek for the benefit of fish and wildlife.

(f) Encourage further development of non-motorized trails to link natural resource land and water to the Olympic Discovery Trail.

(3) *Recreation.* ~~[[Policy No. 3]]~~ Identify and provide for increased recreational and public access opportunities to natural resource lands and water where appropriate and complementary to the natural and cultural characteristics of the area.

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(a) Encourage further development of saltwater access points for recreation, such as trails, boating, and passive uses.

(b) Maintain existing access points for recreation, including the Dungeness Spit.

(c) Encourage further development of public access to freshwater areas, particularly the Dungeness River.

(d) Existing managed public access to public forest lands for recreation should be maintained.

(4) *Water Quality.* ~~[[Policy No. 4]]~~ Maintain and improve water quality to support fish resources, irrigation, recreation, wildlife habitat, domestic and industrial water supplies.

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(a) Minimize pollutants in drinking water, industrial, commercial, agricultural and stock water supplies. Focus efforts on sources of bacteria, chemicals, nutrients, and sediment.

(b) Protect and restore the natural ecosystem functions of aquatic and riparian areas.

(c) Maintain the harvestability of commercial and recreational shellfish and protect and/or improve shellfish habitat.

(5) *Land Use.*

(a) ~~[[Policy No. 5]]~~ Ensure that land uses and densities allowed in rural areas are consistent with the need of area neighborhoods for open spaces, wildlife, peace and quiet, and the capacity of the land and water resource to handle development.

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(i) Set rural land use patterns based on identified geographic neighborhoods and taking into account the local availability of water and land area for wastewater treatment.

(ii) Discourage or prohibit higher densities adjacent to ~~significant fisheries or wildlife habitat~~fish and wildlife habitat conservation areas, near wetlands and other environmentally sensitive areas, on poorly drained soils, or on steep slopes.

Commented [MC29]: Modified to be consistent with definitions of critical areas that must be protected in the GMA.

(iii) Protect air quality and minimize noise impacts from industry and other uses in rural areas.

(b) ~~[(Policy No. 6)]~~ Minimize the public costs and potential dangers associated with inappropriate development in frequently flooded areas, geologically hazard areas, wetlands, fish and wildlife conservation habitat areas, and areas with a critical recharging effect on aquifers.

Commented [MC30]: See above.

(i) Development should occur on the most environmentally suitable and naturally stable portion of a development site.

(ii) Preserve natural flood control and stormwater storage from alterations to drainage or stream flow patterns.

(iii) Encourage enhancement, restoration and creation of biological and ecological functions of wetlands and habitat areas.

(6) *Groundwater.* ~~[(Policy No. 7)]~~ Pursue appropriate groundwater protection programs and coordinate groundwater with surface water quality protection, as well as efforts to resolve ground or surface water quantity issues.

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(a) The quality and quantity of the shallow groundwater aquifer should be protected as it affects recharge of streams, estuaries and deep aquifer systems. The quality and quantity of the deep aquifer system should also be protected, especially for drinking water.

(b) Clallam County should work with State agencies to reduce the disincentives for establishing community water systems. Community water systems should be provided in areas with particular susceptibility to quality or quantity problems.

(7) *Watershed Plans.* ~~[(Policy No. 8)]~~ Clallam County should continue to work towards implementation of watershed management plans and other special area studies which

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enhance our understanding of environmental and open space resources of the planning area and ways to conserve those resources.

(8) *Water Resources.*

(a) [*Policy No. 9.*] Municipal and residential water supplies should be directed to locations and depths so as to minimize the risk of hydraulic continuity, or where the water withdrawal does not cause impacts on in-stream flow requirements for fish.

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(b) [*Policy No. 10.*] Water should be used from the hydrologic unit from which it is derived, and water resources should be kept within the region.

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(c) [*Policy No. 11.*] Conservation and efficiency strategies for water resources should be developed and implemented region-wide to provide the most efficient use of all water resources.

(9) *Marine Shorelines.* [[*Policy No. 12*]] 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.

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31.03.220 Agricultural land – Inventory and analysis.

(1) *GMA Goals.*

Commented [MC31]: Added titles to be consistent across the chapters/sections.

(a) *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.

(b) *Reduce sprawl.* Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.

(c) *Open space and recreation.* Retain open space and green space, enhance recreational opportunities, enhance fish and wildlife habitat, increase access to natural resource

~~lands and water, and develop parks and recreation facilities. Encourage the retention of open space and development of recreational opportunities such as non-motorized trails; conserve fish and wildlife habitat; increase access to natural resource lands and water, such as non-motorized trails; and develop parks.~~

Commented [MC32]: Updated with current language of open space and recreation goal.

(d) *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.

(2) *Definition.* The Growth Management Act defines "agricultural land" as land primarily devoted to the commercial production of horticultural, viticultural, floricultural, dairy, apiary, vegetable, or animal products or of berries, grain, hay, straw, turf, seed, Christmas trees not subject to the excise tax imposed by RCW 84.33.100 through 84.33.140, finfish in upland hatcheries, or livestock, and that has long-term commercial significance for agricultural production.

The Growth Management Act defines "long-term commercial significance" to include 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.

(3) *Resource Base.* The agricultural resource base in Clallam County, and particularly the Sequim-Dungeness region, is at a crucial turning point. During the period of time from 1955 to 1978, the Census of Agriculture shows a loss of over 47,000 acres of farmland in the County, the vast majority of which was located in the Sequim-Dungeness region. Additional losses of agricultural land have occurred since that time.

In 1992, Clallam County adopted interim designation and conservation regulations to conserve agricultural lands. These regulations designated approximately 7,500 acres of land as agricultural. Development within these designations was allowed if developed in a cluster pattern (30 percent development/70 percent farm). These interim measures were successful in discouraging additional loss of agricultural lands to nonagricultural use.

As the total resource base declines for agricultural use, the viability of the remaining agricultural lands for long-term commercial production also declines. With less land being farmed, equipment suppliers, and other support services also decline. The days where the

Sequim-Dungeness Valley was a major agricultural base, with numerous dairies and other agricultural business, is now unfortunately only a part of our history.

(4) *Development Pressures.* The remaining agricultural land in the Sequim-Dungeness region continues to be subject to development pressures, even with the interim regulations adopted in 1992. Despite regulations, existing agricultural land can be converted, either by selling existing "vested" five-acre survey developments, or clustering the development and converting at least 30 percent of the land.

Before 1993, Clallam County did not regulate divisions of land over five acres in size. As a result of several planning and zoning initiatives, many of the agricultural landowners legally divided their land into five-acre parcels ("vested" lots). These five-acre parcels may be sold at any time despite the land being zoned for agricultural uses. Thus, it is impossible to ensure long-term commercial agricultural production on these lands. It is estimated that 50 percent of the lands designated for agricultural land use in 1992 have already been legally divided into five-acre parcels.

Interim cluster development regulations required large density incentives to encourage landowners to cluster development rather than sell five-acre parcels. Issues relating to the densities allowed in agricultural cluster developments and the viability of farming the remaining open space have been raised by the public and the agricultural community. If cluster development patterns are to succeed, the density in the cluster cannot cause a drastic change in the character of the surrounding area and the remaining farmland has to be large enough to be commercially viable.

There have been other nonresidential pressures for agricultural land, most notably active recreation such as golf courses. With the increase in population and the recent closure of some private golf courses to the public, there has been increased pressure to allow golf courses on agricultural land.

(5) *Open Space.* Although it is recognized that agricultural lands do play a significant role in our local economy and lifestyle, these lands may play a greater role as open space for the enjoyment of the public, preservation of the remaining rural character of the Sequim-Dungeness Valley, and as wildlife habitat. If the agricultural lands are viewed as open space, then consideration to other open space uses like golf courses might be made.

(6) *Public Interest.* During the regional planning process, citizens of the Sequim-Dungeness region have indicated a strong interest in conserving agricultural lands, open space and the quality of the environment. This issue has, and will continue to be, a very emotional discussion between property owners and the general public. It is unquestionable that the remaining agricultural lands in the area play a vital component in maintaining the rural character of the Valley. However, the interest of the general public over the interest of the private property owner must be carefully considered. This plan cannot diminish the goal to protect property rights.

(7) *Conservation Alternatives.* Conservation of agricultural lands could be accomplished through several alternatives:

- Public acquisition or transfer of development rights; and/or
- Regulation of property, restricting land to agricultural uses or cluster developments; and/or
- Incentives, such as taxes, flexible zoning techniques, technical assistance.

(8) *Development Rights.* There are several ways to acquire the development rights, purchase those rights or transfer the rights to other properties. This plan pursues the concept of purchasing those rights.

The purchase of development rights occurs when the public acquires the rights held by the property owner to develop the land while the owner maintains the right to utilize the land for agricultural purposes. Once the public has purchased the development rights of the property, title to those rights no longer remains with the property owner and the agricultural nature of the land is preserved. The public purchase of development rights should provide more assurance that agricultural lands will be conserved forever than the use of traditional regulatory measures.

Other options available to local governments for conservation of agricultural lands and open space are special property tax laws (conservation futures) or real estate excise tax. Conservation futures authorize an assessment of $0.0625 per $1,000 of assessed valuation, which would have generated $133,800 in revenue in 1994. This tax does not require voter approval and could be used as the source for issuance of bonds approved by the Board of Clallam County Commissioners. Real estate excise taxes include an option for a voter-approved

one percent tax on the transfer of property for the purpose of acquiring conservation areas, which would have resulted in $1,200,000 in revenue in 1993.

(9) *Finfish Hatcheries.* In 1994 the State amended the definition of agricultural land to include finfish in upland hatcheries. This planning area has finfish hatcheries at Hurd Creek and the Dungeness River. The Hurd Creek hatchery is susceptible to incompatible adjacent residential land uses which might affect water quality, and the Dungeness hatchery might be susceptible to upper watershed disturbances from sedimentation, siltation and other water quality problems.

31.03.230 Agricultural land conservation – Policies.

(1) *Findings.* ~~{{Policy No. 1}}~~ There are agricultural lands of long-term commercial significance in parts of the Sequim-Dungeness planning area.

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(2) *Conservation Strategy.* ~~{{Policy No. 2}}~~ Maintain, enhance and conserve productive agricultural lands through the following means:

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- Continue to provide tax incentives (open space or current use assessments);
- Continue to provide technical assistance, such as resource conservation plans prepared by the Clallam Conservation District or Natural Resource Conservation Service;
- Allow and encourage small-scale agricultural uses within both rural and urban areas;
- Provide incentives to cluster development on the least productive soils and conserve remaining land for continued agricultural use;
- Discourage incompatible uses on adjacent lands, through increased setbacks, limits on utility extensions in agricultural areas, right-to-practice agriculture ordinances, and notification to residential landowners of potential incompatible uses;
- Work towards long-term (i.e., permanent) conservation through public and/or private purchase of development rights; and
- Clallam County has demonstrated its willingness to provide for long-term preservation of resource lands and the County shall be willing to consider additional resource land

purchases as landowner opportunities arise and the public indicates their strong preference for additional land purchases.

(3) *Final Regulation.*

(a) ~~[Policy No. 3.]~~ Land meeting the following criteria is designated as agricultural on the land use map and as an agricultural retention zone on the zoning map:

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(i) *Soil Criteria.*

(A) The soil capability class is I, II, and includes the Agnew Soil Series which is a Class III; or

(B) The soil capability class is III and IVs if within an irrigation district or if irrigated; or

(C) The soil capability class is Vw (if drained) or Vlw (if drained), subject to the regulations of the ~~critical area regulations~~Critical Areas Ordinance;

(ii) The property does not now have access (hookup rights) to municipal sewers;

(iii) The property has a minimum net farmable parcel size of fifteen (15) acres, including land under contiguous ownership (such as five (5) acre survey parcels);

(iv) The property is usually found in a large contiguous block of agricultural use (minimum of forty (40) acres);

(v) The property is not within a designated urban growth area;

(b) ~~[Policy No. 4.]~~ Development regulations shall provide for an agricultural retention zoning district with the following provisions and considerations:

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(i) Conserve agricultural lands through land use regulations utilizing agricultural retention developments (twenty-five (25) percent maximum development area/seventy-five (75) minimum farm area). The regulations shall contain the following provisions:

(A) Residential base density in agricultural zones shall be one dwelling unit per sixteen (16) acres if a conventional development pattern of sixteen (16) acre lots is utilized or one dwelling unit per five (5) acres plus a density bonus if a cluster

development pattern is utilized. Properties in an agricultural retention zone which have previously divided consistent with the land division ordinance to parcel sizes of approximately five (5) acres or less and are being recombined into a contiguous parcel of a size capable of qualifying for an agricultural retention development shall be able to utilize all of the available residential base density plus density bonuses on-site in an agricultural retention development site or they may transfer development rights to a nonagricultural property. Properties in an agricultural retention zone which have not previously divided to parcel sizes of approximately five (5) acres or less shall be able to utilize a base density of one home per sixteen (16) acres in an on-site agricultural retention development with the remaining one home per five (5) acre base density plus density bonus available for transfer of development rights or for purchase of development rights.

(B) A fifty (50) percent density bonus should be provided for landowners pursuing a cluster development pattern in order to provide an incentive to those owners of contiguous five (5) acre lots (2,300 acres of the agricultural designation) to recombine those lots to a minimum lot size of sixteen (16) acres for the purpose of establishing an agricultural retention development. The fifty (50) percent density bonus may be utilized on-site for a cluster development where previously divided parcels of approximately five (5) acres or less are being recombined into a contiguous parcel size capable of qualifying for an agricultural retention development (sixteen (16) acre minimum size). The fifty (50) percent density bonus for all other lands within the agricultural retention zone may only be utilized outside of the agricultural retention zone through a transfer of development rights to a designated receiving zone or may be extinguished through the purchase of development rights.

(C) Allow golf courses in agricultural zones as a conditional use in an agricultural retention development. All structures and residential components of a golf course shall locate in the development portion (twenty-five (25) percent) of the site. Any elements of a golf course located in an agricultural reserve shall be designed to be compatible with continuing agricultural activities.

(ii) The raising of crops and livestock and associated agricultural activities shall be the principal land use within areas designated as agricultural. Agricultural land uses on the portion of a parcel set aside for agriculture would include, but not be limited to, a farm

residence, farm buildings, and direct marketing farm stands, home enterprises and home-based industries, and accessory uses subject to applicable performance standards. These uses shall not disrupt agricultural land use within the district.

Commented [MC33]: Added to be consistent with existing policy in CCC 31.02.120.(2) and proposed changes therein related to RCW 36.70A.177(3).

(iii) Residential developments in agricultural lands should be clustered on the least productive portion of the parcel and should be designed to accommodate adjacent agricultural uses. Residential developments shall be clustered in such a manner as not to impact critical ~~wetland~~ areas consistent with the Clallam County Critical Areas ~~Code~~Ordinance.

Commented [MC34]: Proposed change to reflect that there are other critical areas that residential development on agricultural land should be clustered to avoid.

(iv) Lands designated as agricultural shall provide for the retention of large parcels and ownership patterns conducive to agriculture. The minimum agricultural reserve size in agricultural resource lands shall be fifteen (15) net farmable acres. The term "net farmable acres" means that at a minimum fifteen (15) acres shall remain open and farmable after all associated development is complete. When clustered subdivisions are used in areas designated for agricultural, the clusters should be arranged to protect and combine large tracts for productive farming, minimize conflicts with continued agriculture and be consistent with public facility and service requirements.

(c) *[Policy ~~No. 5.~~]* Land designated as agricultural will remain in this classification unless it can be shown that:

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(i) An error was made in application of the criteria establishing the zone; or

(ii) Commercial farming is no longer a viable option for this area due to loss of all irrigation potential or other significant physical loss of agricultural potential; or

(iii) After giving careful consideration and upon the basis of abundant long-term evidence utilizing local agricultural land values (nonresidential values) and local farmland lease rates as a means of comparison, the Board of County Commissioners finds that no entity will purchase or lease the land for agricultural use at a fair, locally determined, agricultural market value.

(d) *[Policy ~~No. 6~~]*. Land with an approved cluster development site shall remain in the agricultural designation.

(e) [*Policy ~~No. 7.~~*] Agricultural lands with 15 net farmable acres that do not meet the criteria listed in Policy ~~No.~~ 3, subsection (3)(a) of this section, may be designated as agricultural if the land is capable of agricultural production and the owner desires to have it designated.

(4) *Land Use Maps.* *{[Policy ~~No. 8~~]}* The Comprehensive Plan land use map shall have one designation for agricultural resource lands with density provisions that allow no more than one home per 16 acres unless an agricultural retention development is proposed which would allow a base density of one home per five acres for properties in an agricultural retention zone. Properties in an agricultural retention zone which have previously divided to parcel sizes of approximately five acres or less and are being recombined into a contiguous parcel of a size capable of qualifying for an agricultural retention development shall be able to utilize all of the available residential base density on-site in the agricultural retention developments site or may transfer/sell development rights off-site. Properties in an agricultural retention zone which have not previously divided to parcel sizes of approximately five acres or less shall be able to utilize a base density of one home per 16 acres in an on-site agricultural retention development with the remaining one home per five-acre base density available for transfer of development rights or for purchase of development rights.

(5) Purchase of Development Rights. *{[Policy ~~No. 9~~]}* Develop a program for lasting, long-term conservation of agricultural lands based on public and/or private financial support.

(a) Focus the program on purchase of development rights in order to keep lands in private ownership. Once development rights are purchased, future development shall be restricted through such legal instruments as necessary to ensure permanent conservation of lands for the benefit of future generations.

(b) Work with the public and landowners to set priorities for the purchase of development rights which will provide long-term protection of farmland. Priorities may be set based on development pressures, open space value, or environmental values.

(c) Development rights to agricultural lands should be acquired through innovative financing mechanisms.

(d) County revenues shall not be used to fund a purchase of development rights (PDR) program without the approval of the citizens of Clallam County as evidenced by an affirmative vote of County-wide registered voters. The County will be supportive of private initiatives to establish a fund to implement a PDR program.

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(6) *Transfer of Development Rights.*

(a) ~~[Policy No. 10.]~~ ~~Before the end of 1998, develop a program for~~A Transfer of Development Rights (TDR) program has been established in Clallam County Code Chapter 33.26. The TDR program allows transfer of development rights from areas with an agriculture designation into areas outside of the agriculture designation where additional development may be appropriately located in the Sequim-Dungeness Valley. The 2025 comprehensive plan periodic update has paused implementation of the TDR program.~~Until additional development rights receiving zones in the Sequim urban growth area and in the proposed Carlsborg urban growth area are designated, development rights from agricultural retention zones may be transferred into the existing Port Angeles urban growth area designated receiving zones.~~

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Commented [MC35]: I've revised this policy to reflect that the program has been established and has now been paused.

(b) ~~[Policy No. 11.]~~ Clallam County ~~should~~all conduct a market study of the potential usage ~~of the value of transfer of agricultural land development rights~~ TDR program throughout the Sequim-Dungeness Valley before the 2030 5-year check-in for the comprehensive plan. This market study should determine appropriate thresholds, market conditions, and incentives necessary to ensure the success of the TDR program.~~at least every five years in order to determine the average selling price of development rights and to compare these values with the average sales price of comparable bare land lot sales recorded throughout the Sequim-Dungeness Valley. These studies shall be utilized by the County to determine if adjustments to the agricultural retention zone are needed.~~

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Commented [MC36]: I've revised this policy in order to support the County in conducting a market study in the next 5 years to determine the conditions under which the TDR program can be made to be successfully utilized.

(7) *Incompatible Development.*

(a) ~~[Policy No. 12.]~~ Public services and utilities within and adjacent to areas designated as agricultural shall be designed to prevent negative impacts on agriculture and to maintain total farmland acreage, as follows:

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(i) Water lines, sewer lines, and other public facilities should avoid crossing areas designated as agricultural unless their purpose is to provide service necessary for agriculture and they can be installed at times which minimize negative impacts on seasonal agricultural practices;

(ii) Roads that cross areas designated as agricultural should be aligned, designed and maintained to minimize negative impacts on agriculture and support farm traffic; and

(iii) In rare cases when facilities meeting urban needs intrude into areas designated as agricultural, they should be located to prevent disruption of agricultural activity.

(b) [*Policy ~~No. 13.~~*] Land located adjacent to designated agricultural lands should be compatible with the agricultural use through the following measures:

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(i) Increased setbacks for all buildings located outside of but adjacent to agricultural areas.

(ii) Implementation of the Right to Practice Agriculture Ordinance, an ordinance designed to minimize nuisance complaints regarding agricultural activities that follow best management practices.

(8) *Incentives.*

(a) [*Policy ~~No. 14.~~*] Agricultural reserves in approved agricultural retention developments should be exempt from taxation originating from local improvement districts and local utility districts unless they directly benefit agricultural land use.

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(b) [*Policy ~~No. 15.~~*] Continue to conserve all agricultural lands, whether designated for long-term commercial significance or not, through property tax incentives (current use assessments).

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(c) [*Policy ~~No. 16.~~*] Clallam County shall develop a low-cost revolving loan program to aid local farmers/landowners in financing the upfront development costs for preliminary engineering and subdivision approval permitting fees in agricultural retention developments. These loans shall be repaid to Clallam County through initial sales of subdivision lots.

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(9) *Finfish Hatcheries.* [[*Policy ~~No. 17~~*]] Ensure that land uses adjacent to finfish hatcheries are compatible with the long-term commercial production of those hatcheries. Consideration shall be given to appropriate land use densities, land use practices, and maintenance of water quality standards.

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31.03.240 Forest land – Inventory and analysis.

(1) *GMA Goals.*

(a) *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.

(b) *Reduce sprawl.* Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.

(c) *Open space and recreation.* Retain open space and green space, enhance recreational opportunities, enhance fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities. ~~Encourage the retention of open space and development of recreational opportunities such as non-motorized trails; conserve fish and wildlife habitat; increase access to natural resource lands and water, such as non-motorized trails; and develop parks.~~

Commented [MC37]: Replaced with current open space and recreation goal language from GMA.

(2) *Definition.* The Growth Management Act defines "forest land" as 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.

The Growth Management Act defines "long-term commercial significance" to include 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.

(3) *Resource Base.* Commercial forestry in the Sequim-Dungeness region is still a viable industry. There are sufficient public (federal and State) and private lands to provide a resource base for timber harvesting. In 1992, the County designated approximately 33,000 acres of lands as forest lands of long-term commercial significance in the Sequim-Dungeness region, including approximately 3,500 acres as transitional forest lands. A large percentage of the lands

designated are State and federal lands. There are few forest resource support industries in this planning area. Mills and log storage yards are primarily located in the Port Angeles area.

(4) *Incompatible Uses.* A significant conflict with commercial forest operations is the growing residential encroachment into forested areas. Lost Mountain, Blue Mountain, Happy Valley, and Palo Alto are examples of areas where residential development has increased and encroached upon the commercial forest. In these situations, conflicts between residential land uses and traditional forest management techniques will continue to increase.

(5) *Conservation Alternatives.* One of the regulatory tools that Clallam County adopted in 1992 to conserve the forest resource base and ensure compatibility at the forest/rural interface was the use of a commercial-residential mixed use zones (CFM). The majority of these zoning districts were in the foothills in the Sequim-Dungeness region. Residential development within the CFM zones was allowed through a cluster pattern (30 percent development/70 percent forest), in exchange for which a density bonus of 300 percent was allowed in the CFM-20 zone and 70 percent in the CFM-5 zone.

There are other options the County could pursue for transitional forest lands, some of which may be more appropriately designated as commercial forest, with one residential dwelling unit per 80 acres allowed through a special permitting process. A zoning district which allows single-family dwelling units on 20 acres could be established on the remaining transitional areas, with increased setbacks from adjacent resource lands. Planned unit developments which reserve an area for resource production could be encouraged within these zones. Flexible zoning techniques, which allow the landowner to transfer density to smaller lot sizes within the same ownership may also work towards conserving the forest lands.

31.03.250 Forest land conservation – Policies.

(1) *Policy 1.* Lands meeting the definition or criteria for commercial forest lands in the Clallam County Comprehensive Plan should be designated as commercial forest lands of long-term commercial significance. In general, these lands have a minimum parcel size of 80 acres, are currently forested, and have a forest land grade which is capable of growing trees at a commercially viable growth rate.

(2) *Policy 2.* Land found in close association with large blocks of commercial forest land and which buffer commercial forest lands from rural development patterns should be designated for very low density forest residential uses.

(a) Residential densities on rural lands adjacent to large blocks of commercial forest land should generally be Rural Very Low, except in those areas where land use patterns or previous zoning allowed one unit per five acres, in which case the property should be designated rural low.

(b) Rural lands should ensure compatibility with adjacent commercial forest land use through increased structural setbacks and recognition of the Right-to-Practice Forestry Ordinance on adjacent lands.

(c) Flexible zoning techniques, whereby a landowner transfers density to minimize conflict with adjacent commercial forest land use and which sets aside land for wildlife, resource production and/or open space shall be allowed within these zones. (Example: a landowner which owns 80 acres designated Rural Very Low has four residential dwelling rights. The landowner could transfer this density to create three parcels five acres in size, and leave the remaining land (65 acres) for forest use with one dwelling unit.)

(d) Landowners within the rural lands should be notified of property tax options for conserving forest lands.

(3) *Policy 3.* Existing managed public access to public forest lands for recreation should be maintained.

(4) *Policy 4.* Except in a case where an error might have been made in application of the criteria designating commercial forest land, these designated commercial forest lands shall remain in this classification throughout the life of the plan (20 years) unless the following criteria are met:

(a) The change will not affect the commercial viability of the surrounding forest land; and

(b) The County 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 nonforested rural lands in the same vicinity.

31.03.260 Rural land – Inventory and analysis.

(1) *GMA Goals.*

(a) *Reduce sprawl.* Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.

(b) *Open space and recreation.* Encourage the retention of open space and development of recreational opportunities such as non-motorized trails, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.

(c) *Environment.* Protect the environment and enhance the State's high quality of life, including air and water quality, and the availability of water.

(d) *Historic preservation.* Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.

(2) *Definition.* The Growth Management Act does not define rural lands. Rural lands are defined as what they are not: they are not designated for urban growth, agriculture, forest, or mineral resources. ~~The County is required to have a rural element which permits land uses that are compatible with the rural character of such lands and provide for a variety of rural densities.~~

Commented [MC38]: This sentence can be removed, as rural policies have been established in existing 31.02.260, 31.02.263, and 31.02.265 or as otherwise renumbered in this update.

(3) *Rural Growth.* During the past 20 years, the unincorporated area of the Sequim-Dungeness region has grown almost five times more in population than the City of Sequim, the area's only incorporated city. Over 9,300 people moved into areas outside of the City, while only 2,000 moved into the City of Sequim. Nearly 70 percent of the regional planning area population lives in a rural area. People moving to the Sequim-Dungeness region are looking for a rural lifestyle and are generally moving from a more urbanized environment. As a result, each person's perception of what is rural might be based on where they used to live.

Unchecked rural growth does not satisfy the goal of the Clallam County Comprehensive Plan to reduce the inappropriate conversion of undeveloped land into sprawling, low-density development or encouraging development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

(4) *Rural Character and Rural Services.* The character of the rural area has changed dramatically over the past 20 years. In fact, 20 years ago, much of the planning area would not have been considered as rural lands, but as agriculture or forestlands.

Rural areas are characterized by limited urban-type services such as fire, police and other limited governmental services. Urban-type facilities such as sewers, municipal water systems, curbs, sidewalks, street lights, and public transit are generally not present, but may be sporadically located based on need or old service areas. Rural areas are characterized by diverse, sometimes incompatible, land uses and living styles. Rural areas have a variety of residential densities, and are not characterized by consistent zoning patterns as may be found in suburban areas. Small and large scale resource production is often interspersed with rural areas, such as agriculture and forestry.

In order to make efficient use of scarce public resources, and to not encourage growth in rural areas, limits on the types and quantity of public facilities and services could be implemented. For example, a higher priority for transportation system expenditures (such as roads, trails and transit) could be given to urban areas over rural areas.

It is unquestionable that rural areas require some level of public services and facilities, such as law enforcement, fire protection, roads, and schools. In some areas of the region, water and sewer services may also be needed to address public health or environmental quality, such as in existing high-density developments in the rural areas. The Sequim-Dungeness Regional Plan needs to allow flexibility for certain urban services to be extended into rural areas, with standards to ensure that growth into rural areas does not take precedence over growth into urban areas.

(5) *Rural Centers.* There are several "rural centers" or "rural villages" that are located outside urban growth areas, as well as several areas previously designated for commercial use. These areas are part of the existing rural character and the rights of the present property owners should generally be maintained. Expansion of these existing commercial areas should be limited, and the types of uses allowed in these areas should be restricted to those where uses of such type, scale, size, or intensity already existed as of July 1, 1990, and that do not cause increased need for public expenditures, such as roads and fire protection. These goals can be achieved by formally designating them as LAMIRDs.

(6) *Commercial Uses.* In some neighborhoods home-based industries, such as bed and breakfast inns, cabinet shops, and art galleries are considered appropriate, while in other areas the neighborhood is primarily residential and such uses would be a great interference with the rural character. It is clear that any rural land use categories developed for the Sequim-Dungeness region need to make allowances for these types of uses to be permitted; provided,

that they are consistent with the existing character of the neighborhood in which they are proposed.

Most neighborhoods, even in rural areas, also require some services which are convenient, such as a small neighborhood grocery store, restaurant and gas station. The Agnew Grocery is one example of a rural neighborhood store, appropriately located and sized for the community it serves. Not all of the rural neighborhoods within this regional plan have convenient services. It is possible that the location of these services might be requested in the time period of this plan.

(7) *Housing Densities.* The types of housing developments considered appropriate for the rural areas varies within the Sequim-Dungeness region. Previous land use classifications and the desires of property owners developed a clear pattern of larger lots in the southern portion of the region, towards the Olympic Mountains. Similar areas of large lots exist in the areas east of Sequim, including the Miller Peninsula. In the Dungeness Valley, however, lots tend to be between one and five acres in area and are compatible with the community in this subregion.

The Sequim-Dungeness Regional Plan establishes land use patterns by neighborhood, with areas south of Highway 101 and east of Sequim having larger lot sizes, areas along the Dungeness River having larger lots in order to protect the critical resources of the river, and areas north of Highway 101 in the Dungeness Valley having a range of densities based on the existing conditions.

The proposed rural land use categories offer a range of rural residential densities (from one dwelling per acre to one dwelling per 20 acres) and a variety of nonresidential rural land use categories. More intensive rural densities and non-residential rural land uses should be designated as LAMIRDs and contained within those areas already predominately built out at such densities and/or land uses.

(8) *Historical and Cultural Resources.* The Sequim-Dungeness regional planning area has plentiful historical and cultural resources. Resources of significance include the Dungeness School, John Hyer Farm, Blue Mountain School, Emery Farmstead, Dungeness River Bridge, Manis Mastodon Site, McAlmond House, U.S. Quarantine Station Surgeon's Residence, New Dungeness Light Station, New Dungeness, Graveyard Spit, Gierin Farmstead, Port Williams, and Washington Harbor.

31.03.270 Rural land – Policies.

(1) *Rural Centers, (Policy 1).* Support new development within the Diamond Point-Sunshine Acres, and Blyn Rural Centers consistent with the guidelines and criteria of CCC 31.02.263.

(2) *Rural Commercial, (Policy 2).* Support new development within designated rural commercial lands consistent with the guidelines and criteria under CCC 31.02.263.

(3) *Home Business, (Policy 3).* Home-based businesses should be encouraged when the use is not intrusive to the surrounding residential character of the neighborhood.

(a) Home-based business that have little, if any, outward characteristics of a business should be allowed in all areas.

(b) Home-based business that have some outward characteristics of a business should be allowed only when consideration is made for the rural character of the surrounding neighborhood.

(4) *Neighborhood Commercial, (Policy 4).* Commercial uses limited to neighborhood convenience services should be allowed within rural residential areas when located and designed to be compatible with surrounding land uses. Such uses should be sited only after involvement of the neighborhood in the siting process.

(5) *Industrial Use, (Policy 5).* Allow campus-style light manufacturing, research facilities or corporate offices to locate outside urban growth areas or rural centers when meeting the following standards:

(a) Existing transportation networks must serve the site which 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 are 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 20 to 40 acres), buffered such that buildings and parking areas are not readily visible from streets or adjoining properties, and self-contained with services such as sewage and water.

(6) *Rural Residential Densities.*

(a) *Policy 6.* The Sequim-Dungeness region should allow a range of rural densities from one dwelling unit per acre to one dwelling unit per 20 acres. The conversion of rural areas into higher densities should be discouraged, except where clear public benefit is demonstrated through such mechanisms as planned unit developments. More intensive rural densities and nonresidential rural land uses should be limited to and contained within those areas already predominately built out at such densities and/or land uses by 1990 and be designated consistent with the guidelines and criteria under CCC 31.02.263. Lands previously zoned as forestry 1, commercial forest, or commercial forest/residential mixed use which did not meet the criteria for designation of forestlands of long-term commercial significance should be re-designated as Rural Very Low, unless the property was previously zoned at a higher density.

(b) *Policy 7.* The extension or existence of public water service in designated rural areas lands shall not be justification for higher density than that established by the Sequim-Dungeness Regional Plan. Water purveyor plans must demonstrate that new facilities are consistent with the Comprehensive Plan and won't require increased densities to finance the planned facilities.

(7) *Flexible Zoning. (Policy 8).* All rural residential zones should allow the transfer of density within the ownership boundaries subject to a proposed land division, with no new lot being created less than one acre in area, and total number of lots determined based on the underlying zoning density. This flexible zoning technique may achieve affordable housing goals and preserve the rural character by having a variety of housing lot sizes scattered throughout rural areas.

(8) *Recreation. (Policy 9).* Standards shall be set for recreational uses in rural areas, including recreational vehicle parks, limited camping facilities along non-motorized trails such as the Olympic Discovery Trail, and commercial outdoor oriented activities:

(a) Standards for buffering and landscaping to ensure compatibility with surrounding rural land uses shall be accomplished;

(b) Standards for noise, traffic, light, and glare, and other nuisance characteristics;

(c) Such uses shall be located on a minimum parcel size of five acres.

(9) *Historic and Cultural Resources.* Please refer to the County-wide Comprehensive Plan for goals and policies to conserve historic and cultural resources throughout Clallam County.

31.03.280 Urban growth – Discussion.

(1) *GMA Goals.*

(a) *Urban growth.* Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

(b) *Housing.* ~~Encourage the availability of affordable housing~~Plan for and accommodate housing affordable 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.

Commented [MC39]: Revised housing goal language from HB 1220.

(c) *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.

(d) *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.

(e) *Historic preservation.* Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.

(2) *Definitions.* The Growth Management Act defines "urban growth" as development 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.

The Growth Management Act defines "characterized by urban growth" as referring to land having urban growth located on it, or to land located in relationship to an area with urban growth on it as to be appropriate for urban growth.

The Growth Management Act and County-wide Planning Policies define "urban governmental services" to include those services historically and typically delivered by cities or other identified service providers, 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.

(3) *Urban Growth Areas.* The Growth Management Act requires Clallam County to designate an urban growth area or areas within which urban growth shall be encouraged and outside of which growth can occur only if it is not urban in nature. Each city that is located in the County shall be included within an urban growth area. An urban growth area may include territory that is located outside of a city only if such territory already is characterized by urban growth or is adjacent to territory already characterized by urban growth.

Based upon the growth management planning population projection made for the County by the Washington State Office of Financial Management (see County-wide Plan for population projections and allocations), the urban growth areas shall include areas and densities sufficient to permit the urban growth that is projected to occur in the succeeding 20-year period.

Each urban growth area shall permit urban densities and shall include greenbelt and open space areas.

Urban growth should be located first in areas already characterized by urban growth (see definition) that have existing public facility and service capacities to serve such development, and second in areas already characterized by urban growth that will be served by a combination of both existing public facilities and services and any additional needed public facilities and services that are provided by either public or private sources. Further, it is appropriate that urban government services be provided by cities, and urban government services should not be provided in rural areas.

(4) Why UGAs? 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.

There are several areas within the Sequim-Dungeness Regional Planning area that are "urban in nature," "characterized by urban growth," and have "urban governmental services." At Sunland: are the urban residential development, sewer and water systems urban in nature? At Diamond Point-Sunshine Acres: is the urban residential, commercial and industrial development urban in nature?

Failure to designate an area for urban growth means growth that is "urban in nature" will not be allowed and extension of urban governmental services might not be allowed. Designation of urban growth areas is one of several "tools" in the Growth Management tool box. It is a tool by which the County can say no to further development outside the UGA boundary and yes to planning and providing urban services and facilities within the UGA boundary.

(5) *UGA Objectives.* The Clallam County Comprehensive Plan works toward conserving rural and resource lands, and making most efficient use of scarce public resources through encouraging development within urban growth areas.

With higher densities, it is possible to provide more efficient transportation, fire and police, water, sewage disposal, and other public services. Public transit studies point out that public transportation systems are not cost-effective until densities of seven dwellings per acre are achieved. It is important that when urban areas are set aside, urban densities and services get established. Continuing to allow rural densities and rural services within urban areas will not achieve UGA or GMA objectives.

Encouraging urban growth also helps protect rural and resource lands from conversion. When sufficient land within urban areas is provided at a reasonable price and well-designed, there is less demand for rural lands. In the past 20 years, a large portion of the rural growth occurred because the property was less expensive, and affordable housing opportunities (such as manufactured housing) were allowed.

Urban lands are also the area where the region's primary economic activity takes place: retail, wholesale, professional offices and industry. Commercial and industrial uses often encourage other urban development around it, and increase the need for extension or improvement of

public services and facilities. Therefore, those types of commercial and industrial uses should not be allowed outside of urban growth areas.

(6) *Battelle.* Battelle Memorial Institute's Sequim Marine Research Operations (MRO), a non-profit research institute and operator of the Pacific Northwest National Laboratory for the Department of Energy, is located on approximately 105 acres along the west shore of Sequim Bay generally situated between West Sequim Bay and Washington Harbor Roads. The MRO also owns approximately 35 acres of Sequim Bay tideland areas, including portions of Travis Spit, to support research efforts. The MRO targeted this location in 1965 specifically for access to Sequim Bay, which provides the essential marine resources required for Battelle's preeminent research activities.

Primary research activities are related to marine and coastal resources, environmental chemistry, water resource modeling, ecotoxicology and biotechnology, and, more recently, national and homeland security. This facility is emerging as a leader in these additional areas: sustainable development of ocean energy and understanding and mitigating long-term impacts of human activities, including climate change, on marine resources.

The marine research operations campus currently supports about 100 staff. Approximately 7.3 acres are developed consisting of eight facilities providing: 6,000 square feet of analytical and general-purpose laboratory space; 5,300 square feet of wet/bioassay laboratory space; 2,000 square feet of electronics and maintenance shop areas; and 38,700 square feet of offices, conference rooms, and support/storage structures.

Battelle's conceptual plan for expansion of the Sequim MRO campus addresses the need for additional buildings and infrastructure to continue research on local, regional, national, and global marine environmental and coastal issues. The Campus Master Plan identifies potential future expansion of the MRO facility footprint by as much as 180,000 to 240,000 square feet. This additional square footage would be used for new research laboratories, conference/training/learning facilities, and transitory facilities for project-related housing. The ultimate build-out of this campus is expected to add 200 to 300 researchers and staff over a 10- to 20-year timeframe. To accommodate this additional development, it is imperative to receive water and sewer utilities, and other municipal services, from the City of Sequim.

Inclusion of the Battelle property adjacent to the City within the Sequim Urban Growth Area is needed for long-term retention, growth and sustainability of Battelle's marine-based research operations. Battelle's growth and sustainability are dependent on urban services. No other

viable alternative sites exist in the Sequim UGA that provide the land and water access to support Battelle research activities.

31.03.290 Urban growth policies.

(1) *Policy 1.* The criteria for designation and implementation of urban growth areas contained in the County-wide Comprehensive Plan (Chapter 31.02) shall be followed.

Commented [MC40]: Insert link to Chapter 31.02 for better inter-operability.

(2) *Policy 2.* The City of Sequim shall be designated for urban growth, with specific land use and governmental services determined through City of Sequim's growth management planning process and policies within this Plan.

(3) *Policy 3.* In order to provide stability to where urban growth and services will occur, urban growth area boundaries should generally not be amended any sooner than 10 years from the date the Clallam County Comprehensive Plan is adopted, except where clear public benefit exists in accordance with RCW 36.70A.110(8), as now or hereafter amended.

Commented [MC41]: New in the GMA is the ability for counties, during their annual review under RCW 36.70A.130(2)(a), to determine if patterns of development have created pressure for development in areas exceeding the amount of available developable lands within the UGA and revise UGA boundaries if a series of requirements are met. This can be found in RCW 36.70A.110(8) as modified by SSB 5834 in 2024.

31.03.310 City of Sequim urban growth area (UGA).

(1) *UGA Boundary (Policy 1).* The Sequim Urban Growth Area boundary is set forth on the adopted Comprehensive Plan Land Use Map, as amended, that is part of this chapter and title.

(2) *Critical Areas.*

(a) *Policy 2.* The Dungeness River should not be encroached upon by the City of Sequim Urban Growth Area. The Dungeness River should remain under a single local government's jurisdiction and management.

(b) *Policy 3.* Implementation of the urban growth area should include specific measures to protect the water quality and resources of Sequim Bay, Bell Creek, Gierin Creek and Johnson Creek. The protection standards of the Critical Areas Ordinance shall be instrumental in achieving these protections.

Commented [MC42]: Consider citing the critical areas ordinance, given the changes based on riparian areas BAS.

(c) *Policy 4.* Groundwater resources should be protected through City/County adoption of stormwater and erosion control measures, water quality education programs, critical

aquifer recharge area (CARA) protection standards under the Critical Areas Ordinance, and other best management practices which avoid or minimize impacts to groundwater.

Commented [MC43]: Recommend including a reference to critical aquifer recharge areas (CARA) regulations in the CAO.

(3) *Resource Lands (Policy 5).* Agricultural lands to the north of the sewer treatment plant should not be impacted from urban development, as these lands are the largest remaining contiguous tracts of agricultural lands in the Dungeness Valley and should be conserved.

(4) *Transportation (Policy 6).* Improve circulation patterns around the Sequim urban growth area (see Figure 4):

Commented [MC44]: Wherever figures or tables are cited, consider adding a link to the section to improve operability.

(a) Complete improvements to U.S. 101, including the Sequim Bypass, as outlined in the final environmental impact statement for the Palo Alto to O'Brien Road corridor study.

(b) Improve circulation from the north by increasing the capacity of Port Williams to Brown Road, and Hendrickson to Priest Road.

(c) Encourage improvements to the circulation patterns within the City, including consideration of interim measures to reduce congestion until the Sequim Bypass is constructed and mobility improvements to West Sequim Bay Road.

See paths, trails and sidewalk policies in CCC 31.03.140.

(5) *Open Space and Greenbelts (Policy 7).* The City shall designate greenbelts within the urban growth area. Areas that should be considered include Bell Creek, Gierin Creek, Sequim Bay, Johnson Creek, and some remaining farms within the urban growth area. (See Figure 8 for critical habitat corridors.)

(6) *Public Services and Facilities.*

(a) *Policy 8.* The City, the Public Utility District, and the County should agree on water service boundaries within the urban growth area. The comprehensive plan for the City of Sequim UGA shall designate water service boundaries. Individual or private community water or on-site sewage systems within the UGA should be prohibited for new land divisions. All urban services should be provided by the City of Sequim, unless the Public Utility District is an identified service provider.

(b) *Policy 9.* Development within the urban growth area should be provided with improvements constructed to City of Sequim standards. The city development standards should include roads, sidewalks, water, sewer, lot area, lot shape, setbacks, and land uses.

(c) *Policy 10.* The County and City should prohibit development within the urban growth area if it is not built to urban standards, including the prohibition of rural density subdivisions with individual wells and on-site septic systems.

(7) *Joint Planning.*

(a) *Policy 11.* The City of Sequim should take the lead responsibility for planning the urban growth area. The Sequim-Dungeness Regional Plan should adopt the City's plan by reference, provided the plan is consistent with the Clallam County Comprehensive Plan and the Growth Management Act.

(b) *Policy 12.* The City should develop a phased annexation plan consistent with the extension of urban services to the annexed areas.

(8) *Land Uses.*

(a) *Policy 13.* The City of Sequim should be the primary commercial and service center for the Sequim-Dungeness region. Commercial development should be concentrated in the core of the City and not allowed to sprawl into rural areas and cause congestion on U.S. 101 or other arterials of regional significance.

~~(b) *Policy 14.* The maximum lot size for new land divisions within the Sequim urban growth area should be less than one acre; provided, however, that lots greater than 10 acres may be allowed.~~

Commented [MC45]: Don't believe this is the case, I believe all urban areas must have zoning that allows up to 4 dwelling units per acre.

(c) *Policy 15.* The City should attempt to site industrial activities within the urban growth area in order to provide economic opportunities (see economic development policies).

(d) *Policy 16.* A range of housing opportunities should be available throughout the urban growth area.

(e) *Policy 17.* Designate and zone the approximately 105-acre ~~Pacific Northwest National Laboratories (~~Battelle) Memorial Institute properties along the west side of Sequim Bay and adjacent to the City of Sequim for research and development park activities. The research and development park land use and zoning designation should be limited to national security, campus-style research, and development facilities involved in environmental, chemical, biotechnology, energy efficiency, and marine and coastal security research. This designation should also allow for facilities and uses associated with

coordinated/collaborative educational partnerships fostering commercially valuable research and prototype development.

31.03.315 Adoption of City of Sequim Comprehensive Plan.

The City of Sequim Comprehensive Plan dated December 23, 1996, and adopted under City of Sequim Ordinance 96-032, is hereby adopted by reference in accordance with Policy 11 in CCC 31.03.310(7)(a); except as amended pursuant to this section. All future amendments to the City of Sequim Comprehensive Plan which apply to the unincorporated area of the Sequim urban growth area shall be reviewed consistent with plan amendment procedures jointly adopted by the City of Sequim and Clallam County.

Commented [MC46]: Could be confusing to adopt the Sequim Comp Plan but then make this long series of amendments. I realize there is GMHB precedent to account for, but this could likely be trimmed quite a bit.

(1) The City of Sequim Optimum Land Use Map dated December 23, 1996, applicable to the unincorporated Sequim Urban Growth Area, is hereby incorporated by reference as part of the Clallam County Comprehensive Plan Land Use Map, as amended by Clallam County.

(2) Land Use Policy LUP-4 [Page 3-7] shall be amended to read as follows:

Land Uses within the City of Sequim Urban Growth Area shall be planned to accommodate a minimum annual growth in population of 2.5%, and shall anticipate and accommodate an annual population growth rate of 5% per year for the next twenty years. Prior to any proposed expansion of the urban growth area, population and growth rate data shall be collected and analyzed.

(3) Land Use Policy LUP-8 [Pages 3-8 and 3-9] shall be amended to read as follows:

LUP-8.1 RESIDENTIAL DISTRICTS:

LUP-8.1.1 Residential Districts

a. R-I (LS-Limited Services): This designation is deleted because it was found noncompliant and invalid with the Growth Management Act by the Western Washington Growth Management Hearings Board.

b. R-I (Services-S): This designation is deleted because it was found noncompliant and invalid with the Growth Management Act by the Western Washington Growth Management Hearings Board.

c. R-II: Single family detached residences - up to 4 to 5 dwellings units per acre. The R-II zone provides for consistency and predictability in established single family neighborhoods. Duplex development may be allowed as a conditional land use.

d. R-III: Medium density single family or multi-family residences - up to 8 to 10 dwelling units per acre. Detached and attached single family homes, smaller lot sizes, and duplex and triplex development would be allowed in the R-III zoning designation. R-III zoning is located in areas where urban services are or will be provided concurrent with development. This medium-density zoning is typically located close to transit, with easy access to neighborhood parks, schools and shopping.

e. R-IV: Medium - Higher density single family or multi-family residences - up to 16 dwelling units per acre. Medium-High density residential uses with single family attached and detached; single family small-lot; multi-family duplexes, triplexes, and apartment development allowed at a density of up to 16 dwelling units per acre.

R-IV zoning is located in areas where urban services are currently available or will be provided concurrent with development. This medium-density zoning is typically located close to transit, with easy access to neighborhood parks, schools and shopping.

R-IV zoning includes areas specifically designated for congregate care facilities, nursing homes and assisted living retirement communities.

f. R-V (OVERLAY): Highest density multi-family residences only - 10 to 24 dwelling units per acre. This district is the highest density residential zoning district, allowing only multi-family residential development. There is a minimum 10 dwellings units per acre up to 24 dwelling units per acre density requirement. R-V zoning designations should be located close to downtown services and amenities, and applied for using the overlay and/or sub-area processes.

8.1.2 Maximum Residential Densities: Development review standards for residential land divisions at densities lower than the maximum density indicated on the City of Sequim Comprehensive Plan Optimum Land Use Map shall be adopted. These review standards shall demonstrate that redevelopment of such parcels at the maximum density indicated on the Optimum Land Use Map can be achieved and shall ensure that adequate public facilities and services can be provided in an efficient and coordinated manner when redevelopment occurs. Development review standards shall address, but are not limited to, the following provisions: shadow platting of future lots, preserving easements or rights-of-way for urban services, offsetting building sites to allow for future re-subdivision, and plat notes.

(4) Land Use Policy LUP-18 [Page 3-13] shall be amended to read as follows:

New development and redevelopment shall address the following minimum improvements. Minimum improvement standards shall be based on, but are not limited to, the following criteria: date lot was created; lot size; dwelling unit density; type of development; proximity to existing urban services; and proximity to planned urban services identified under the City of Sequim Six-Year Capital Facility Plan.

a. Paved streets, curbs and sidewalks or surfaced walkways;

b. Adequate off-street parking;

c. Street lighting;

d. Detention facilities;

e. Public water supply;

f. Public sanitary sewers;

g. Circulation and traffic patterns for the development and the surrounding neighborhood; and

h. Recreational needs, including trails, parks and playgrounds.

(5) Land Use Policy LUP-19 [Page 3-13] is deleted because the R-I (S) and R-I (LS) types of designations were found noncompliant and invalid with the Growth Management Act by the Western Washington Growth Management Hearings Board.

(6) Land Use Policy LUP-22 [Page 3-13] is deleted because the R-I (LS) type of designation was found noncompliant and invalid with the Growth Management Act by the Western Washington Growth Management Hearings Board.

(7) Land Use Policy LUP-25 [Page 3-14] is hereby deleted.

(8) Land Use Policy LUP-26 [Page 3-14] is hereby deleted.

(9) Land Use Project Policy LUPROJ-1 [Page 3-19] shall be amended to read as follows:

The City and the County shall establish standard methodologies to be used to determine the appropriate fair share participation by new development for those off-site improvements that are due all or in part to a proposed project.

(10) The last paragraph on Page 4-1 of the Urban Growth Area Element shall be amended to read as follows:

Neighborhood Preference. The Bell Hill neighborhood, which is located within the unincorporated County southerly and immediately adjacent to the City limits, expressed focused opposition to inclusion within the UGA to the Clallam County Board of Commissioners. Neighborhood residents argued that this area was largely "built-out (at one acre lot sizes)," and that they had little desire to be subject to City regulation. Although currently served by City of Sequim sewer and water services, this area has been excluded from the Urban Growth Area in accordance with neighborhood desires. The County has established a new comprehensive plan and zoning land use designation called Rural Suburban Community which allows remaining lots in the Bell Hill area to develop consistent with the established neighborhood pattern, without being included within the Urban Growth Area.

(11) Urban Growth Area Policy UGA-4 [Pages 4-4 and 4-5] shall be amended to read as follows:

The City of Sequim and Clallam County shall prepare an interlocal agreement for the Urban Growth Area. The interlocal agreement shall define:

a. A single integrated process for the review and processing of development proposals;

b. A single integrated system of fees which describes the permits and approvals subject to the fee system, the method(s) of fee collection, and extent to which fees will be shared by the City and County;

c. A System Expansion Review Process (SERP), which describes how and when utilities services will be extended to areas not currently served, and allowable development densities for properties without urban services (sewer and water) will be implemented by the City and County; and

d. Clallam County's contribution towards maintaining the adopted Level of Service for Parks and Recreation facilities within the Sequim Urban Growth Area.

(12) Urban Growth Area Policy UGA-6 [Page 4-5] shall be amended to read as follows:

Urban levels of development, services, and facilities shall be allowed within the unincorporated portion of Sequim's Urban Growth Area consistent with the adopted City of Sequim Six-Year Capital Facilities Plan for extension of urban services. A developer or new customer may extend required urban services and facilities consistent with CAPFAC - 16.3; provided that such extension is consistent with the intent of this Plan to provide efficient and adequate urban levels of service for future development.

(13) Urban Growth Area Policy UGA-20 [Page 4-6] shall be amended to read as follows:

The City of Sequim shall review and provide comment on land use decisions within the unincorporated portion of the Sequim Urban Growth Area.

(14) Urban Growth Area Policy UGA-25 [Page 4-7] shall be amended to read as follows:

The City of Sequim and Clallam County shall adopt complementary regulations for the protection of critical areas, payment of impact fees, and development standards including bulk and dimensional, zoning designations and allowed uses, setbacks, buffering and landscaping requirements, and street and utility standards for new development within the unincorporated Urban Growth Area.

(15) Environment Policy ENV-18 [Page 7-8] shall be amended to read as follows:

The City of Sequim should coordinate with Clallam County to identify drainage problems. The City of Sequim and Clallam County should consider this information when planning for or undertaking capital improvements to provide for adequate drainage for proposed land uses in the Urban Growth Area.

(16) Housing Policy HUP-2 [Page 9-3] shall be amended to read as follows:

The City should preserve opportunities for larger lot (1/2 - 1 acre) development, and ensure that larger lot development remains a choice. Areas which have been identified as being appropriate for larger lot development include areas with an existing 1/2 acre development pattern and areas adjacent to critical areas.

(17) Capital Facilities Policy CAPFAC-9.7 [Page 12-10] is hereby deleted.

(18) Capital Facilities Policy CAPFAC-9.11 [Page 12-10] shall be amended to read as follows:

All new building permits issued within the UGA may include conditions that require connection to the City of Sequim water services consistent with the provisions of the SERP Agreement.

(19) Capital Facilities Policy CAPFAC-18.3 [Page 12-15] shall be amended to read as follows:

Wastewater service will be available and service extensions allowed to new customers outside the City limits but within the UGA provided:

- The development meets the phasing requirements of the land use plan.

• The development is consistent with City land use policies and the requirements of the Comprehensive Plan.

• Service extensions are consistent with CAPFAC - 16.3.

(20) Capital Facilities Policy CAPFAC-18.6 [Page 12-16] is hereby deleted.

(21) The Capital Facilities Plan section on Parks which begins on Page 12-37 shall be amended to include the below added text at the end of the Parks section:

Clallam County Capital Improvement Projects

Clallam County has acquired 155-acres of land to be developed as the Robin Hill Farm County Park. The Robin Hill Farm County Park is located within 5 miles of the Sequim Urban Growth Area. Clallam County is planning to develop the following recreational facilities over the next 6-years at the Robin Hill Park: a group picnic shelter; twenty (20) picnic sites; tot lot; putting green; basketball/tennis courts; bicycle/hiker campground with a total of thirty (30) sites; pedestrian, equestrian, and bike trails (approximately 2 miles); and sports fields (grass area for two baseball fields and 1 soccer field).

The Olympic Discovery Trail will provide a non-motorized multi-use trail for urban growth area residents to access the Robin Hill Farm County Park. Clallam County has constructed and opened a 1 1/2 mile segment (west of Carlsborg) of the Olympic Discovery Trail between the Robin Hill Farm County Park and the City of Sequim Urban Growth Area. The County is actively working on acquiring additional easements for those unincorporated portions of the trail between the Park and urban growth area and for the portions of the trail planned for the unincorporated portions of the Sequim UGA.

The future additions of Robin Hill Farm County Park and Olympic Discovery Trail shall be used to address Clallam County level of service standards in accordance with the 1994 Clallam County Capital Facilities Plan for neighborhood, community, and regional parks for the Sequim-Dungeness Regional Planning Area. Clallam County's provision of these park and recreation facilities shall be used to also address the County's contribution to needed park and recreational facilities identified for the unincorporated Sequim Urban Growth Area as described in Table 12-7.

(22) The Capital Facilities Plan section on Transportation which begins on Page 12-47 shall be amended to include the below added text at the end of the Transportation section:

Clallam County Capital Improvement Projects

Clallam County in partnership with other local government agencies and private partners has participated in the planning for and implementation of the Olympic Discovery Trail. The Olympic Discovery Trail is a non-motorized, multi-user trail which when completed will span 52 miles in Clallam and Jefferson County connecting the urban communities of Port Angeles, Sequim and Port Townsend. The trail will accommodate multiple recreational users with a designed 10 foot wide paved surface for bicycles, wheelchairs, walkers, and rollerblades and a 4-6 foot wide unpaved surface for horses and mountain bikes. Clallam County's contribution to the Olympic Discovery Trail shall satisfy the level of service standard for multi-use trail deficiencies within the unincorporated Sequim Urban Growth Area as described in Table 12-13.

The Clallam County Six-Year Road Plan contains the transportation capital facilities improvement projects for the unincorporated areas of Clallam County, including the Sequim UGA. The County's Six-Year Road Plan is in addition to the City of Sequim capital improvement projects described in Table 12-14.

(23) The text associated with provision number 1 at the bottom of page 15-6 shall be amended to read as follows:

1. Transportation Study Areas (TSA) shall be jointly established and administered by the City and County to address the short and long term impacts of future growth on vehicular and multi-modal circulation within specifically designated study areas. For planning purposes, the preliminary boundaries of the proposed TSA's shall be established consistent with the Preliminary TSA Map (See Figure 16).

These initial boundaries may be revised to more accurately depict affected properties. The criteria for revision shall be based primarily on an analysis of the potential off-site transportation impacts associated with the possible future development of specific properties at transitional zone densities.

(24) Transportation Study Area Policy IMPROJ-7 [Page 15-11] shall be amended to read as follows:

A computer model of the existing road net contained within each TSA shall be constructed by the City in coordination with Clallam County. The purpose of these models is to establish existing baseline traffic volumes, allocate additional trips associated with proposed development projects, evaluate reserve capacity, identify Level of Service (LOS) "thresholds" (those points in time when volumes change to such a degree that the existing LOS is altered), evaluate the efficacy of proposed improvements and interventions, assist in the identification of appropriate "fair-share" contributions from new growth, and aid the City in developing a cost effective and implementable schedule for the provision of required improvements.

(25) Transportation Study Area Policy IMPROJ-8 [Page 15-11] shall be amended to read as follows:

The City shall use information developed through the application of the above referenced computer models to identify the location, scope, timing, and cost for all proposed transportation improvements located within each Transportation Study Area (TSA). In addition, the City shall clearly identify what proportion of each of the proposed improvements is due to impacts associated with new growth. The City and County will work together to identify and implement transportation improvement projects within the unincorporated urban growth area.

(26) Transportation Study Area Policy IMPROJ-9 [Page 15-12] shall be amended to read as follows:

As part of its ongoing revision of current development regulations, the City shall revise applicable sections of the Municipal Code to integrate mandatory participation in Transportation Study Area (TSA) review (where locationally appropriate). The City and the County shall establish standard methodologies for development review in order to include compliance with TSA requirements as a condition of land use approval.

(27) Amend the Open Space and Parks and Recreation Projects identified on Pages 5-5 and 5-6 to include an added project referred to as OSRPROJ-4 that shall read as follows:

The City shall coordinate the Master Plan with Clallam County to address the recreational needs of the unincorporated Sequim Urban Growth Area. The Master Plan shall consider current public recreation and park land opportunities provided by the City, Clallam County, other public entities, and private land owners within and in the vicinity of the Sequim Urban Growth Area. The County and City agree to review and update their respective capital facilities plans for Parks and recreation facilities consistent with this joint planning effort.

(28) Amend the Financial Analysis section on page 12-27 to read as follows:

Financial Analysis

Revenues that come into the City are used to fund two general categories of City expenses - operating expenses and capital improvements. For the Capital Facility Plan, it is only the funds available to finance the capital projects identified in the City's capital improvement programs (CIPs) that are considered.

Although some revenue sources can be used only for capital projects, the funds for capital projects are often what remain after operating expenses are covered. To complete the analysis for the CFP, City staff projected revenue sources and departmental budgets out 6 years to the year 2001. The assumptions used for these projections are as follows:

- Revenue increase 5% per year (equal to population growth)
- Salaries, wages, benefits 6% per year
- Other expenses 5% per year

Although the Capital Facility Plan was based on a 5% growth rate, the capital facility plan can be supported at a 2.5% growth rate based on the alternative analysis prepared as part of the City of Sequim Comprehensive Plan Draft Environmental Impact Statement (DEIS).

Assumptions

A revenue increase of 5% was used to match the projected population growth rate. Salaries, wages, and benefits were assumed to grow by 6%. This higher rate for salary growth provides a conservative projection to allow not only for inflation of wages but also step increases and other wage adjustments. Other expenses are assumed to grow at the rate of population growth.

31.03.320 Diamond Point/Sunshine Acres rural center - Policies.

(1) *Boundary.* ~~[[Policy No. 1]]~~ The rural center boundary should be limited generally to the residential, commercial, and industrial plats of Sunshine Acres and Diamond Point. The boundaries should be the Strait of Juan de Fuca and Discovery Bay on the north and east, the State Park land on the west, and the southerly limits of the Sunshine Acres development on the south **[link to Future Land Use Map]**.

Commented [MC47]: Consider adding a reference and link to the future land use map.

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(2) *Critical Areas.* ~~[[Policy No. 2]]~~ Critical resources in the rural center include shellfish beds, geologically unstable bluffs, shorelines, and wildlife habitat. Bluff erosion due to stormwater runoff is causing considerable gully erosion and deposition. Pollution from stormwater runoff, erosion, and failing sewage systems should be addressed. Trees along shoreline bluffs may be critical for eagles, peregrine falcons, and other birds utilizing shoreline trees for perching or nesting. The wetland at Diamond Point (the Lagoon) should be protected from filling and disturbance of wildlife.

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(3) *Public Services and Facilities.*

(a) [*Policy ~~No. 3~~.] Water service is provided in this rural center by two private companies. Further land divisions should be prohibited unless water service is extended to those areas, either by a private party or public provider.

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(b) [*Policy ~~No. 4~~.] Sewer service is not available in the rural center. There are areas of poor soils with limitations for on-site septic systems. The PUD has taken over ownership of one community drainfield in Sunshine Acres. Additional community drainfields owned and managed by the PUD is the most viable option for sewage disposal and should be required for new land divisions.

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(4) *Open Space and Greenbelts.*

(a) [*Policy ~~No. 5~~.] This rural center is surrounded by open space and greenbelts, including saltwater and the designated State Park land. Some of the forested open space pose a fire threat. The State of Washington and the Homeowners' Association should be encouraged to provide a fire break. Coordination of water service should be encouraged with Jefferson County Public Utility District.

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Commented [MC48]: This helps implement new GMA requirements for planning for wildfire risk (RCW 36.70A.070(1)). Consider adding language encouraging adoption of wildland urban interface code or developing building and maintenance standards.

(b) [*Policy ~~No. 6~~.] Public access along the saltwater shoreline should also be considered appropriate in order to link public tidelands in the area (see Park and Recreation Plan).

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(5) *Transportation.*

(a) [*Policy ~~No. 7~~.] Since Diamond Point and Sunshine Acres are geographically confined, roads within the development are not expected to carry large traffic volumes and road standards should be more rural in nature.

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(b) [*Policy ~~No. 8~~.] The Diamond Point Airport provides convenient private air service to the area. Maintenance of this airport should be implemented through appropriate adjacent land uses.

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(c) [*Policy ~~No. 9~~.] There are some roads within the rural center with unsafe intersections. Improvements to these intersections with Diamond Point Road should be implemented.

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(d) *Policy 10.* Diamond Point Road has inadequate shoulders for bicycling and walking. Improvements should be made for nonmotorized transportation linking the Diamond Point area to the Olympic Discovery Trail.

(6) *Land Uses.*

(a) [*Policy No. 11.*] Diamond Point and Sunshine Acres are private developments platted prior to County zoning ordinances being adopted. As a result, several areas are designated for commercial, industrial, and urban residential uses. The use of those areas for their original intent should be continued through this plan implementation. Commercial/industrial development shall be contained within the boundaries of the general commercial designation. Urban residential designations in this rural center are reserved for noncommercial land use.

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(b) [*Policy No. 12.*] Commercial, industrial, and residential support facilities for the proposed Miller Peninsula State Park should be provided by the Diamond Point/Sunshine Acres rural center.

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(c) [*Policy No. 13.*] Additional residential development in the rural center is limited to lands along the bluff between the State Park and Sunshine Acres, and some lands to the west of the RV Park. The lands along the bluff may be a candidate for a cluster development oriented to protecting the environmental features of the site.

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(d) [*Policy No. 14.*] Several of the plats have private covenants restricting future development to noncommercial uses. This plan does not supersede those covenants where the covenants are more restrictive than County ordinances. Where the County ordinances are more restrictive, the County ordinance applies. Applicants for nonresidential development should be advised of potential conflicts with private covenants in this area and homeowner associations notified of applications.

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(e) [*Policy No. 15.*] Setbacks and lot sizes should be similar to urban growth areas in the Sequim-Dungeness region.

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Commented [MC49]: Consider adding links to the Sequim-Dungeness plan sections as appropriate to make this policy easier to understand and implement.

31.03.330 Sunland planned urban residential community - Policies.

(1) *Boundary.* [*Policy No. 1.*] Sunland is a planned community with urban services and facilities. The development is not fully built, and the development does not meet the definition of master planned resorts in 31.02.050 CCC. The Sunland development is bounded by Sequim-Dungeness Way on the west, Woodcock Road on the north and Holland Road on the east. The southerly boundary is limited to the Sunland development [link to Future Land Use Map].

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Commented [MC50]: Added to better link to the county-wide comprehensive plan.

(2) *Critical Areas.*

(a) ~~[Policy No. 2.]~~ The soils of this area have been identified as having a critical recharging effect on aquifers used for potable water. Sludge and sewage disposal should be carefully applied, as well as assurance that other contaminants which could enter the aquifer are not allowed.

(b) ~~[Policy No. 3.]~~ A ~~significant wildlife habitat corridor~~fish and wildlife habitat conservation area has been designated to the east of Sunland. Growth should not significantly impact this corridor.

(3) *Resource Lands.* ~~[[Policy No. 4]]~~ There are agricultural resource lands to the north, east and west of Sunland. The Sunland planned residential development should not encroach on these agricultural lands.

(4) *Public Services and Facilities.* ~~[[Policy No. 5]]~~ Sewer and water is provided in the Sunland development through a water and sewer district with adequate capacity to be available in the future.

(5) *Open Space and Greenbelts.* ~~[[Policy No. 6]]~~ The golf course of Sunland and other open spaces within the development are more than adequate to provide for these needs.

(6) *Transportation.* ~~[[Policy No. 7]]~~ Sequim-Dungeness Way and Woodcock Road (east of Sequim-Dungeness Way) have potential for large increases in traffic caused by growth within the area. Assurance must be given to having these roads continue to function as major arterials and collectors.

(7) *Land Use.* ~~[[Policy No. 8]]~~ Development within the Sunland planned urban residential community should continue consistent with the master plan for the development. A mixture of residential densities is appropriate, and roads should be built to urban residential standards.

31.03.340 Dungeness-Kitchen Dick Road neighborhood - Policies.

(1) *Community Vision.*

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Commented [MC51]: Changed to account for definitions of critical areas in the GMA.

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Commented [MC52]: Consider a more specific standard here. Perhaps policy language to establish a minimum buffer between agricultural resource lands and residential development?

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(a) *Policy 1.* The 20-year vision for the Dungeness-Kitchen Dick Road neighborhood is for moderate rural growth centered along Highway 101 and maintenance of rural densities and open spaces outside the Carlsborg urban growth area.

(b) *Policy 2.* The Dungeness-Kitchen Dick Road neighborhood expects only limited population growth.

(c) *Policy 3.* Environmental quality will be maintained and enhanced through groundwater, wetland, and ~~stream protection~~riparian area measures. The community will continue to monitor development and ways to increase the livability of the community for future generations.

(2) *Community Boundaries (Policy 4).* The Dungeness-Kitchen Dick Road neighborhood is generally defined as the area west of the Dungeness River, south of Old Olympic Highway, east of Kitchen-Dick Road, and north of Roupe Road, excluding the Carlsborg UGA **[link to Future Land Use Map].**

Commented [MC53]: Consider adding a link to the future land use map.

(3) *Background Data (Policy 5).* ~~Considerable information was obtained by a task force in the course of developing the Dungeness-Kitchen Dick Road (formerly the Carlsborg neighborhood) plan.~~ The~~Background~~ information is summarized as follows:

Commented [MC54]: This will need to be updated with information from the land capacity analysis and housing gap analysis.

~~(a) *Population.* Growth in the Dungeness-Kitchen Dick Road neighborhood is expected to be 285 in the next 20-year period.~~

~~(b) *Land Supply Needs.* Based on expected population growth, the community should expect a total of approximately 150 new dwelling units.~~

(a~~c~~) *Water.* The PUD provides water service to portions of the Dungeness-Kitchen Dick Road community. The water reservoir on Frost Road is designed to handle 350 connections (only 40 connections are currently on the system).

(b~~d~~) *Sewage Disposal.* Currently, there is not a public sewer or community on-site sewage system in the Dungeness-Kitchen Dick Road area operated by a public entity. This area predominantly has excessively permeable soils which require pressurized sand-lined trench systems for individual on-site sewage disposal. Under the new State health regulations, these soils will require a minimum of half-acre lots when there is public water supply. Where there is no public water supply, then minimum lot sizes range from one to two and one-half acres.

(4) *Public Services and Facilities.*

(a) *Water (Policy 6).* The following policies guide water service delivery to this neighborhood:

(i) The PUD water system should be extended at the request of landowners.

(ii) New land divisions should require connection to the PUD water system when economically feasible to serve the property.

(iii) Existing lots or buildings are not required to hook into the PUD water system.

(b) *Sewage Disposal (Policy 7).* The following policies should guide sewage disposal within the area:

(i) Community systems managed and maintained by a public entity will provide greater assurance that water resources will be protected.

(5) *Critical Areas.*

(a) *Policy 8.* The Dungeness River and various wetlands shall be protected from encroachment of development consistent with the County Critical Areas Ordinance.

(b) *Policy 9.* The County and community should continue to work towards protecting and enhancing Matriotti Creek for fish and wildlife habitat.

(c) *Policy 10.* A large portion of the Dungeness-Kitchen Dick neighborhood is within ~~an area having a critical recharging effect on aquifers used for potable water~~ a critical aquifer recharge area. Special care must be taken to ensure the use of proper on-site sewage disposal, best management agricultural practices, and other potential sources of contaminants are prevented from entering the aquifer. Also, any commercial and industrial land uses with hazardous substances, such as gas and oil, shall require spill containment and other measures to assure water quality protection.

Commented [MC55]: Modified to be consistent with the definitions of critical areas per the GMA.

(6) *Resource Lands.*

(a) *Policy 11.* Agricultural lands designated along the Dungeness River north of the Railroad Park Bridge, along the Sequim Valley airport, and near Kitchen-Dick Road should be protected from encroachment of development.

(b) *Policy 12.* Forest lands of long-term commercial significance (State lands) designated south of the Agnew ditch (south of Atterberry Road) should be protected from encroachment of development.

(7) *Open Space and Greenbelts.*

(a) *Policy 13.* The Dungeness River has been designated as an open space corridor for the benefit of fish, wildlife, flood protection, people and open space. Maintaining the river corridor for these benefits is critical. In addition, the river separates the urban areas of Carlsborg and Sequim. Development along Highway 101 adjacent to the Dungeness River should be low-intensity, maintaining rural character and open space values.

(b) *Policy 14.* The agricultural lands which are adjacent to the airport and Dungeness River should be conserved in open space patterns, preferably through the purchase of development rights, planned unit developments, or very low-density residential subdivisions.

(c) *Policy 15.* Matriotti Creek and its riparian area shall be considered as an open space corridor and greenbelt within the Urban Growth Areas. Consideration should be given to public access (e.g., trails) along the creek only with the mutual agreement of property owners.

Commented [MC56]: Consider adding this or equivalent to more precisely what land constitutes the corridor/greenbelt.

Commented [MC57]: If Matriotti Creek is included in the county's shoreline jurisdiction, there is a requirement for public access in some circumstances. The County should ensure there's no conflict with the SMP here.

(8) *Transportation.*

(a) *Highway 101 (Policy 16).* New development along the highway corridor should reduce conflicts ~~and congestion with the regional mobility of~~ with thru-traffic. Access points should be directed to existing intersections.

Commented [MC58]: Existing language is confusing (new development adds potential for congestion, which must be mitigated. Suggested change for clarity.

(b) *Regional County Roads (Policy 17).* Carlsborg and Kitchen-Dick Roads are considered of regional significance to the County and beyond. The County shall work to ensure that these roads continue to function as regionally significant components of the transportation system.

(c) *Other County Roads (Policy 18).* Improvements to County roads identified in this area include Mill Road and Spath Road. These improvements are for safety purposes only.

(d) *Airport (Policy 19).* The County shall ensure the continued viability of the Sequim Valley airport, including assurance that adjacent land uses do not cause conflicts with the continued use and maintenance of the airport.

(e) *Nonmotorized Transportation (Policy 20).* Nonmotorized trails, paths and sidewalks along Highway 101, Carlsborg Road, and the abandoned railroad corridor should be implemented.

(9) *Land Uses (see Land Use Map) (Policy 21).* The Dungeness-Kitchen Dick Road neighborhood is characterized by a mix of rural residential lands and designated agricultural resource lands.

31.03.350 Carlsborg urban growth area - Policies.

Commented [KC59]: Stopped here 10.24

The purpose of this section is to establish land use designations and policies for the unincorporated Carlsborg UGA [link to Future Land Use Map].

(1) *Community Vision.*

(a) *Policy 1.* In setting forth the 560-acre Carlsborg UGA, the Board of County Commissioners recognizes the Carlsborg community's historic mix of commercial, industrial and residential land uses, allows for continued development and economic growth, and seeks consistency with various state and local land use laws, while continuing to respect the character of the community.

(b) *Policy 2.* The 20-year vision for the Carlsborg UGA is for continued commercial, industrial and residential growth consistent with established land use policies and regulations.

(i) Residential growth will continue the historic housing pattern (i.e., single- and multiple-family dwellings). New residential housing will provide for the needs of a wide range of residents to maintain a dynamic community.

(ii) General commercial activities will continue to be developed along portions of the Highway 101 Corridor, and less intense commercial activities along Carlsborg Road. These activities will provide a range of retail and wholesale services and products for local and regional residents, tourists, and others.

(iii) Industrial activities will continue to be developed within the Carlsborg Industrial Park and Idea Development (north of the Industrial Park). These activities will provide industrial, commercial and manufacturing services fundamental to the economic vitality of the community and Clallam County.

(iv) The area immediately southwest of the intersection of Spath and Carlsborg roads (commonly referred to as the Carlsborg historic village), contains a unique mixture of older commercial and residential properties located on small parcels. The County will continue to work with the community to maintain the historic and cultural value of this area. Development and redevelopment will reflect a human-scale, pedestrian-friendly character enhanced by amenities such as restaurants, shops, sidewalks, lighting, trail connections, and public restrooms.

(c) *Policy 3.* The commercial and industrial activities within the Carlsborg UGA will generate revenue through the creation of ~~family~~ living wage jobs. These activities will be conducted in a manner which promotes community viability blending well with the local character while maintaining environmental stewardship for the benefit of residents, workers, customers, and the entire community. These activities will also be planned for and conducted in a manner consistent with the guidance provided by the Growth Management Act.

Commented [MC60]: Living wage is more current terminology.

(d) *Policy 4.* Environmental quality will be maintained and enhanced through groundwater, well and ~~stream~~ riparian area protection measures.

Commented [MC61]: Changed to be consistent with BAS on streams/riparian areas.

(i) Public water systems operated by Clallam County PUD No. 1 will be extended throughout the UGA as expeditiously as possible. New development will connect to public water. However, existing individual wells and systems that are maintained and operated in accordance with local and State health regulations shall be allowed to continue indefinitely.

(ii) New development will connect to the Carlsborg Sewer System consistent with the 2014 Carlsborg Wastewater Treatment Plan, as amended, and the adopted sewer connection standards found in Chapter 13.12 CCC, Carlsborg Sewer System.

(iii) Development served by existing on-site septic systems should be encouraged to connect to the Carlsborg Sewer System through incentives and other programs.

(iv) The public-private development of green belts and open spaces and the enhancement of Matriotti Creek as a wildlife corridor will be encouraged.

(e) *Policy 5.* The UGA is part of a regional transportation network, including Highway 101, whereby coordination between local planning and regional transportation planning should be done in order to continue to provide a safe and efficient transportation network.

(f) *Policy 6.* To enhance multi-modal opportunities, linkages and improvements shall be encouraged with a service extension along Carlsborg Road to the Village Center. The multi-modal transit opportunities should include a transit stop and a park and ride lot.

(g) *Policy 7.* Non-motorized transportation and pedestrian usage will be enhanced by installing sidewalks and paths throughout the UGA within walking distance of Greywolf School, along Highway 101, and major arterials and collectors including along Carlsborg/Hooker, Atterbury, Taylor Cutoff, Mill, Heath, East Runnion, and Spath Roads. In addition, non-motorized opportunities should be established adjacent to Matriotti Creek with connections to the Olympic Discovery Trail, residential areas, and the Village Center.

(h) *Policy 8.* Residential zoning ~~is~~ should continue as the predominant land use within the UGA and residential areas abut or surround commercial and industrial zones. Carlsborg residents are drawn by the natural beauty of the area; the accessibility of area amenities; and the low to moderate cost of living. New commercial and industrial development should respect the needs and views of adjacent residential areas. Consideration should be given to design elements such as buffers and screening between residential, commercial and industrial zones to protect residents from inordinate noise, light, glare and obstruction of views.

Commented [MC62]: Added to improve specificity of policy language.

(2) *Urban Growth Area Boundaries. (Policy 9).* The Carlsborg UGA is composed of three areas: Highway Commercial, Carlsborg Village Center, and Urban Residential. These areas are depicted on the official land use map and are more generally described as follows:

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Commented [MC63]: Consider adding a link to the FLU map.

(a) Highway Commercial - generally defined as that area adjacent to the Highway 101 corridor between Matriotti Creek on the west and Gilbert/Taylor Cutoff Road on the east, excluding that portion on the south side of Highway 101 beginning at Parkwood Manufactured Housing Community, LLC. East of Parkwood Manufactured Housing Community, LLC, to Taylor Cutoff Road is commercial. This also includes those existing businesses on the east side of the intersections of Gilbert/Taylor Cutoff Road and Highway

101, as well as the commercial areas along Hooker Road between Highway 101 and Atterberry Road.

(b) Carlsborg Village Center – generally defined as that area adjacent to Carlsborg Road between Runnion Road and the Olympic Discovery Trail (including the industrial parks), and property abutting Streit Road between Spath and W. Runnion, and no further east than the boundary of the Carlsborg Industrial Park. This area also includes those properties on the north side of Runnion Road, east of the Carlsborg/Runnion Road intersection.

(c) Urban Residential – generally defined as those lands not described above and east of or including Matriotti Creek, west of Taylor Cutoff Road, south of Spath Road and north of Atterberry Road.

(3) *Background Data. (Policy 10).* ~~Considerable information was obtained in the course of developing the Carlsborg neighborhood plan.~~ The following information includes existing and forecast population and 20-year built-out potential.

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Commented [MC64]: Will need to be updated with new information from the land capacity analysis and housing gap analysis.

(a) The population in the Carlsborg UGA~~neighborhood~~ was 918~~856~~ in 202~~013~~, and is forecast to be about 1,20~~488~~ in 204~~530~~, based on the 2025 LCA~~and 1,971 in 2050 based on a 2.15 percent annual rate of growth as identified in the 2014 Sewer Facility Plan~~.

(b) *Land Supply Needs.* Based on expected population growth, the community should expect a total of approximately 195~~225~~ new dwelling units within the 20-year planning period.

(c) *Water.* The PUD provides water service to portions of the Carlsborg UGA. Additionally, private wells and group water systems provide service within the UGA.

(d) Sanitary sewer service is presently available~~anticipated by the fall of 2017~~. This system includes~~will require~~ gravity sewer mains connecting to a pump station in Carlsborg and force mains (pressure sewer lines) to the City of Sequim via Highway 101 bridge to a point of connection with the City of Sequim collection system at Grant Road. From there, Carlsborg wastewater will be conveyed in a common sewer to the City of Sequim Water Reclamation Facility.

(4) *Public Services and Facilities.*

(a) *Water. (Policy 11.)* The following policies guide water service delivery to this neighborhood:

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(i) The PUD ~~is~~shall be the public water purveyor within the Carlsborg UGA.

(ii) New land divisions shall require connection to the PUD water system, or another approved water system which meets the level of service standards set by the Carlsborg Capital Facilities Plan.

(iii) Existing lots or buildings are not required to hook up to the PUD water system.

(b) *Sewage Disposal. (Policy 12).* The following policies shall guide sewage disposal within the area:

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(i) Clallam County shall utilize the 2014 Carlsborg Wastewater Facilities Plan, as amended, to assist in guiding development and expansion of the Carlsborg Sewer System.

(ii) All new on-site septic systems and repairs of failed systems shall utilize enhanced treatment technologies in order to achieve a minimum 50 percent reduction in nitrate discharge. In identifying appropriate treatment methods, consideration shall be given to the latest technology available that has demonstrated reliable treatment and removal of biological and chemical contaminants.

(iii) Clallam County shall adopt and periodically update policies and requirements for connections to the Carlsborg Sewer System found in Chapter 13.12 CCC.

(5) *Critical Areas.*

(a) *Policy 13.* The Dungeness River and various wetlands within and near the UGA shall be protected from encroachment of urban development consistent with the Clallam County Critical Areas Ordinance.

(b) *Policy 14.* The County shall continue efforts to work with the Carlsborg community to protect and enhance Matriotti Creek for fish and wildlife habitat, and promote environmental education.

(c) *Policy 15.* A large portion of the Carlsborg UGA is within an area having a critical recharging effect on aquifers used for potable water.

(i) With the development and construction of a sanitary sewer system, properties with on-site septic systems will be encouraged to connect to sewer. The decrease in on-site septic use will reduce groundwater contamination from this source.

(ii) All new development and redevelopment shall adhere to stormwater run-off best management practices that include the use of low impact development techniques, best management agricultural practices, and homeowner maintenance practices (e.g., lawn fertilizer, disposal of pet wastes) to ensure aquifer contamination is minimized.

(iii) Any commercial and industrial land uses with hazardous substances, such as gas and oil, shall require spill containment and other measures to assure continued water quality protection.

(6) *Open Space and Greenbelts. (Policy 16.)* Matriotti Creek shall be considered as an open space corridor and greenbelt within the UGA. Consideration should be given to public access (e.g., trails) along the creek only with the mutual agreement of property owners.

Commented [MC65]: Consider a more specific definition of the corridor (perhaps the RMZ or riparian area as defined in the updated CAO), or refer to the buffer.

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Commented [MC66]: If Matriotti Creek is covered by shoreline jurisdiction, there are circumstances where public access is required. The County should make sure that there's no conflict between this and the county's SMP.

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(7) *Transportation.*

(a) *Non-motorized Transportation. (Policy 17).* Non-motorized trails, paths and sidewalks are required within walking distance of Greywolf School, and in the vicinity of Highway 101, Carlsborg Road, Olympic Discovery Trail, and Matriotti Creek, in order to enhance foot and bicycle transportation between residential, commercial, recreation areas and public schools. A sidewalk and trail plan, as specified in the Carlsborg Capital Facilities Plan, shall be implemented as a condition of new developments and/or through an improvement district or grant project approved by the Board of Clallam County Commissioners.

(b) *Policy 18.* Traffic circulation shall be improved through and within the Carlsborg UGA. This should include maintaining a level of service of "C" throughout the UGA.

(c) The County shall consider the 2008 Carlsborg Area Transportation Study as it relates to overall traffic improvements within the Carlsborg UGA.

Commented [MC67]: Have there been any new transportation studies for the Carlsborg UGA?

(d) The County shall continue efforts in identifying road and traffic enhancements through the Six-Year Transportation Improvement Program.

(e) *Highway 101. (Policy 19).* New development along the highway corridor shall address congestion and conflict along with the need for regional mobility of traffic along Highway

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101 by considering alternate and safe access to the development, including but not limited to: constructing a frontage road along Highway 101 or combining access with existing, adjacent access locations where feasible.

(f) *Policy 20.* Highway 101 is the primary highway that provides the main through-corridor for all vehicle traffic between Sequim and Port Angeles, and all points to the east and west of those communities. The County recognizes that the maintenance, operation and/or modifications to SR 101 are under the jurisdiction of the Washington State Department of Transportation (WSDOT). However, the County also has an inherently vested interest in the safe and efficient traffic flow on SR 101 for commercial, private and emergency vehicular traffic throughout its length, including the section that passes through the Carlsborg UGA. The County shall work with the WSDOT to develop a plan for the Carlsborg/Highway 101 Corridor that:

(i) Identifies intersection improvements and access restrictions/frontage road improvements that are needed to improve safety and enhance regional mobility;

(ii) Ensures that installation of additional traffic signals along Highway 101 shall only be considered by WSDOT after all other reasonable alternatives have been determined to be infeasible;

(iii) Ensures that all other highway improvements within the corridor are developed consistent with all other County land use goals and policies as specified in the Comprehensive Plan, Zoning Code and Capital Facilities Plan, as now or hereafter amended.

(g) *Policy 21.* The County and WSDOT shall jointly review access permits to ~~insure~~ensure that new access is minimized to the greatest degree feasible. New access is to be directed to existing intersections with preference to those that are signalized.

(h) *Policy 22.* To accommodate new development, frontage roads may need to be developed by property owners with assistance of Clallam County through the Road Improvement District program in the following locations: (i) between Greywolf School and Highway 101 west of Carlsborg Road, and (ii) between Parkwood Manufactured Housing Community, LLC, and Hooker Road via Valley Center Place and Harrison Road (private roads).

(i) *Regional County Roads. (Policy 23).* Carlsborg Road is considered to have regional significance to the County. The County shall work to ensure that this road continues to function as a regionally significant component of the transportation system.

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(j) *Other County Roads. (Policy 24).* Improvements to County roads identified in this area are specified in the Carlsborg Capital Facilities Plan and include: Mill Road, E. Runnion Road and Spath Road. These improvements (road widening) are for safety purposes only.

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(8) *Development Standards.*

(a) *Policy 25.* It is the general goal to improve the appearance of Highway 101 commercially zoned properties and the Carlsborg Village area through improvements to building appearance, landscaping, parks and trails. The following guidelines should be followed:

(i) The County should investigate obtaining an improvement district and/or grant funding to assist with these efforts. Landscaping of new commercial and industrial developments shall include street trees and landscape plantings along the roadside edge of the developments.

(ii) New development will be designed so that buildings and parking areas are situated on parcels in ways that improve access and safety for pedestrians and transit.

(iii) In conjunction with area property owners, the County should investigate the need for special zoning standards and financial incentives (tax credits, grants, etc.) that will assist in the preservation and redevelopment of the historic village of Carlsborg.

(iv) All new development shall incorporate adequate internal pedestrian circulation features (sidewalks, trails, pathways) that emphasize safety and connections to community features (historic village, Greywolf School, Highway 101, commercial areas, industrial parks, parks, Olympic Discovery Trail, etc.).

(v) The County shall work with the Carlsborg community to seek additional recreation opportunities, including trails and potential neighborhood parks should be explored. These facilities shall be connected through the development and implementation of a sidewalk/trail plan with mutual agreement from affected property owners.

(vi) Additional zoning standards shall be developed for the UGA to include minimum lot size and width and height, off-street parking, signage, and buffer provisions to safeguard residential areas from commercial/industrial developments.

(b) *Policy 26.* Water supply shall be provided consistent with the following:

(i) All new land divisions shall connect to an approved public water supply. Approved public water supply shall consist of either of the following:

(A) Clallam County PUD Carlsborg water system;

(B) Existing Group A public water systems (i.e., private systems with more than 15 service connections) provided that such system shall:

1. Comply with design and water quality standards established by State law (Chapters 246-290 and 246-291 WAC), as now or hereafter amended, and

2. Provide level of service (LOS) equal to or greater than that specified in the 2000 Carlsborg Capital Facilities Plan, as amended.

(ii) Existing individual wells and community water systems shall be allowed to continue indefinitely; provided, they comply with State and County health code requirements for potable water. When existing systems fail to meet these standards, and when the landowner is unable to rectify the deficiency, the ~~land owner~~landowner shall be required to connect to the PUD system or other approved community water system. To rectify a deficiency, the landowner may make structural or facility repairs, or deepen or replace an existing well, which must be drilled at a minimum into the middle aquifer.

(iii) Existing individual wells or community systems shall not be expanded or altered in any way that would result in the expansion of the system or service area without full compliance with all criteria of this section.

(iv) New community water systems in the Carlsborg UGA shall be permitted only if they meet or exceed the criteria for Group A water systems (15 or more connections), and demonstrate consistency with the level of service established in the Carlsborg CFP.

(c) *Land Use Designations/Boundaries. (Policy 27).* Land use designations for the Carlsborg UGA shall only be amended consistent with the following:

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(i) In order to help provide consistency and certainty for landowners, the Carlsborg UGA shall not be comprehensively reevaluated for changes in land use designations for a period of 10 years from the date of adoption of this policy, except where clear public benefit exists in accordance with RCW 36.70A.110(8), as now or hereafter amended.

Commented [MC68]: Changes to RCW 36.70A.110 enable the county to adjust urban growth area boundaries at the time of the county's annual docket process subject to various criteria.

(ii) Amendments to land use designations involving individual parcels or groups of parcels shall be reviewed consistent with CCC 31.08.370 (Required Showing for an Amendment).

(iii) The boundaries of the Carlsborg UGA may be reviewed and considered for expansion only after it can be demonstrated that population growth rates and land supply projections did not provide sufficient urban lands within the Carlsborg UGA to accommodate needed future growth.

Commented [MC69]: See comment above - there are specific circumstances in which the county can adjust (swap) UGA areas if the need arises.

(9) *Land Uses.*

(a) *Policy 28.* The Carlsborg Land Use Map shall serve as the official zoning map for the unincorporated Carlsborg UGA. Land use zones established are shown in Table 1 below:

Commented [MC70]: Provide link to new FLU map.

Table 1. Conversion Table of Comprehensive Plan and Zoning Designations

Comprehensive Plan Designation	Zoning Designation	Zoning Symbol
Carlsborg Urban Residential – Low	Carlsborg Urban Residential – Low	CR-I
Carlsborg Urban Residential – Medium	Carlsborg Urban Residential – Medium	CR-II
Carlsborg Urban Residential – High	Carlsborg Urban Residential – High	CR-III

Comprehensive Plan Designation	Zoning Designation	Zoning Symbol
Carlsborg Village Center	Carlsborg Village Center	CN
Carlsborg General Commercial	Carlsborg General Commercial	CGC
Carlsborg Commercial	Carlsborg Commercial	CC
Carlsborg Industrial	Carlsborg Industrial	CI

(b) *Policy 29.* The purpose of land use zones established under this section is as follows:

(i) *Carlsborg Urban Residential – Low (CR-I).* The purpose of the Carlsborg Urban Residential Low designation is to provide a density of four to six dwelling units per acre for single-family residential development that is generally free from encroachment of commercial and industrial activities.

(ii) *Carlsborg Residential – Medium (CR-II).* The purpose of the Carlsborg Urban Residential Medium designation is to provide a density of four to eight dwelling units per acre for areas of single- and multifamily residential development that is generally free from encroachment of commercial and industrial activities.

(iii) *Carlsborg Residential – High (CR-III).* The purpose of the Carlsborg Urban Residential High designation is to provide a density of four to 10 dwelling units per acre for areas of single- and multifamily residential development that is generally free from encroachment of commercial and industrial activities.

(iv) *Carlsborg Village Center (CN).* The purpose of the Carlsborg Village Center designation is to provide for high-density residential development and small scale commercial uses that can be located and serve residential neighborhoods within the historic village center of Carlsborg. The standards for the district are intended to reinforce the established scale and ambiance of neighborhood retail oriented toward the pedestrian while ensuring adequate transit and automobile access. The Village

Center designation is intended to promote local orientation and to limit adverse impacts on nearby residential areas.

(v) *Carlsborg General Commercial (CGC).* The purpose of the Carlsborg General Commercial designation is to provide for a wide range of moderate-scale commercial activities that provide for neighborhood, regional, and tourist-related goods and services for both residents and the traveling public.

(vi) *Carlsborg Industrial (CI).* The purpose of the Carlsborg Industrial designation is to allow for low nuisance, low intensity industrial uses.

(vii) *Carlsborg Commercial (CC).* The purpose of the Carlsborg Commercial designation is to provide for a limited area of high-density residential development and low impact neighborhood commercial activities.

31.03.415 Miller Peninsula neighborhood - Policies.

(1) *Location.* ~~[[Policy No. 1]]~~ This neighborhood generally includes the Miller Peninsula from the western shores of Discovery Bay to the eastern shores of Sequim Bay, and from the Strait of Juan de Fuca on the north to the Forest Service boundary on the south **[link to Future Land Use Map]**.

(2) *Public Services and Facilities.*

(a) [*Policy ~~No. 2.~~*] See Diamond Point-Sunshine Acres rural center discussion.

(b) [*Policy ~~No. 3.~~*] Concern has been raised regarding the potential fire danger on the Miller Peninsula. The State of Washington and the Homeowners' Association should be encouraged to provide a fire break.

(c) [*Policy ~~No. 4.~~*] Public access along the saltwater shoreline should be encouraged in order to link public tidelands in the area (see Park and Recreation Plan).

(d) [*Policy ~~No. 5.~~*] New private development and outdoor oriented recreation facilities which are larger than twenty (20) acres in size and/or would use large volumes of water shall be required to establish that the Miller Peninsula groundwater sources are sufficient

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Commented [MC71]: Consider adding language encouraging the county to adopt the WUI code from the building council or other similar wildfire risk mitigation code. Per changes to land use element requirements in RCW 36.70A.070(1).

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to meet the build-out potentials of the Miller Peninsula neighborhood and the Diamond Point rural center as well as the proposed development prior to development approval.

(e) [*Policy No. 6.*] Clallam County PUD shall be the only PUD allowed to construct water systems or sewer systems within the Miller Peninsula and the Diamond Point rural center.

(3) *Critical Areas and Open Space.*

(a) [*Policy No. 7.*] The shoreline bluffs along the Strait of Juan de Fuca and Discovery Bay have been designated as ~~critical wildlife corridors~~fish and wildlife habitat conservation areas (primarily birds) and as geologically hazardous areas. Consideration must be given to the proper siting of development to ensure both protection of habitat and safety.

(b) [*Policy No. 8.*] Highway 101 in this area is the most scenic stretch within this regional planning area. It is the gateway to Clallam County from the east. Rural development shall protect the scenic character, including prohibition on billboard construction, purchase of scenic conservation easements along the highway corridor and/or encouragement of planned unit developments for scenic properties along the highway.

(4) *Transportation.*

(a) [*Policy No. 9.*] Clallam County, Jefferson County and the State should work together to make improvements to the Diamond Point-Old Gardiner-Highway 101 intersection, particularly as traffic might increase due to the Miller Peninsula State Park.

(b) [*Policy No. 10.*] Diamond Point Road shall meet minimum County road standards prior to development of the planned Miller Peninsula State Park. The road also has inadequate shoulders for bicycling and walking; the shoulders or other trails should be improved.

(c) [*Policy No. 11.*] The number of access points to Diamond Point Road shall be limited in order to maintain a greenbelt along the road.

(5) *Resource Lands.* [[*Policy No. 12.*]] Forest lands of long-term commercial significance have been designated south of Chicken Coop Road. These forest lands shall not be encroached upon by residential development. Development adjacent to these lands must consider the impact to the adjacent forest land use.

(6) *Land Use.*

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Commented [MC72]: Change to fish and wildlife habitat conservation areas to be consistent with best available science and the critical areas definitions in the GMA.

Commented [MC73]: Added "areas" to be consistent with the definitions of critical areas in the GMA.

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Commented [MC74]: If this refers to the "planned unit, agricultural retention, rural character conservation, rural low mixed, or cluster development" in CCC 33.23.010, consider being more specific about which (or is it all?) of those are encouraged in this circumstance.

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(a) *Policy 13.* This area has strong rural character, including open space corridors along the highway and large ownership patterns. Large areas of public land exists on the Peninsula, now designated by the Washington State Parks Commission for future development as a State Park. Rural densities should remain at one dwelling per five acres (rural low), with the area along East Sequim Bay Road designated for Rural Neighborhood Conservation (five-acre base density) subject to optional innovative zoning techniques that are triggered by either specific neighborhood circumstances (overlay technique) or specific parcel criteria (cluster technique), except where a LAMIRD is designated according to the provisions of CCC 31.02.263.

(b) *Policy 14.* Commercial land uses shall be strongly discouraged along US 101 and within a half mile of roads intersecting US 101 as these would tend to encourage strip development of the highway and diminish the current rural character of the area.

(c) *Policy 15.* Commercial development at the intersection of Diamond Point Road and US 101 or at any point along US 101 between the eastern Clallam County line and the Blyn rural center will be discouraged as sufficient areas for commercial development have been provided within the Diamond Point/Sunshine Acres and Blyn rural centers. Should the Jamestown S'Klallam Tribe put its ownership in the vicinity of the intersection of Diamond Point Road and US 101 into tribal trust status in order to allow commercial development of this site contrary to the direction provided by local residents as expressed in the Sequim-Dungeness Regional Plan, then such development shall not provide any justification for adjacent commercial development of lands under Clallam County jurisdiction.

31.03.425 Palo Alto-Chicken Coop neighborhood - Policies.

(1) *Location.* ~~[(Policy No. 1)]~~ This neighborhood is generally described as the foothills area from the Dungeness River on the west to the Jefferson County line on the east, including land along Highway 101 on the east side of Sequim Bay, but exclusive of Happy Valley.

Commented [MC75]: Link to future land use map.

(2) *Critical Areas.*

(a) ~~[Policy No. 2.]~~ Due to the steeper slopes in this area, much of the land has been designated as ~~being erosion and landslide prone~~erosion and landslide hazard areas. Development within these areas shall adhere to best management practices.

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(b) [*Policy No. 3.*] Fish and wildlife habitat ~~resources~~ conservation areas in the area include Johnson Creek, Jimmycomelately Creek, Chicken Coop Creek, and Sequim Bay. These areas provide significant fish and wildlife habitat and need to be protected from impacts of development.

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Commented [MC76]: Updated language to be consistent with definitions of critical areas in the GMA.

(3) *Resource Lands.*

(a) [*Policy No. 4.*] The majority of this area has been designated as forest lands of long-term commercial significance. These lands are still commercially viable; provided, that development is not allowed to encroach on these lands.

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Commented [MC77]: Consider more specific description of what "encroach" means (within a certain distance for example).

(b) [*Policy No. 5.*] Development adjacent to designated commercial forest lands shall be at a very low density (one home per 20 acres). Those areas where the predominant land use pattern at this time is one home per five acres may be designated for low densities (one home per five acres).

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(4) *Transportation.*

(a) [*Policy No. 6.*] Several County roads within this area are less than 20 feet in width and have traffic levels in excess of 150 vehicles per day (ADT). Further development, such as land divisions and other traffic-generating development should not be allowed until the roads meet minimum safety standards identified in this plan.

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(b) [*Policy No. 7.*] Along Highway 101, potential encroachment or sprawl from the Blyn rural center, including development accessory to the Jamestown S'Klallam casino, shall be avoided.

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(5) *Land Use.*

(a) *Policy 8.* This area has strong rural character, including open space corridors along the highway and large ownership patterns. Because of commercial forest land use, most rural densities should be at one dwelling per 20 acres (Rural Very Low), except along East Sequim Bay Road, which is designated for Rural Neighborhood Conservation (five-acre base density) subject to optional innovative zoning techniques that are triggered by either specific neighborhood circumstances (overlay technique) or specific parcel criteria (cluster technique), and the lower parts of Palo Alto Road, which is designated for low rural densities (one home per five acres).

(b) *Policy 9.* US 101 from Johnson Creek to the Jefferson County line is the most scenic stretch within this regional planning area. It is the gateway to Clallam County from the east. Rural development shall protect the scenic character, including prohibition on billboard construction, purchase of scenic conservation easements along the highway corridor and/or encouragement of planned unit developments for scenic properties along the highway.

Commented [MC78]: Similar comment to previous section - if this is referring to the "planned unit, agricultural retention, rural character conservation, rural low mixed, or cluster development" in CCC 33.23.010, be more specific on which (all?) of those are allowed here.

(c) *Policy 10.* Commercial land uses shall be strongly discouraged along US 101 and within a half mile of roads intersecting US 101 as these would tend to encourage strip development of the highway and diminish the current rural character of the area.

31.03.435 Blyn LAMIRD - Policies.

(1) *Location (Policy 1).* The Blyn LAMIRD is at the south end of Sequim Bay. The Blyn LAMIRD is composed of a mix of recreational, commercial, and residential activities [link to Future Land Use Map].

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(2) *Critical Areas (Policy 2).* The Blyn LAMIRD includes large wetland complexes and ~~significant fish and wildlife habitat corridors~~fish and wildlife habitat conservation areas, in addition to Sequim Bay. Fragmentation of these wetlands and habitats by development should not occur. Development is encouraged to transfer density or cluster development away from these critical areas.

Commented [MC79]: Modified to be consistent with definitions of critical areas that must be protected in the GMA.

(3) *Resource Lands (Policy 3).* Forest lands of long-term commercial significance are located nearby the Blyn LAMIRD. The LAMIRD designation is limited to those areas characterized by more intensive development by July 1, 1990, and ensures that encroachment of more intensive rural development into forestlands will not occur. Development adjacent to these forest lands shall assure compatibility with normal timber harvesting practices.

(4) *Public Services and Facilities (Policy 4).* Future development by the Jamestown S'Klallam Tribe in the Blyn LAMIRD will require increased public services, particularly police and fire. Future development plans should be carefully coordinated with those service providers. It is also assumed that some services will be provided by the Tribe and would be open to local residents.

(5) *Transportation (Policy 5).* Impacts to Highway 101 from development in Blyn must be mitigated. Improvements to intersections of County roads and Highway 101 will be required for

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new development which increases traffic congestion. An overpass on Highway 101 should be considered if traffic congestion caused by development of the casino impacts the regional mobility of the highway.

(6) *Land Use.*

(a) *Policy 6.* The ~~Jamestown S'Klallam Tribe began a casino operation at Blyn in 1995. This operation will have a profound effect on the future of this area, including increased traffic and increased desire for other services (such as restaurants, lodging and gas stations). The Tribe has been careful in its development plans to address issues facing the community. Since local government has no regulatory authority of Tribal land use, it is best that the community work together with the Tribe to address any concerns. Some issues that the Tribe and community have been working together on include~~ County should continue working with the Jamestown S'Klallam Tribe to address issues related to its Blyn casino, including routing the Olympic Discovery Trail across Tribal land, the proposed inclusion of the salt marsh observation deck and natural resources interpretive center, providing signage describing the historical significance of the previous logging yard, and monitoring of environmental rehabilitation of the Jimmycomelately Creek and estuary.

Commented [MC80]: Since 7 Cedars has been operational since 1995, we propose changing language here to encourage ongoing collaboration on continuing and emerging issues. The list of issues and topics here should be updated as appropriate.

(b) *Policy 7.* Blyn qualifies for designation as a LAMIRD and is designated as a LAMIRD with logical outer boundaries delineated predominately by a built environment that existed before or as of July 1, 1990. Infill development will be allowed consistent with the type, scale, size, or intensity of development that already existed as of July 1, 1990.

31.03.445 Happy Valley-Bell Hill neighborhood - Policies.

(1) *Location. ~~{[Policy No. 1]}~~* The Happy Valley and Bell Hill neighborhood is south of the Sequim urban growth area. The area includes Bell Hill, the Valley floor, as well as some of the foothills, and extends from Johnson Creek on the east to the Dungeness River on the west **[link to Future Land Use Map]**.

Commented [MC81]: Provide link to FLU map when updated.

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(2) *Critical Areas. ~~{[Policy No. 2]}~~* Happy Valley includes some steep slopes on the south side of Happy Valley Road ~~which~~ that are landslide and erosion hazard areass. There are several wetland ~~resource~~ areas throughout the Valley, and both Johnson Creek and the Dungeness

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River are designated as ~~significant fish and wildlife corridors~~fish and wildlife habitat conservation areas.

Commented [MC82]: Modified to be consistent with the definitions of critical areas in the GMA.

(3) *Resource Lands.*

(a) ~~[~~*Policy ~~No. 3.~~*~~]~~ This neighborhood includes some lands designated as forest lands of long-term commercial significance. With the exception of one parcel (State of Washington – Section 36 – River Road), these forest lands are on steeper slopes not conducive to development. Some lands designated as Rural Very Low have the ability to produce commercial timber; due to the steeper slopes, and larger parcels, cluster development on these parcels is encouraged.

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(b) ~~[~~*Policy ~~No. 4.~~*~~]~~ The State of Washington land along River Road in Section 36 can be of long-term commercial significance for timber production. Because this land is relatively flat and in close proximity to the City of Sequim, interest in more intense uses of this land have been expressed (e.g., golf courses and residential development). Encroachment of residential uses in this area may result in greater difficulty in managing this parcel in the long run for timber production. This plan, however, envisions continued timber production on this parcel until such time as it can be demonstrated that timber production is not viable in the long-term and growth cannot be directed to other non-resource areas. This parcel can also be considered for potential public recreation uses, as its location adjacent to the Dungeness River and City of Sequim offer good opportunities.

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Commented [MC83]: Is this still the case?

(4) *Transportation.*

~~(a) [*Policy No. 5*] Happy Valley was considered as an option for the Sequim Bypass. Construction of a highway in this area would be entirely incompatible with the rural character of the area and shall not be pursued.~~

Commented [MC84]: This issue has probably been resolved, so this policy can probably be deleted.

(b) ~~[~~*Policy ~~No. 6~~*~~]~~ Happy Valley Road should continue to maintain rural characteristics, designed for low speeds and local traffic. Consideration should be given, however, to improving the road through the curves on the east end and connecting Happy Valley and Palo Alto Roads to have only one intersection with Highway 101.

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(c) ~~[~~*Policy ~~No. 7~~*~~]~~ Sequim Avenue South should be extended to meet Happy Valley Road. This will improve circulation between Happy Valley and Sequim.

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(5) *Land Use.*

(a) *Policy 8.* With the exception of Bell Hill, this area remains rural with a variety of rural densities. Bell Hill (Highland Hills development) is suburban in character with sewer services provided by the City of Sequim and water service by the Public Utility District. The Happy Valley community has expressed a strong interest in protecting the rural quality of the area. Varying residential densities are appropriate for this area, with certain areas designated for Rural Neighborhood Conservation (five-acre base density) subject to optional innovative zoning techniques that are triggered by either specific neighborhood circumstances (overlay technique) or specific parcel criteria (cluster technique).

(b) *Policy 9.* Flexible zoning techniques may conserve rural characteristics under the following circumstances:

(i) Overall increase in underlying densities should not be allowed unless some other public benefits are provided;

(ii) Open space or forest lands are conserved in perpetuity; and/or

(iii) The clustered development maintains rural characteristics, considering building design and placement on lots relative to topography and adjoining landowners.

(c) *Policy 10.* Some of the more vocal opposition to home-based businesses and industry came during neighborhood meetings for this area. Landowners prefer not to see home-based industries which cause traffic, are unsightly and would otherwise detract from a rural residential character. Examples of incompatible development are car repair and tourist shops.

(d) *Policy 11.* Land use designations need to consider logical physical or community boundaries. ~~Past designations were not consistent throughout the Valley area, with densities ranging from one home per acre to one home per 20 acres.~~

Commented [MC85]: Propose to delete.

31.03.455 Sequim-West Neighborhood - Policies.

(1) *Description. {{Policy ~~No. 1~~}}* This area includes lands to the northwest, west and southwest of the City of Sequim **[link to Future Land Use Map]**.

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(2) *Critical Areas.*

(a) [*Policy No. 2.*] Several critical areas have been designated within this area, including the Dungeness River, Cassalery Creek, and ~~lands with a critical recharging effect on aquifers used for potable water~~critical aquifer recharge areas.

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(b) [*Policy No. 3.*] For policies governing protection of the designated critical areas, please refer to CCC 31.03.195.

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(3) *Resource Lands.* [[*Policy No. 4*]] Forest lands of long-term commercial significance have been designated just south of this neighborhood. Land uses adjoining that land shall ensure continued viability of long-term forest production, with increased setbacks from the forest line and notification of potential incompatible uses required during new development.

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(4) *Transportation.*

(a) *Policy 5.* This neighborhood includes several circulation systems that are critical to the regional ability to move people and goods including Highway 101, River Road, Priest Road, Hendrickson Road, and Old Olympic Highway. In addition, the abandoned railroad corridor (Railroad Bridge Park) provides a non-motorized link to the Olympic Discovery Trail from Carlsborg to Sequim and public transit uses these principal routes.

(b) [*Policy No. 6.*] Portions of the Sequim Bypass are planned to go through this neighborhood. It is imperative that new highway construction be assured of minimal congestion caused by new growth. Expansion of urban growth area boundaries in order to cater to the highway traffic shall be discouraged.

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(c) [*Policy No. 7.*] Please see Figure 4 for planned improvements to circulation along Hendrickson and Priest Roads. In addition, the County and Jamestown S'Klallam Tribe should work cooperatively to ensure safe access to the planned Natural History Center.

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(d) [*Policy No. 8.*] Old Olympic Highway must be continually monitored for meeting LOS standards in this area. This section of highway carries large volumes of traffic and may not maintain acceptable standards. Alternatives to increasing capacity of the road should be sought, such as increased transit service and other demand management strategies.

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(5) *Open Space and Greenbelts.* [[*Policy No. 9*]] The Dungeness River has been designated as an open space corridor for the benefit of fish, wildlife, flood protection, people and open space. Maintaining the river corridor for these benefits is critical. In addition, the River separates the

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Commented [MC86]: Similar to previous similar comments - should consider being more precise about what exactly constitutes the corridor. Is it a fixed buffer width? Riparian area per BAS?

urbanizing areas of Carlsborg and Sequim. Development along Highway 101 adjacent to the Dungeness River should be low-intensity, maintaining rural character ~~and open space values~~.

Commented [MC87]: Does open space have a "value"? Propose to delete this clause.

(6) *Public Services and Facilities.*

(a) *[Policy ~~No.~~ 10.]* This neighborhood includes some pockets of higher urban ~~type~~ densities close to the City of Sequim. These developments require increased public services and facilities, such as police, fire and health care.

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(b) *[Policy ~~No.~~ 11.]* The Jamestown S'Klallam Tribe is planning a natural history center adjoining the Dungeness River; this location would be adjoining the Railroad Bridge Park. The Dungeness River Greenway Concept Plan also envisions other public access potential along portions of the Dungeness River in this area, if cooperatively implemented with landowners.

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(7) *Land Use.*

(a) *Policy 12.* Lands along the Dungeness River are designated for low density rural uses, due to environmental constraints. While some lands outside the river corridor in this area have been developed in parcels of one acre or less with roadway systems and other public service and facilities designed to handle this development, a significant portion of this area remains in larger parcel sizes. This area should be designated for Rural Neighborhood Conservation (five-acre base density) subject to optional innovative zoning techniques that are triggered by either specific neighborhood circumstances (overlay technique) or specific parcel criteria (cluster technique), except where a LAMIRD is designated according to the provisions of CCC 31.02.263.

(b) *Policy 13.* New land divisions in this area must consider the impact on aquifer recharge areas. Sewage disposal must meet local health code standards and monitoring of groundwater quality should be an ongoing effort.

31.03.465 Dungeness-Jamestown neighborhood - Policies.

(1) *Description. ([Policy ~~No.~~ 1])* This area is described generally as the area north of Old Olympic Highway and the Sequim urban growth area, and east of the Dungeness River, to the Strait of

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Juan de Fuca [link to Future Land Use Map]. (For Sunland policies, please refer to CCC 31.03.330.)

(2) *Critical Areas.*

(a) [*Policy ~~No. 2.~~*] Several critical areas have been designated within this neighborhood planning area, including wetlands, creeks and rivers (Dungeness, Bell, Cassalery, Cooper, Gierin, Meadowbrook), the Strait of Juan de Fuca, ~~lands with a critical recharging effect on aquifers used for potable water~~critical aquifer recharge areas, and some erosion-~~prone soils~~ hazard areas.

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(b) [*Policy ~~No. 3.~~*] Some of the largest and most important wetland complexes are within this area. Many of these wetland complexes are associated with the saltwater shoreline, and have several fish and wildlife habitat functions. Land uses near these wetland complexes should be for low density rural uses.

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(c) [*Policy ~~No. 4.~~*] The Dungeness River has been designated as an open space corridor for the benefit of fish, wildlife, flood protection, people and open space. Maintaining the river corridor for these benefits is critical.

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(3) *Resource Lands.*

(a) [*Policy ~~No. 5.~~*] This area includes considerable acreage designated as ~~interim~~ agricultural lands. The only agricultural block that is not facing the possibility of more intense use of the land due to its proximity to growth areas is the block which includes Grays Marsh and lands along Schmuck Road.

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Commented [MC90]: Is this interim designation still appropriate?

(b) [*Policy ~~No. 6.~~*] The agricultural land along Sequim-Dungeness Way and Woodcock Road may see more intense uses of the land if development rights are not acquired. The proximity of this land to major roads, the previous platting into five-acre parcels, and the scenic open space values these parcels bring make them a candidate for purchase of development rights. Other alternatives to consider for these lands is cluster development with open space retained, preferably in continued agricultural use.

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Commented [MC91]: Has there been any change in the development rights status of this ag land?

(c) [*Policy ~~No. 7.~~*] Some of the agricultural lands along the Dungeness River may also be high priority candidates for purchase of development rights, either due to pressures for conversion to residential uses, caused by "vested" five-acre surveys, and/or conservation of

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lands along the Dungeness River for other benefits. Several of the Dungeness River parcels were designated as high candidates for open space conservation at public forums in 1994.

Commented [MC93]: Have the development rights been purchased on these lands?

Commented [EB94R93]: Only a few.

(4) *Transportation.*

(a) [Policy ~~No.~~ 8.] Please refer to CCC 31.03.130, Transportation Inventory and Analysis, which indicates that Sequim-Dungeness Way, Old Olympic Highway and Woodcock Road (east of Sequim-Dungeness Way) may require improvements in the future.

(b) *Policy 9.* Designated bicycle routes in this area include Old Olympic Highway, Port Williams Road, and Brown Road. Connectors to the Olympic Discovery Trail such as along Sequim-Dungeness Way, Woodcock Road, Evans Road, and Towne Road should be developed.

(c) [*Policy ~~No.~~ 10.*] A nonmotorized trail segment is a possibility along the Dungeness River if the landowners agree. The Dungeness River Greenway Concept Plan identifies use of the dike on the east side of the River between Sequim-Dungeness and Woodcock for potential public access.

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(5) *Public Services and Facilities.*

(a) [*Policy ~~No.~~ 11.*] The County Parks and Recreation Plan has identified acquisition of tidelands from the Port Williams Park either north or south. This area has also been tentatively identified by the Washington State Department of Fish and Wildlife for public acquisition of both shoreline and upland habitat.

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(b) [*Policy ~~No.~~ 12.*] Due to the historic high densities allowed in the Three Crabs Road and Dungeness area, and the potential for water quality problems, consideration to community options for sewage disposal should be given, such as community drainfields.

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(c) [*Policy ~~No.~~ 13.*] The City of Sequim's sewer treatment plant and outfall are within this neighborhood planning area. Clallam County shall work cooperatively with the City of Sequim to enable the city to expand their sewer treatment facility to meet future service needs.

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(6) *Land Use.*

(a) *Policy 14.* This neighborhood includes the historic community of "Dungeness," Three Crabs and parts of the Jamestown area. Encourage the continued development of

"Dungeness" as an historic community providing services to tourists and local residents, consistent with the need to protect adjacent critical areas ~~from adverse impacts~~.

Commented [MC95]: Redundant language.

(i) Development within "Dungeness" should focus on the old townsite area, and not be oriented towards Sequim-Dungeness Way.

(ii) Commercial uses allowed within this rural center should be limited to the types of uses that serve the local community and tourists, such as overnight accommodations, restaurants, gift shops, grocery stores, taverns, etc.

(b) *Policy 15.* Development in this area should avoid placing greater impacts on the Dungeness River, wetlands, and saltwater shorelines from stormwater runoff, loss of sensitive area buffers and riparian zones, and human disturbance.

(c) *Policy 16.* Rural residential densities within this area should be set based on natural physical boundaries and natural limitations. The following principles should apply:

(i) Land immediately north and southwest of the City of Sequim should be designated for Rural Neighborhood Conservation (five-acre base density) subject to optional innovative zoning techniques that are triggered by either specific neighborhood circumstances (overlay technique) or specific parcel criteria (cluster technique);

(ii) Land which is within or in close proximity to wetland complexes and the Dungeness River should be designated for rural low densities (one home per five acres);

(iii) Land north of West Sequim Bay Road to Sequim Bay, outside the City of Sequim urban growth area, should be designated for Rural Neighborhood Conservation (five-acre base density) subject to optional innovative zoning techniques that are triggered by either specific neighborhood circumstances (overlay technique) or specific parcel criteria (cluster technique).

(iv) Land outside of wetlands and, fish and wildlife habitat conservation areas, but not in close proximity to Sequim, should be designated for Rural Neighborhood Conservation (five-acre base density) subject to optional innovative zoning techniques that are triggered by either specific neighborhood circumstances (overlay technique) or specific parcel criteria (cluster technique).

Commented [MC96]: Modified to be consistent with the definitions of critical areas that must be protected in the GMA.

(d) *Policy 17.* Discourage incompatible uses on lands adjacent to agricultural lands so long as the agricultural use continues and is viable. Work towards long-term conservation through tax incentives and purchase of development rights.

31.03.475 Dungeness Valley neighborhood - Policies.

(1) *Description. [Policy No. 1]* This area is described as those lands north of Old Olympic Highway, west of the Dungeness River and east of Kitchen-Dick Road [link to Future Land Use Map].

(2) *Critical Areas.*

(a) *[Policy No. 2.]* Several critical areas have been designated within this neighborhood planning area, including wetlands, Dungeness River, Matriotti Creek, the Strait of Juan de Fuca, lands with a critical recharging effect on aquifers used for potable water and some ~~erosion-prone soils~~erosion hazard areas.

(b) *[Policy No. 3.]* The Dungeness River has been designated as an open space corridor for the benefit of fish, wildlife, flood protection, people and open space. Maintaining the river corridor for these benefits is critical.

(c) *[Policy No. 4.]* Considerable attention has been given to rehabilitating Matriotti Creek for fish habitat. ~~Development along this creek segment should not impact Matriotti Creek and~~ Landowners are encouraged to work with State and local agencies in rehabilitating the stream.

(d) *[Policy No. 5.]* Water quality is essential to the economic and environmental health in the Dungeness Valley. Numerous cultural and economic resources, such as finfish and shellfish, drinking water, and irrigation are dependent upon maintaining good water quality upstream and downstream, above and below ground. Prevention of degradation before it occurs is preferred over the expense of correction. Educational activities are encouraged as a method of preventing nonpoint pollution associated with land use in this area.

(3) *Resource Lands. [Policy No. 6]* The agricultural lands within this area include Olympic Game Farm, Clark Farm, several other farms along the Dungeness River, and agricultural lands at the intersection of Kitchen-Dick and Old Olympic Highway. Some of these lands may be high

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Commented [MC98]: Similar to previous comments, consider being more specific about what exactly constitutes the open space corridor (i.e., floodplain? Floodway? Buffer? RMZ?)

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priority candidates for purchase of development rights, either due to pressures for conversion to residential uses, caused by "vested" five-acre surveys, and/or conservation of lands along the Dungeness River. Several of the Dungeness River parcels were designated as high candidates for open space conservation at public forums in 1994.

(4) *Transportation.*

(a) [*Policy No. 7.*] Several County roads within this neighborhood are primary roads for the circulation within the Sequim-Dungeness regional planning area, including Cays, Anderson, Old Olympic Highway, Woodcock, Sequim-Dungeness Way, Kitchen-Dick, and Lotzgesell or Hogback Roads. The County shall ensure that these roads continue to serve that function, and ways to minimize congestion caused by too many access points or turning movements should be sought.

(b) [*Policy No. 8.*] A nonmotorized trail segment is a possibility along the Dungeness River if the landowners agree. The Dungeness River Greenway Concept Plan identifies use of the dike on the east side of the River between Sequim-Dungeness and Woodcock for potential public access.

(5) *Open Space and Greenbelts.* [[*Policy No. 9*]] The agricultural lands at the intersection of Kitchen-Dick and Old Olympic Highway have very high scenic value, in part due to their location along County arterials, and in part due to the proximity to a public recreation site (Dungeness National Wildlife Refuge). Several of these agricultural ownerships have also been previously divided into five-acre parcels, making them highly likely to convert to residential uses. These parcels should be high candidates for purchase of development rights or encouraging cluster forms of development that conserve open space values.

(6) *Public Services and Facilities.* [[*Policy No. 10*]] This neighborhood planning area includes several park and recreation facilities, including Dungeness National Wildlife Refuge and Dungeness Recreation Area, Cline Spit, Dungeness River Park (Ward Road) and Dungeness Boat Launch (Port). The County Park and Recreation Plan identifies additional acquisition of lands on Cline Spit and adjacent to the Dungeness Recreation Area. In addition, the County's recent acquisition of Dungeness River property for park development may lead to other County park facilities along the River implementing the Dungeness River Greenway Concept Plan. There are several private recreation facilities within this area, such as the Dungeness Golf Course which provides recreation activity for the region.

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Commented [MC102]: Has there been any change in the development rights status of these lands?

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(7) *Land Use.*

(a) *Policy 11.* Due to the outstanding views of Dungeness Bay, several developments within the area occurred prior to zoning regulations, including Mains Farm, Dungeness Bay and Dungeness Beach plats. As a result, where there are no physical or natural limitations, further rural development can occur at suburban-rural residential densities (one home per acre).

(b) *Policy 12.* Lower residential densities should occur adjacent to designated fish and wildlife habitat ~~corridors~~conservation areas along Matriotti Creek (one home per 2.4 or 4.8 acres); the Dungeness River (one home per 4.8 acres); and Dungeness Bay (one home per five acres) subject to optional innovative zoning techniques that are triggered by either specific neighborhood circumstances (overlay technique) or specific parcel criteria (cluster technique), except where a LAMIRD is designated according to the provisions of CCC 31.02.263.

Commented [MC104]: Modified to be consistent with definitions of critical areas in the GMA.

(c) *Policy 13.* Discourage incompatible uses on lands adjacent to agricultural lands so long as the agricultural use continues and is viable. Work towards long-term conservation through tax incentives and purchase of development rights.

~~(d) *Policy 14.* Consider construction of a private or public golf course in this area as needed for the community, provided it is appropriately sited to address environmental, privacy and transportation concerns.~~

Commented [MC105]: Has such a public or private golf course been constructed here? If so, consider removing.

31.03.485 Agnew neighborhood - Policies.

(1) *Description.* ~~{[Policy No. 1)}~~ The Agnew neighborhood is described generally as that area north of Old Olympic Highway or the abandoned railroad corridor, east of Siebert's Creek, and west of Kitchen-Dick Road **[link to Future Land Use Map]**.

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(2) *Critical Areas.*

(a) ~~{[Policy No. 2.]}~~ Critical areas designated in this area include Siebert's Creek, McDonnell Creek, Strait of Juan de Fuca, some ~~areas with a critical recharging effect on aquifers used for potable water~~critical aquifer recharge areas, and geologically hazardous areas associated with creek ravines and marine bluffs.

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(b) [*Policy ~~No. 3.~~*] Both Siebert's and McDonnell creeks are ~~significant fish and wildlife habitat corridors~~fish and wildlife habitat conservation areas. Development adjacent to these corridors shall protect the corridors through maintenance and enhancement of riparian vegetation, control of stormwater runoff, and low intensity land uses which cause minimal disturbance to fish and wildlife.

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Commented [MC107]: Modified to ensure the critical area names are consistent with the definitions of critical areas that must be protected according to the GMA.

(c) [*Policy ~~No. 4.~~*] Development along unstable marine bluffs should be set back sufficiently to minimize any public danger and control stormwater runoff to minimize erosion impacts.

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(3) *Resource Lands.* [*Policy ~~No. 5~~*] This area includes significant acreage designated as ~~interim~~ agricultural lands. Some of the agricultural lands pose a high potential for conversion to more intense uses of the land caused by "vested" five-acre surveys, while other lands, such as the Weyerhaeuser Tree Farm, have not been platted into five-acre parcels.

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Commented [MC108]: Is the interim agricultural lands designation still appropriate here?

(4) *Transportation.*

(a) [*Policy ~~No. 6.~~*] Both Old Olympic Highway and Kitchen-Dick Road are regionally significant roads. Development along these roads should cause minimal conflicts or congestion with the primary purpose of these roads to move people and goods. Access points to these roads shall be consolidated where possible, and development which has significant traffic volumes should require installation of turn lanes.

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(b) [*Policy ~~No. 7.~~*] Old Olympic Highway through the Siebert's Creek curve is identified on the Six (6) Year Transportation Plan for realignment. This will increase safety on this road segment by avoiding a dangerous curve with icy conditions in the winter.

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(c) [*Policy ~~No. 8.~~*] Old Olympic Highway and Kitchen-Dick Road are both designated as bicycle routes. Shoulders should be adequate to safely carry all nonmotorized traffic.

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(5) *Open Space and Greenbelts.* [*Policy ~~No. 9~~*] The agricultural lands along Old Olympic Highway have very high scenic value due to their location along a regionally significant road. Parcels along this road should be high candidates for purchase of development rights or encouraging cluster forms of development that conserve open space values.

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(6) *Public Services and Facilities.*

(a) [*Policy ~~No. 10.~~*] The Public Utility District operates a water system serving portions of this neighborhood planning area. Private water systems also serve the Monterra development, which is also proposed to be intertied with the Solmar water system.

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(b) [*Policy ~~No. 11.~~*] Public water service in this area shall not result in or be justification for higher density than that anticipated by this neighborhood plan.

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(7) *Land Use.*

(a) [*Policy ~~No. 12.~~*] Since adoption of the first zoning ordinance, the Agnew neighborhood has been very vocal and supportive of maintaining low rural residential densities (one home per five acres). These rural densities shall be continued through implementation of this plan for those lands north of Old Olympic Highway, west of Kitchen-Dick Road and east of Siebert's Creek. An exception to these densities is the Blue Ribbon Farm development, which has been previously platted into one acre lots. This development pattern is now predominant in that area and may be continued.

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(b) [*Policy ~~No. 13.~~*] The predominant land use in this area should be rural residential and agricultural uses. Home-based enterprises, bed and breakfast inn facilities and other nonintrusive uses might be appropriate if adequately screened and compatible with adjoining land uses.

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(c) [*Policy ~~No. 14.~~*] Discourage incompatible uses on lands adjacent to agricultural lands so long as the agricultural use continues and is still viable. Work towards long-term conservation through tax incentives and purchase of development rights.

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31.03.500 Lost Mountain neighborhood – Policies.

(1) *Description.* [*~~Policy No. 1~~*] This neighborhood is described generally as the area between the Dungeness River on the east and McDonnell Creek on the west, north to Atterberry Road and south to the Olympic National Forest **[link to Future Land Use Map]**.

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(2) *Critical Areas.*

(a) [*Policy ~~No. 2.~~*] Critical areas designated in this area include geological hazardous areass, ~~significant fish and wildlife habitat corridors~~fish and wildlife habitat conservation areas,

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~~some areas with a critical recharging effect on aquifers used for potable water~~critical aquifer recharge areas (mostly near the Dungeness River), and wetlands.

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(b) [*Policy ~~No.~~ 3.*] The steeper slopes of Lost Mountain, and adjacent to the Dungeness River and McDonnell Creek, are considered erosion-~~prone~~ hazard areas. Development within these areas must ensure proper drainage and erosion control to minimize impacts.

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(c) [*Policy ~~No.~~ 4.*] The Dungeness River and McDonnell Creek have been designated as ~~significant fish and wildlife habitat corridors~~fish and wildlife habitat conservation areas. Development adjacent to these corridors shall protect the corridors through maintenance and enhancement of riparian vegetation, control of stormwater runoff, and low intensity land uses which cause minimal disturbance to fish and wildlife.

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(d) [*Policy ~~No.~~ 5.*] Because this neighborhood is in the upper parts of the watershed, impacts from development have downstream effects. Many of the wetlands and soils in this area provide groundwater recharge needed for potable water supplies. Runoff from steeper slopes can cause sedimentation and other nonpoint pollution to surface waters. Development must be carefully sited to assure downstream impacts are avoided.

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(3) *Resource Lands.*

(a) [*Policy ~~No.~~ 6.*] This planning area includes large acreage of lands designated as forest lands of long-term commercial significance. Some of the lands within this area (Lost Mountain Estates) have already been converted to residential development. Further encroachment into the commercial forest lands shall not be allowed.

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(b) [*Policy ~~No.~~ 7.*] Development adjacent to designated forest lands of long-term commercial significance should be at a very low density (one home per 20 acres). Those areas where the predominant land use pattern at this time is one home per five acres, or where residential development does not conflict with adjacent timber harvesting, may be designated for low densities (one home per five acres).

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(4) *Transportation.* [*Policy ~~No.~~ 8.*] Several County roads within this area are less than 20 feet in width and have traffic levels in excess of 150 vehicles per day (ADT). Further development, such as land divisions and other traffic-generating development should not be allowed until roads meet minimum safety standards identified in this plan.

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(5) *Public Services and Facilities.*

(a) [*Policy ~~No. 9.~~*] Limited public services and facilities are available and/or planned for this neighborhood. The PUD water system extends along Atterberry Road, but it is not planned to extend any further west. Fire District #3 has a volunteer station in Texas Valley.

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(b) [*Policy ~~No. 10.~~*] Public services and facilities should be limited in this area due to the low residential densities and the inefficiency in delivering services to low densities.

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(c) [*Policy ~~No. 11.~~*] Because of the proximity to forest lands of long-term commercial significance, fire protection measures for adjacent nonforest uses must be considered in development project approval.

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(6) *Land Use.*

(a) *Policy 12.* Residential densities in this area should be at one home per five acres (rural low), except for lands between Taylor Cut-Off Road and Hooker Road near Carlsborg, which should be designated for Rural Neighborhood Conservation (five-acre base density) subject to optional innovative zoning techniques that are triggered by either specific neighborhood circumstances (overlay technique) or specific parcel criteria (cluster technique), and Lost Mountain, which should be designated for Rural Very Low.

(b) *Policy 13.* The development pattern in Texas Valley varies from lot sizes less than five acres to lots 20 acres in size. The Valley, however, should receive land use designations based on geographic and natural limitations. Past land use designations ignored natural boundaries. Although the proposed land use designation is rural low, which is supported by adequate transportation network and fire protection services, the development of lots into five-acre "cookie cutter" tracts could be detrimental to the rural character of the Valley. Therefore, new land divisions in Texas Valley are encouraged to transfer density within the ownership in order to retain open space and rural character values.

(c) *Policy 14.* Lost Mountain was converted from forestry uses in the past 10 years. Due to the outstanding views on this property, there have been pressures to convert the property to higher densities. Such conversion, however, raises concerns due to limited water availability, drainage control, fire protection and compatibility with the surrounding commercial forest. Lost Mountain should remain in Rural Very Low densities throughout the life of this plan and measures taken to control stormwater runoff.

31.03.510 Upper Blue Mountain neighborhood - Policies.

(1) *Description. ([Policy No. 1])* The Blue Mountain neighborhood includes those lands generally south of Emery Road, east of Siebert's Creek and west of McDonnell Creek [link to Future Land Use Map].

(2) *Critical Areas. ([Policy No. 2])* McDonnell Creek and Siebert's Creek have been designated as ~~significant fish and wildlife habitat corridors~~fish and wildlife habitat conservation areas and geologically hazardous areas. Development adjacent to these corridors shall protect the corridors through maintenance and enhancement of riparian vegetation, control of stormwater runoff, and low intensity land uses which cause minimal disturbance to fish and wildlife.

(3) *Resource Lands.*

(a) *[Policy No. 3.]* Forest lands of long-term commercial significance have been designated throughout this neighborhood area. ~~Ownership of forest lands is diverse: from the State of Washington to major private timber companies to individuals. Some of the State forest land is interspersed throughout the rural lands, and offers opportunities to demonstrate innovative forest management techniques.~~

(b) *[Policy No. 4.]* Some of the forest lands have already been converted to residential uses through twenty (20) acre lot divisions prior to adoption of interim forest land conservation measures in 1992 (Blue Mountain Estates). As a result of this conversion, normal timber harvesting on adjacent parcels is becoming more difficult. Pressures to change the land use designation to densities exceeding what is normally compatible with adjoining forest land use (one home per 20 acres) will occur and should be avoided.

(4) *Transportation. ([Policy No. 5])* The lower part of Blue Mountain Road has been rebuilt to County road standards. The road in the upper stretches of this planning area, however, is less than twenty (20) feet in width. Further development, such as land divisions and other traffic-generating development, should not be allowed unless the road meets minimum safety standards identified in this plan.

(5) *Open Space and Greenbelts. ([Policy No. 6])* The State forest lands within this area provide valuable open space to this neighborhood. The forest lands must be assured, however, of continued ability to harvest timber.

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Commented [MC113]: As with previous comments, consider being more specific about what constitutes the corridor.

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(6) *Public Services and Facilities.* [Policy ~~No. 7~~] Public services and facilities available to this area include PUD water system on the lower parts of Blue Mountain, solid waste transfer station, and volunteer fire station at R Corner. Extension of public services and facilities into this area is not expected due to lower residential densities.

(7) *Land Use.*

(a) [Policy ~~No. 8~~] The land use pattern in this area is characterized by both commercial forest and low density rural residential uses. Residential densities should generally be Rural Very Low where area abuts the commercial forest lands. In those areas where significant five-acre tracts have already been developed, such as Gellor and Emery Road areas, rural low designations can be considered appropriate.

(b) [Policy ~~No. 9~~] Higher residential densities for Blue Mountain Estates shall be discouraged, as increased traffic, stormwater runoff, fire danger and incompatibility with adjacent forest land use will not be able to be sufficiently minimized.

31.03.520 R Corner/Kitchen-Dick Road neighborhood - Policies.

(1) *Description.* [Policy ~~No. 1~~] This neighborhood is described generally as those lands between Siebert's Creek on the west to Kitchen-Dick Road on the east, to Emery Road (off Blue Mountain Road) and Atterberry Road on the south, to Old Olympic Highway on the north **[link to Future Land Use Map]**.

(2) *Critical Areas.*

(a) [Policy ~~No. 2~~] McDonnell Creek and Siebert's Creek have been designated as ~~significant fish and wildlife habitat corridors~~ fish and wildlife habitat conservation areas and geologically hazardous areas. Development adjacent to these corridors shall protect the corridors through maintenance and enhancement of riparian vegetation, control of stormwater runoff, and low intensity land uses which cause minimal disturbance to fish and wildlife.

(b) [Policy ~~No. 3~~] Several large wetland complexes exist between Highway 101 and the Agnew Ditch. These wetlands provides significant flood storage, groundwater recharge, and wildlife connections to adjacent forest lands and Siebert's or McDonnell Creek.

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Commented [MC117]: Similar to previous comments, consider being more specific about what constitutes the corridor.

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Commented [MC118]: Modified to be consistent with the definitions of the critical areas that must be protected in the GMA.

Commented [MC119]: Should these be designated as a corridor as well to discourage fragmentation?

Commented [EB120R119]: Not really. The designated corridors are really for wildlife connectivity.

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Fragmentation of these wetland complexes should be avoided, as well as loss of their flood storage and groundwater recharge ability.

(3) *Resource Lands.*

(a) [*Policy ~~No. 4.~~*] This neighborhood includes both forest lands of long-term commercial significance and agricultural lands. Forest lands have been designated south of the Agnew ditch on Blue Mountain Road. Agricultural lands are between Old Olympic Highway and Highway 101.

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(b) [*Policy ~~No. 5.~~*] Some of the agricultural lands have been previously platted into five-acre survey lots and face a high chance of conversion to residential uses. Agricultural lands along Old Olympic Highway and in viewing distance from Highway 101 provide scenic values and should be considered for purchase of development rights.

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Commented [EB122R121]: Not yet.

(4) *Transportation.*

(a) [*Policy ~~No. 6.~~*] Highway 101, Old Olympic Highway and Kitchen-Dick Road are regionally significant transportation corridors. Development along these corridors should cause minimal conflicts or congestion with the primary purpose of these corridors to move people and goods. Access points shall be consolidated where possible, and development which has significant traffic volumes should require installation of turn lanes.

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(b) [*Policy ~~No. 7.~~*] Highway 101 in this area is planned for widening to a four-lane highway. Vehicular movements across the highway should be limited to existing intersections with County roads.

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(c) [*Policy ~~No. 8.~~*] Limit commercial development and other types of development with significant traffic levels along Highway 101 that would lead to congestion without adequate mitigation, such as acceleration or deceleration lanes, or left-turn lanes.

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(d) [*Policy ~~No. 9.~~*] Encourage development of park-and-ride lot(s) and transit stops in this area.

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(e) [*Policy ~~No. 10.~~*] Old Olympic Highway through the Siebert's Creek curve is identified on the Six-Year Transportation Plan for realignment. This will increase safety on this road segment by avoiding a dangerous curve with icy conditions in the winter.

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(f) [*Policy ~~No. 11.~~*] Highway 101, Old Olympic Highway and Kitchen-Dick Road are all designated as bicycle routes. Shoulder widths should be wide enough to accommodate all forms of nonmotorized transportation.

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(g) [*Policy ~~No. 12.~~*] Improve the appearance of the Highway 101 corridor throughout this area, including the rural commercial center at Dryke and Pierson roads, through improved landscaping and screening of nonresidential-resource land uses.

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(5) *Open Space and Greenbelts.* [*(Policy ~~No. 13~~)*] The State forest lands in the Lower Blue Mountain area provide valuable open space to this neighborhood. Continued ability to harvest timber, however, must be assured.

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(6) *Public Services and Facilities.* [*(Policy ~~No. 14~~)*] Public services and facilities available to this area include PUD water system on the lower parts of Blue Mountain, solid waste transfer station, and volunteer fire station at R Corner. Extension of public services and facilities into this area is not expected due to lower residential densities.

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(7) *Land Use.*

(a) *Policy 15.* Commercial development along US 101 in this area shall be discouraged except for neighborhood services near R Corner, rural commercial development near the Dryke-101-Pierce Road area, and the developed commercial area north of US 101 and east of McDonnell Creek.

(b) *Policy 16.* The undeveloped property currently designated for commercial and industrial use along US 101 near McDonnell Creek should be designated rural on the Comprehensive Plan Map, and the commercial or industrial development of these areas discouraged.

(c) *Policy 17.* Rural residential densities should be based on natural physical boundaries.

(i) The area between US 101, Siebert's Creek, Old Olympic Highway and McDonnell Creek should be designated rural;

(ii) The area east of McDonnell Creek, south of Old Olympic, north of Atterberry, west of Kitchen-Dick Road (or Carlsborg neighborhood), and north of Atterberry Road should be designated for Rural Neighborhood Conservation (five-acre base density) and subject to optional innovative zoning techniques that are triggered by either

specific neighborhood circumstances (overlay technique) or specific parcel criteria (cluster technique), except where a LAMIRD is designated according to the provisions of CCC 31.02.263;

(iii) The area south of US 101 or Atterberry Road to the commercial forest boundary should be designated rural low;

(iv) Discourage incompatible uses on lands adjacent to agricultural lands so long as the agricultural use continues and is still viable. Work towards long-term conservation through tax incentives and purchase of development rights.

(d) *Policy 18.* Consider construction of a private or public golf course in this area as needed for the community, provided it is appropriately sited to address environmental, privacy and transportation concerns.

The Clallam County Code is current through Ordinance 1021, passed July 9, 2024.

Disclaimer: The Commissioner's Office has the official version of the Clallam County Code. Users should contact the Commissioner's Office for ordinances passed subsequent to the ordinance cited above.

County Website: www.clallam.net

Hosted by General Code.

Chapter 31.05
STRAITS REGIONAL PLAN

Sections:

Article I Introduction to the Straits Regional Plan
31.05.010 Overview and purpose of the Comprehensive Plan.
31.05.020 Focus 2014 – Vision for the Straits Region.
Article II Land Use
IVI Resource Lands
31.05.290 Resource lands element introduction for the Straits planning area.
31.05.300 Forest land use issues.
31.05.310 Goals and policies to conserve commercial use of forest lands.
Article VI Housing
31.05.080 Housing element introduction.
31.05.090 Housing issues.
31.05.100 Housing goals and policies.
Article VI Public Facilities and Services
31.05.150 Public facilities and service element introduction.
31.05.160 Public facilities and services goals and policies issues and goals.
Article VII Transportation
31.05.110 Eastern Straits transportation element introduction.
31.05.120 Eastern Straits transportation goals and policiesissues and goals.
31.05.130 Western Straits transportation element introduction.
31.05.140 Western Straits transportation goals and policiesissues and goals.
Article VIII Economic Development
31.05.050 Economic development element introduction.
31.05.060 Economic development issues.
31.05.070 Economic development goals and policies.
~~31.05.080 Housing element.~~
~~31.05.090 Housing issues.~~
~~31.05.100 Housing goals.~~

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~~31.05.110 Eastern Straits transportation element.~~
~~31.05.120 Eastern Straits transportation issues and goals.~~
~~31.05.130 Western Straits transportation element.~~
~~31.05.140 Western Straits transportation issues and goals.~~
~~31.05.150 Public facilities and service element.~~
~~31.05.160 Public facilities and service issues and goals.~~
~~31.05.170 Land use element.~~
~~31.05.180 Urban growth areas – A vision for the Clallam Bay-Sekiu and Joyce urban growth areas.~~
~~31.05.190 Urban growth area issues.~~
~~31.05.200 Straits Region urban growth area goals and policies (general).~~
~~31.05.210 Clallam Bay/Sekiu urban growth area policies and goals.~~
~~31.05.220 Joyce urban growth area policies and goals.~~
~~31.05.230 Rural element for the Eastern Straits region.~~
~~31.05.240 Rural land use issues in the Eastern Straits.~~
~~31.05.250 Rural land use goals in the Eastern Straits.~~
~~31.05.260 Rural element for the Western Straits Region.~~
~~31.05.270 Rural land use issues in the Western Straits.~~
~~31.05.280 Rural land use goals in the Western Straits.~~
~~31.05.290 Resource lands element for the Straits planning area.~~
~~31.05.300 Forest land use issues.~~
~~31.05.310 Goals and policies to conserve commercial use of forest lands.~~

SOURCE:	ADOPTED:
Ord. 572	05/27/95
AMENDED SOURCE:	ADOPTED:
Ord. 725	08/06/02
Ord. 803	12/19/06

Ord. 852 07/21/09

Article I: Introduction to the Straits Regional Plan

31.05.010 Overview and purpose of the Comprehensive Plan.

A comprehensive plan is the community's vision of its future. It guides the orderly development of the region. The purpose of the Comprehensive Plan is to generate initial discussion among ~~citizen~~members of the publics, public agencies, and other stakeholders on some of the major issues facing the future development of the Straits Planning Region (See map below). The Straits Regional Plan was generated by the ~~citizen~~-members of the Crescent Bay Community Council and the Clallam Bay-Sekiu Community Council. Although the Crescent and Clallam Bay Community Councils share many goals, there are enough differences in these areas to justify separate goal and policy sections covering rural, resource and urban growth areas. The goals and policies of the Crescent Community Council apply from its boundary with the Port Angeles Region through the eastern edge of Range 11. The Clallam Bay Community Council goals and policies apply to the Straits regional planning area lying west of Range 10.

The Straits Planning Region is one of four regional comprehensive plans being developed to comply with the Growth Management Act. These regional plans work in concert with a County-wide Comprehensive Plan which covers issues of County-wide importance. The Comprehensive Plan addresses issues of land use, public facilities/services, transportation, affordable housing and economic development.

31.05.020 ~~Focus 2014~~Spotlight 2045 – Vision for the Straits Region.

We envision **the Straits Region as a vibrant rural and resource based community....** In the year 201445, the urban growth areas of Joyce, Clallam Bay, and Sekiu ~~have retained~~retain their small town character by concentrating commercial development into compact core areas. The commercial core~~s~~ of these urban growth areas express the historic compatibility and coastal village design proposals first articulated by their community councils. Tree-lined streets and pedestrian-friendly town centers welcome local residents and tourists alike to stop and spend

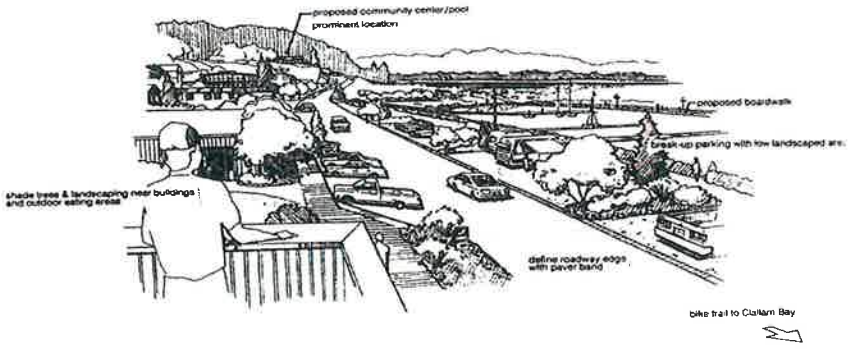
Commented [MC2]: Except where directly quoting the GMA, replacing or deleting "citizen" as in the other chapters of the comp plan.

Commented [MC3]: This was clearly a visioning process that was undertaken for the last plan. Doesn't seem appropriate to just slap a new year here, but perhaps consider deleting the references to the year and updating language where needed.

Commented [MC4]: Regardless of what language is retained or added here, language has been modified to be present tense.

Commented [MC5]: Made plural to be consistent.

some time browsing through the locally produced merchandise or dining at the local cafes. Many hotel and tourist-related businesses have upgraded their facilities to attract tourists seeking destination resort accommodations and activities. Recreational trail users ~~will be~~are welcomed and directed to connections to many hiker, bicyclist, and equestrian trails in the nearby area. Local trails ~~will be~~are identified and mapped showing routes to the south, joining trails in the Olympic National Park and nearby Department of Natural Resources land as well as connections to the Olympic Discovery Trail to the coast. To the north, trails ~~will~~ lead to the scenic area of Salt Creek Park, Crescent Beach and their adjoining trail systems. Pedestrian amenities such as boardwalks, bicycle trails and fishing piers are utilized in combination with organized events to provide activities for local residents and visitors. Community festivals organized by local business throughout the year ~~have made~~make these urban areas popular sites for recreation-related conventions. Most residences in the urban growth areas are within walking distance of the commercial core. The urban growth areas in this region are linked by an efficient local transit system and provisions are made for non-motorized transportation utilizing bicycle lanes along Highway 112.



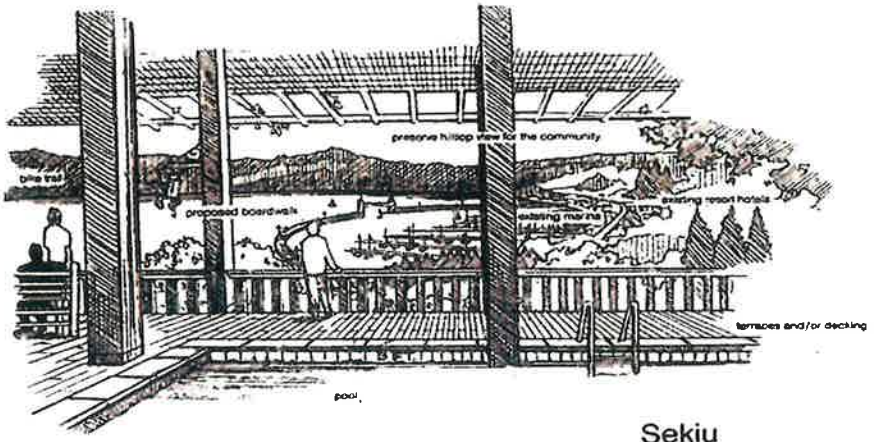
Sekiu
Proposed Conditions, Looking North on Front Street

Manufacturing and industrial concerns ~~have been~~are promoted through the creation of small business incubators in Joyce and Clallam Bay. Here, locally produced goods are manufactured and sold through the attached retail outlets. Limited resources are pooled through the use of common secretarial, computer and shipping services. Clallam Bay also saw new industrial development associated with and using labor from the Corrections Center at the Clallam Bay Industrial Park. Sekiu has upgraded the appearance of its waterfront and main street and is attracting resort guests through an active marketing program. The communities of Clallam Bay

and Joyce have experienced job growth from the development of an aquaculture industry which produces shellfish and fish within the Straits and on upland sites. Several value-added wood products and specialty food products are being shipped from the area to the Pacific Rim Nations. All industrial uses except those associated with the forest industry are found within the urban areas. The Makah museums, long house, casino and port attractions at Neah Bay ~~have provided~~provide major employment opportunities on the County's west end. Its port has become a major oil spill response center and continues to be a major fishing center.

where the urban areas are the cultural, educational and growth centers of the region,...
The urban areas of Joyce, Clallam Bay, Sekiu and Neah Bay provide a mixture of employment, residential, commercial, cultural and recreational opportunities. A new community center/swimming pool complex was constructed in Sekiu using a combination of Corrections Center impact funds and State community development funds. Neah Bay has become a cultural center with a national reputation for its preservation of the Makah culture. ~~Peninsula College provides branch video centers in Sekiu and Neah Bay where students can use prerecorded video instruction and interactive video to fulfill college or advanced degree requirements of the major schools in Washington.~~ Much of the new urban-type development which occurred after 1994 took place within the existing urban centers where infrastructure was in place or could be easily extended. Curbside pickup of solid waste and recycling has been established in Joyce. The Public Utility District, Crescent Water System and the County provide services within the unincorporated urban growth areas.

Figure - Proposed Community Center/Pool Complex



Sekiu
Looking South Across Sekiu From
Proposed Community Center / Pool

where resource management and conservation are the backbone of the economy....
Forest resource lands, farms and important open space resource lands first identified in 1992 and 1993 remain in resource use. Many of the agricultural and open space resource lands visible from the highways have been permanently protected through ~~purchase of development rights,~~ rural low density/mixed use open space agreements and conservation easements. Truck farming operations on the periphery of the urban growth areas provide food products for urban residents and sales items for local farmers markets. The rural portions of the region identified in the 1994 plan have retained their rural character through the use of low density development options and utilization of rural low density/mixed use development approaches. A clear boundary exists between rural and urban areas. The application of forestry practices including selective harvesting, shelterwood cuts, viewshed management and watershed management have led to greater acceptance of harvesting practices and have vastly improved the appearance and ecological health of the working forest.

with a population that respects the beauty and function of the natural environment....
Forty~~Twenty~~ years of work in education and environmental restoration have resulted in the development of a strong sense of stewardship among Straits residents towards the watersheds in their region. Critical areas are protected and environmental enhancement projects have restored many acres of wetlands and miles of steams to salmon runs. Few weekends go by when local groups are not found in the field working on habitat improvements or maintenance. Water is clean and abundant due to conservation efforts. The abundance of intact native plant

Commented [MC6]: Should this be forty years now?

communities and natural systems in the region are the focus of many professional research efforts which share their results with visitors and students through several interpretive centers built in the region. Careful stewardship has ensured the conservation of our land, air, water and energy resources for future generations.

a good place to live,... The Straits region is known for its livable urban villages which express their own unique character. They are all noted for their quality of life, pedestrian orientation and superior design. The Highway 112 corridor is now tree lined as it passes through the urban areas, and businesses all along this corridor have upgraded their landscaping and physical appearance. Some high density, low cost housing has been built near the commercial core areas where easy access to transit and job opportunities is available. Well-designed and landscaped modular homes and multifamily developments provide an attractive low cost living environment. Unsightly land uses such as storage yards, junk yards and industrial have been screened and landscaped. Visitors to our area note the distinct rural boundaries on either side of the urban growth areas. Public access has been enhanced at Crescent Beach and to other marine shorelines. Recreational trails have been identified and enhanced in and around the region. Access for trail users to points of interest and other trails – such as the Olympic Discovery Trail – have been marked and maintained by local use groups. Increased use by local residents and tourists provides a point of pride and assures that the area is not only "a good place to live, but to visit."

where we work together... The Straits region enjoys a healthy and stable economy, emphasizing diversity in the range of goods produced and services provided. Tourism has become an economic focus for the west end retail community. In the Joyce area, mountain bike events on the Olympic Discovery Trail's "Adventure Route Trail" segment that traverses lands managed by the Department of Natural Resources have generated substantial revenue for the community. Many people work year-round in the forest industry and corrections fields. Businesses continue to locate in our County because of the high quality of life, provision of business infrastructure, the emphasis on superior schools, and the ability of a family oriented community to provide a safe living environment for all. The business community also recognizes that the predictability brought about by the management of growth and the creation of effective public/tribal/private partnerships has fostered a relationship of trust between residents, business interests and governments. This trust has benefited the overall economic development of the County. Problems identified by residents and the business community are clearly articulated in the Plan and solutions have been proposed with clear sources of funding

identified. Residents and business interests trust their local governments to follow through on solutions because the plans and promises made to manage growth in 1994 have been followed and changes to the original plan occur as a result of demonstrated community need. Relationships with tribal governments have improved as the community embraces its cultural diversity. Change is accepted and proceeds in an orderly fashion based on the growth management plan.

Over all, we envision a great place for all to live, work, and play!

Article II: Land Use

31.05.170 Land use element.

(1) *Relevant Growth Management Goals.* Formatted: Font: Italic

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

(b) *Reduce Sprawl.* Reduce the inappropriate conversion of undeveloped land into sprawling, low density development.

(c) *Transportation.* Encourage efficient multimodal transportation systems that will reduce greenhouse gas emissions and per capita vehicle miles traveled, and are based on regional priorities and coordinated with county and city comprehensive plans. Formatted: Font: Italic

(d) *Housing.* Plan for and accommodate housing affordable 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. Formatted: Font: Italic

(e) *Economic development.* Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and Formatted: Font: Italic

encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.

(f) *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.

Commented [MC7]: Reflects change to planning goal in RCW 36.70A.020(8).

(g) *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. Expand and enhance multi-use trail opportunities. Using forest service roads and easements for trails through private timber companies will maximize the use of land for recreation and timber harvest.

(h) *Environment.* Protect the environment and enhance the State's high quality of life, including air and water quality, and the availability of water.

(i) *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.

Commented [MC8]: Added to reflect current status of RCW 36.70A.020(6).

*(j) Climate change and resiliency. Ensure that comprehensive plans, development regulations, and regional policies, plans, and strategies under RCW **36.70A.210** and chapter **47.80** RCW adapt to and mitigate the effects of a changing climate; support reductions in greenhouse gas emissions and per capita vehicle miles traveled; prepare for climate impact scenarios; foster resiliency to climate impacts and natural hazards; protect and enhance environmental, economic, and human health and safety; and advance environmental justice.*

Commented [MC9]: Added to reflect the addition of a climate goal to RCW 36.70A.020 via HB 1181.

(2) *Existing Conditions and Purpose.* The ~~1990~~2020 Census recorded 5,~~490~~5,473 people living in the Straits regional planning area. ~~Of this total, 2,507 live in the eastern half of the Straits Region and 2,966 people live in the western half of the Straits Region. Of the 2,966 people in the west end,~~Of this total, approximately ~~650~~499 live in Clallam Bay/Sekiu and ~~916~~1,692 live in the Neah Bay area.

Commented [MC10]: This will need to be updated with current demographic information, including the tables.

~~Steady growth is predicted for the Clallam Bay/Sekiu/Neah Bay and Crescent/Joyce areas. These areas~~Clallam Bay/ Sekiu experienced an average~~annual~~ population loss rate~~growth rate~~ of ~~0.93~~3.41 ~~percent and 2.2 percent~~, respectively, while Joyce experience an average annual

growth rate of 0.6 percent between 20001980 and 20201990. Population projections for the western portion of the Straits regional planning area show an increase of 650 people by the year 2010. Of this total increase, approximately 266 people are expected to locate within the Clallam Bay/Sekiu urban growth area. The urban growth projection has factored in the recent expansion in staffing for the Clallam Bay Correction Center and planned for an additional expansion in the locally based staffing for this facility within the 1994-2010 planning time frame. An additional 1,350 people are expected to locate in the Crescent/Joyce area in the next 20 years.

The Straits Planning Region is characterized by a preponderance of commercial forest lands interspersed by small urban communities and rural lands. The communities of Clallam Bay, Sekiu, Joyce and Neah Bay provide the major urban services for the region. Small-scale commercial and tourist resort areas are located along and near SR 112. The majority of rural development is located within the eastern portion of the planning area. Rural areas on the west end of the area are located near Clallam Bay/Sekiu and isolated locations west of Clallam Bay on State Route 112 and the Hoko-Ozette Road. Tables 1 and 2 summarize the proposed land use acreages in each designation and the densities which would occur at full development of these areas.

Table 1. Acres in Each Western Straits Comprehensive Plan Designation and Density at Build-out

Land Use Designation	Acres	Density at Build-out
Urban Center	372 acres - 60 acres of critical areas = 312 acres	1,248 homes/2,995 people
Urban Residential	659 acres - 178 acres of critical areas = 481 acres	1,924 homes/4,618 people

Land Use Designation	Acres	Density at Build-out
Rural Suburban Community	219	438 homes/1,051 people
Rural Neighborhood Conservation	602	120 homes/289 people
Rural Low	2,036	407 homes/977 people
Rural Very Low	1,413	71 homes/170 people
Rural Neighborhood Commercial	68	
Industrial	275	
Commercial Forest	192,637	
Public (County and State Parks)	582	

Table 2. Acres in Each Eastern Straits Comprehensive Plan Designation and Density at Build-out

Land Use Designation	Acres	Density at Build-out
Urban Center	247	800 homes/1,920 people

Land Use Designation	Acres	Density at Build-out
Urban Residential	90	360 homes/864 people
Rural Neighborhood Conservation	508	101 homes/243 people
Rural Low	2,773	555 homes/1,332 people
Rural Very Low	233	12 homes/28 people
Rural Low/Mixed	6,923	2,885 homes/6,924 people
Rural Character Conservation (5)	424	85 homes/203 people
Commercial Forest/Mixed Use (5)	1,463	293 homes/703 people
Commercial Forest Mixed Use (20)	610	30 homes/72 people
Commercial Forest	52,371	
Rural Neighborhood Commercial	302	604 homes/1,450 people
Public (County and State Parks)	213	

~~Much of the growth within these areas occurred outside of the communities of Clallam Bay/Sekiu and Joyce. This trend has the long-term potential of diminishing the "rural character" of the region. Reversing this trend requires providing incentives to encourage and attract development in urban areas where growth can be serviced more efficiently.~~

The land use element of the Straits Regional Plan builds upon the existing County-wide Comprehensive Plan. The County-Wide Comprehensive Plan identifies three general land use patterns for the planning area: urban, rural and commercial forest lands. The following sections identify a vision for each of these three general types of land use which details the progress and appearance that the Community Councils would like to see in the community by the year ~~2045~~2010. Goals and policies aimed at achieving the vision statement form the body of the Straits Regional Comprehensive Plan and will guide land use decisions made in this area over the next 20 years.

31.05.180 Urban growth areas – A vision for the Clallam Bay-Sekiu and Joyce urban growth areas.

We envision that the communities of Clallam Bay, Sekiu and Joyce have retained their small-town character by concentrating commercial development into compact commercial centers located at Clallam Bay, Sekiu, at Midpoint and in the central portion of the Joyce urban growth area. These commercial centers are separated or surrounded by areas of compact urban density development which provide convenient access for local residents to commercial conveniences and avoids the strip commercial blight which impacts many urban areas. The commercial core areas of Clallam Bay and Sekiu express the coastal village design guidelines first articulated by their Community Council. The commercial core of Joyce retains a small-town atmosphere and compatibility with historic buildings as articulated by its Community Council. Tree-lined streets and pedestrian-friendly village centers welcome local residents and tourists alike to stop and spend some time browsing through the locally produced merchandise or dining at the local cafes. A new roadside park in the center of Joyce, the redesigned County Park in downtown Clallam Bay and the Sekiu waterfront are favored locations for many community organized events held throughout the warmer months which attract many visitors to these urban areas. The village center in Clallam Bay also has seen many improvements with an upgrading of visual appearance, the provision of a community stage for events, improvements to pedestrian amenities and integration of the County park into the village center. A boardwalk

constructed along the shoreline in Sekiu and extending around the marina is a major regional attraction. Hotels and urban businesses have upgraded their facilities focusing efforts on conversion of the facilities from accommodations for fishermen into the eventual development of a high-quality destination resort community. The fishing industry has rebounded in the last 10 years and Clallam Bay and Sekiu have diversified their tourism base by promoting recreational events such as diving, windsurfing, mountain biking and low-cost urban getaway packages.

The town of Joyce has capitalized on its central location to host several trail events. Mountain biking enthusiasts enjoy the trail system on close-by Department of Natural Resources land; equestrian events make use of access to the Olympic Discovery Trail and connecting links to the Mt. Mueller trail system; and day hiking and backpacking in the nearby Olympic National Park and Sadie Creek Trail system remain popular destinations. Newly developed off-road motorized and non-motorized trails from Sekiu to Cowan Ranch State Park are well-used. Providing support for these users benefits the Joyce economic base.

Well-designed and landscaped manufactured home parks and multifamily developments provide an attractive low cost living environment in the urban area. Public access to Clallam Bay has been enhanced by redesigning the County Park to face downtown Clallam Bay. Clallam Bay and Sekiu are linked to the larger urban areas by an efficient local transit system and provisions are made for non-motorized transportation between the towns through development of a bikeway corridor along Highway 112. Watershed and stream restoration grants have been used to employ local residents and restore valuable fish and wildlife habitat.

The urban areas of Clallam Bay, Sekiu, and Joyce provide a mixture of employment, residential, commercial, cultural and recreational opportunities. Employment and prison-related facilities and industries continue to expand at the Clallam Bay Corrections Center. Much of the new urban type development that occurred after 1994 took place within the existing urban centers where infrastructure was in place or could be easily extended. The PUD and the County provide services within the Clallam Bay-Sekiu urban growth area while Crescent Water provides service within the Joyce urban area.

31.05.190 Urban growth area issues.

(1) The Growth Management Act requires the designation of urban growth areas, within which growth will be encouraged and outside of which growth can occur only if it is not urban in nature. The Act defines urban growth as 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.

(2) Urban lands are the location of primary economic activities such as retail, wholesale, professional offices and industry. Commercial and industrial uses often encourage other urban development around it, and increase the need for extension or improvement of public services and facilities. Therefore, those types of commercial and industrial uses should generally be allowed only in urban growth areas.

(3) The communities of Joyce, Clallam Bay, Sekiu and Neah Bay are the major providers of urban services in the Straits Planning Region. Interim urban growth areas were established for Joyce and the Clallam Bay-Sekiu area in October of 1993. Neah Bay was not designated a UGA, because it is not under the jurisdiction of Clallam County. Other areas of commercial and high density residential growth characteristic of urban areas were not designated urban growth areas due to their small size, limited potential for expansion, and availability of land within designated urban growth areas to support the 20-year growth of the Straits Planning Region.

(4) The current Clallam County Comprehensive Plan and County-wide Planning Policies both work towards conserving rural and resource lands and providing efficient use of public resources through encouraging development within urban growth areas. County-wide Planning Policies coordinate planning efforts between the incorporated and unincorporated portions of the County. These policies provide the following guidance for designating and implementing urban growth areas:

Commented [MC11]: Should update this with any changes to policy language regarding implementation of urban growth areas in the updated CPPs.

(a) Urban growth will be located first in areas already characterized by urban growth that have adequate existing public facility and service capacities to serve such development, second in areas already characterized by urban growth that will be served adequately by a combination of both existing public facilities and services and any additional needed public facilities and services that are provided by either public or private sources, and third in the

remaining portions of the urban growth areas. Urban growth may also be located in designated new fully contained communities, as referenced in RCW 36.70A.110(3). ~~Urban growth areas should be established to avoid critical areas and designated resource lands. Where critical areas occur within the designated UGA, policies and regulations will be developed to ensure protection of such areas. (Landslide hazard areas exist between Clallam Bay and Sekiu. These areas should be designated as critical areas and building sites will be reviewed by a qualified engineer at the time of permit application.)~~

(b) Urban growth area designations shall consider the linkage with open space corridors within and between urban growth areas as required by the Growth Management Act.

(c) ~~-~~Public facilities and urban services will be designated, supported and constructed in accordance with standards specified in the UGA Urban Services and Development Agreements.~~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.~~

(d) ~~—~~New or expanded urban services/facilities will be addressed in the six year capital facility plan or at time of new development to meet the identified needs.~~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.~~

(e) 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. A range of densities should be provided for by the city and county for lands within the UGA, including some lands for relatively low density single-family development and some lands at a range of densities both allowing and encouraging multi-family development. The rural element of the County's comprehensive plan 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. Unincorporated UGA's should have equivalent zoning and urban development standards. ~~Establish 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. A range of densities should be provided for lands within the UGA, including some lands for relatively low density single-family development and some lands at a range of densities both allowing and encouraging multifamily development.~~

(f) Urban growth area designations 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, when reasonable, ~~shall~~will 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 should occur during preparation and adoption of joint city/county comprehensive plans for the unincorporated urban growth area.

31.05.200 Straits Region urban growth area goals and policies (general).

Goal 1. Urban areas should provide for a balance between commercial growth, employment centers and residential development that ensures livability, preservation of environmental quality, open spaces, variety of housing, provision for high quality basic services at least cost, and orderly transitions between land uses within urban areas.

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Policy 1. Commercial, industrial and high density residential development make intensive use of land and should be located in urban areas where sewer and water facilities are already located or can be easily extended.

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Policy 2. Except where commercial, tourist commercial, industrial and high density residential land uses are already well-established in rural areas or where resource-based industries locate within resource lands, all commercial, industrial and high density residential land use should be located inside urban growth areas where sewer and water are present or can be extended.

Policy 3. In order to provide stability and predictability to where urban growth and services will occur, urban growth area boundaries should not be amended within the

next 10-year period except in the cases of a new prison site, major prison expansion, or new major industry being approved in the immediate vicinity of the Clallam Bay and Sekiu urban growth area. The urban growth boundary would then be re-evaluated to determine if enough land for the facility were already located within the urban growth area as well as commercial and residential lands available to support the new facility and its employees.

Commented [MC12]: Does the county (or the state?) anticipate a new prison site or major prison expansion being necessary in the planning period? Therefore a reason to keep this language?

Commented [EV13R12]: New major expansion (330 beds) recently completed, possibility for future expansions

31.05.210 Clallam Bay/Sekiu urban growth area policies and goals.

~~(a) *Goal 2: Physical Boundary Considerations.* The Clallam Bay-Sekiu Urban Growth Area (UGA) should be the major provider of urban services for the western portion of the Straits Planning Region. The Interim Urban Growth Boundary adopted by the Clallam County Board of County Commissioners in October, 1993 should remain in place except for the following changes: (i) include the mobile home subdivision south of Snob Hill on Highway 112, and (ii) exclude landslide hazard areas on the bluffs north of Sekiu.~~

Commented [MC14]: Does the County directly provide urban services within this area? Should be more specific.

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Commented [MC15]: Has this UGA boundary been made permanent by the BOCC? If so, this policy/goal can be deleted.

(b) *Goal 23: Urban Growth Area Land Uses.* Residential, commercial and industrial land uses should be designated within the Clallam Bay-Sekiu urban growth area as a desirable means of preventing incompatible adjacent land uses. All new residential development within the urban growth area should be at urban densities or have the capability of being converted to urban densities.

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Policy 4. Designate areas currently characterized by a mix of commercial, residential, and other uses as urban center lands. These areas should include the Clallam Bay, Sekiu, and Middle Point business districts.

Policy 5. Urban center lands should allow a mix of residential, commercial, and light industrial land uses that are compatible with the small town character of Clallam Bay-Sekiu.

Policy 6. Lands adjacent to the Clallam Bay, Sekiu, and Middle Point business districts should be designated as urban residential lands.

Policy 7. High density, multifamily development and mobile home parks should be located within the Clallam Bay/Sekiu urban growth area. Multifamily and mobile home park developments should provide landscaping/buffering.

Policy 8. The residential parcel size for newly created lots within the urban growth area shall be either less than 22,000 square feet or larger than 10 acres in order to encourage urban densities and the possibility of urban density redevelopment within the urban growth area.

Commented [MC16]: Does the County actually want any new subdivisions that result in lots larger than 10 acres?

Policy 9. Urban growth area lands adjacent to the Clallam Bay Corrections Center should be designated for industrial land use.

Policy 10. That portion of the Clallam River flowing through the urban growth area should have an urban shoreline designation to allow reasonable setbacks to be established in the urban area bordering the river.

Commented [MC17]: Should ensure that this is consistent with the current SMP.

Policy 11. Minimum lot sizes in the Clallam Bay/Sekiu urban growth area shall be: 7,000 square feet for single-family dwellings; 9,000 square feet for two-family structures; 14,000 square feet for three-family structures; 18,000 square feet for four-family structures; 19,500 square feet for five or more dwelling units, plus 1,000 square feet for each dwelling unit which exceeds five units; and 5,000 square feet for RV park lot units.

Commented [MC18]: These may need to be revisited depending on the results of the LCA.

(3) *Joint Planning with the Clallam Bay-Sekiu Community Advisory Committee*

Commented [MC19]: Changed from Community Council to Community Advisory Committee throughout.

(a) *Goal 3.* The compact commercial centers of Clallam Bay and Sekiu provide many desirable features which should be retained and improved upon through this planning period (2025-2045). These features include commercial cores with a walkable radius for visitors and residents, a business core with complementary uses in close association, and the flexibility of a mix of residential, commercial and light industrial in the core area.

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Commented [MC20]: Updated to be consistent with current planning period.

Policy 12. Clallam County should maintain and support design standards for the commercial core in coordination with the Clallam Bay-Sekiu Community Advisory Committee. ~~Clallam County should provide support to the Clallam Bay and Sekiu Community Advisory Committee in developing a plan for a commercial core improvement district. The plan should encourage development of aesthetically pleasing downtown commercial core areas in each community to attract local residents, tourists and new business development. Components of the plan should include streetscape improvements, landscaping for existing businesses, business facade improvements, waterfront view corridors, water accessibility through boardwalk and trails, pedestrian access, re-development of the County park, building design guidelines and landscaping standards for new businesses. A series of~~

Commented [MC21]: Was a commercial core improvement district plan created? Are there design standards implemented? If so, this could changed to just say "Clallam County should maintain and support design standards for the commercial core in coordination with the Clallam Bay-Sekiu Community Advisory Committee" or something like this.

~~conceptual drawings (Chris Nolan, 1993) illustrate many of the landscaping and design features which will be considered in the formulation of guidelines for the commercial core improvement district.~~

Policy 13. Clallam County should work together with the Clallam Bay and Sekiu Community Advisory Committee to obtain funding through a variety of sources including grants and prison impact fees to finance formal implementation of the commercial core improvement district plan and to finance needed community facilities (e.g., recreation facilities, visitor information center).

Policy 14. The Clallam Bay and Sekiu Community Advisory Committee should provide local review and recommendations for conformance of new business development with the commercial core improvement district plan to the Board of Clallam County Commissioners prior to the issuance of commercial or industrial building permits.

Commented [MC22]: Is local review and recommendations for conformance of new proposed development with the district plan within the purview of the community advisory committee?

(b) *Goal 4.* Redesign the existing County Park in Clallam Bay to serve as a village green where community events can take place with dramatic views of Clallam Bay from the business district. Improvements should provide green spaces that front on the highway and encourage travelers to stop and enjoy the community. Bicycle trails should be provided and signed for access to local businesses and services. Shared parking agreements with adjacent busirlesses may be needed to allow portions of the existing lot to be converted to green spaces fronting on the highway.

Policy 15. Clallam County should work together with the Clallam Bay and Sekiu Community Advisory Committee to obtain funding through a variety of sources including grants and prison impact fees to finance redevelopment of the park. Proposed improvements should be subject to local review and recommendations of the Clallam Bay and Sekiu Community Advisory Committee and should be coordinated with the commercial core improvement district plan.

Commented [MC23]: As above, is this within the purview of the advisory committee? Or is this located in the planning commission and BOCC?

Policy 16. Directional signing and visibility of the County Park should be improved to attract visitors. Informational kiosks should be constructed to explain the economic, forest management and natural history of the Clallam Bay and Sekiu areas and provide visitor information on local attractions, lodging, services, and events.

(4) *Public Facility Considerations.*

(a) Policy 17. All new development in the Clallam Bay and Sekiu urban growth area shall be required to hook up to PUD or other public water systems and to the Clallam Bay and Sekiu sewage systems.

(b) Policy 18. Urban services to be provided within the Clallam Bay and Sekiu urban growth area should include sewer systems, 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/community parks.

(c) Policy 19. Should expansion of the Clallam Bay Correctional Facility take place, such an expansion shall occur within or directly adjacent to the urban growth area ~~it shall be encouraged within or adjacent to the urban growth area~~.

(5) *Resource Lands Considerations.*

(a) *Goal 8.* State forestlands ~~designated for long-term commercial forestry~~ were included in the urban growth area in order to allow for growth and to provide a logical connection between the community and the Correction Center. Commercial forestry management of these lands should be allowed to continue as a preferred land use until nonforestry uses consistent with the land use policies of this section are proposed.

(6) *Open Space and Environment Considerations.*

(a) *Goal 9.* The Clallam Bay-Sekiu urban growth area includes marine shorelines, the Clallam River and other smaller drainages, classified unstable bluffs near Midpoint and elsewhere, wetlands, and associated marine and terrestrial fish and wildlife habitat conservation areas. Many of the forested areas along shoreline bluffs are designated as priority habitat for bald eagles which are State and federally listed as threatened species. The area also provides important habitat as part of migration routes for salmon, waterfowl, raptors, and other species – several of which are listed as State and federal species of concern.

Policy 20. Development of the urban growth area should mitigate impacts to these areas to ensure that the functions that such areas provide are retained and that human safety, property, and public resources are protected.

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Commented [MC24]: "Shall be encouraged" is confusing wording. If this is a requirement, simply put "such an expansion shall occur within or directly adjacent to the urban growth area."

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Commented [MC25]: Forestland and agricultural land located within urban growth areas shall not be designated by a county or city as forestland or agricultural land of long-term commercial significance under RCW 36.70A.170 unless the city or county has enacted a program authorizing transfer or purchase of development rights (RCW 36.70A.060(5)). Clallam County has a TDR program but it's only authorized in the Sequim-Dungeness region. This means that long-term commercial forestland should be removed from the UGA or else the County will need to figure out a way to make the particular land in question not qualify as commercial forestland of long-term significance.

Commented [EV26R25]: My understanding of RCW 36.70A.060(5) is that forestland and agricultural land CAN be included within UGAs it just cannot be designated by a city or county as being of long term significance. I don't believe we have ever dedicated this forest land being of long term significance, and the RCW makes no mention of the state designating long term significance therefore I remove the designation language and retain the explanation for why these lands are still included.

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Commented [MC27]: Added to be consistent with the definitions of critical areas in the GMA.

Commented [MC28]: Need to ensure this is still consistent with the SMP.

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Policy 21. Clallam County and the Clallam Bay-Sekiu Community Advisory Committee should work with property owners to obtain grant funding or other monies in order to purchase the development rights from willing sellers to the landslide hazard areas located between Clallam Bay and Sekiu in order to more fully protect these critical areas from slides which could block roads or damage property.

(b) Policy 22. Public park lands along the Clallam Bay waterfront should be designated as open space/public lands.

(c) Policy 23. Clallam County should work with the Washington Department of Wildlife to develop an advanced Bald Eagle Management Plan for designated priority bald eagle habitat in the vicinity of Clallam Bay/Sekiu Urban Growth Area.

Commented [MC29]: Has this plan been developed/implemented? If so, this can be substantially changed to reflect current status.

Commented [EV30R29]: Plan has not been developed

31.05.220 Joyce urban growth area goals and policies.

(1) *Goal 10.* The compact commercial center of Joyce provides many desirable features which should be retained and improved upon through this planning period (2025-2045). These features include a commercial core with a walkable radius for visitors and residents, a business core with complementary uses in close association, and the flexibility of a mix of residential, commercial and light industrial in the core area.

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Commented [MC31]: Updated to current planning period

(a) Policy 24. The urban center zoning (formerly rural center) which allows a free mix of commercial, residential and light industrial land uses should be retained in the core area of Joyce. Only that portion of the Joyce urban growth area identified in urban residential and public land uses on the comprehensive plan maps is outside the core area. The core area extends along Highway 112 one-half mile to the west of the Joyce Museum and ends at Miller Road just over seven-tenths of a mile east of the Joyce Museum.

(b) Policy 25. The extent of urban center zoning should be maintained through the planning period (2025-2045) or until 80 percent of the land is fully utilized in commercial, industrial and high density residential (one-half acre lots or smaller) land use.

Commented [MC32]: Changed to current planning period.

(c) Policy 26. Clallam County should coordinate with the Crescent Community Advisory Council to develop an advisory plan for Highway 112 streetscape, landscape and building design guidelines to encourage the development of a healthy and aesthetically pleasing downtown commercial core area.

Commented [MC33]: Changed from "Joyce Community Council" to "Crescent Community Advisory Council". County, please confirm.

Commented [MC34]: Changed to "Clallam County should coordinate with" to reflect that the advisory council is likely not empowered to create an advisory plan on its own. Please confirm!

(2) Policy 27. Grant funding and land donations should be sought for development of a roadside park within the core commercial area of Joyce. Development of a roadside park would provide a focus area for community activities and events. It would also serve to encourage the traveling public to stop and shop in the business district. Information kiosks could direct visitors to local attractions and advertise local events.

(3) Policy 28. Urban Center land use designations should allow a mix of land uses which provide limited goods and services needed by residents of the surrounding area and land uses which are compatible with the rural character of Joyce.

(4) Policy 29. The urban center land use designation and zoning should allow for a variety of residential, commercial, and light industrial uses consistent with the current zoning for rural centers except as follows:

(a) the types of permitted retail and wholesale uses should be small-scale operations which are compatible with the generally rural character of Joyce such as: general mercantile stores, grocery stores, gas stations, mini-marts, art and crafts stores, antique stores, lumber yards and hardware stores, feed stores, tack shops, nurseries and greenhouses, beauty/barber shops, day-care centers, liquor stores, laundromats, car washes, small professional offices (such as for lawyers or chiropractors), food service establishments, and taverns;

(b) bed and breakfast inns should be permitted uses in the urban growth area; (iii) special uses should include recreational vehicle parks, vehicular repair, and storage facilities, which uses should have special standards requiring off-Highway 112 location or heavy screening from the highway;

(c) light industrial locations should not front directly on Highway 112; and

(d) kennels, mineral extraction and mineral processing, car wrecking yards and metal recycling should not be allowed within the urban growth area.

(4) Policy 30. That portion of the Joyce urban growth area outside of the commercial core area should allow for high density residential development with a minimum of one nonresidential land use in order to encourage high quality residential development.

Commented [MC35]: Has a roadside park been developed? If so, probably don't need this policy any more.

Commented [EV36R35]: Roadside park has not been developed, policy retained

Commented [MC37]: Deleted "(formerly rural center)" since that is no longer needed in this planning period

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Commented [MC38]: Assuming this is no longer the "current" zoning, this should be deleted.

Commented [EV39R38]: Rural Center is still a zoning designation being used in Blyn, policy retained.

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Commented [MC40]: This isn't very precise. I believe this means that high density residential development should be allowed with no or very minimal accompanying nonresidential uses, but can they occur without ANY nonresidential land uses? If not, what is the threshold?

Commented [EV41R40]: Added one nonresidential land use which I believe should be left. URH zoning currently allows for multiple family dwellings with the purpose "residential development free from encroachment of commercial and industrial activities." I believe this goal is that all high density residential should be mixed use (think bottom floor grocery store) in some capacity.

(5) Policy 31. That portion of the Joyce urban growth area which is outside of the commercial core area and not public land should be redesignated as urban residential land use and rezoned to urban residential zoning.

(6) Policy 32. Multifamily housing and manufactured home development should be located within or nearimmediately adjacent to commercial core area of Joyce in order to provide efficient access to the transit system and to serve as a transitional area between highway commercial development and lower density residential development.

(7) Policy 33. The maximum parcel size for newly created residential lots within the urban growth area shall be 22,000 square feet in order to encourage urban densities within the urban growth area.

(8) Policy 34. Clallam County shall work with the Crescent Community Advisory Council, PUD, and/or private entity to identify community septic disposal options for the Joyce urban growth area in order to foster urban density growth. Should a community drainfield be developed it should be managed by a public entity such as the PUD.

(9) Policy 35. Public or private urban services provided within the Joyce urban growth area should include provisions for sanitary waste, solid waste community disposal systems, water systems, urban roads, pedestrian/bicycle pathways and facilities; transit, storm water systems; police, fire, and emergency services; electricity and communications, school and health care facilities, and neighborhood and/or community parks.

(10) Policy 36. Clallam County and the Crescent Community Advisory Council will work with local property owners to obtain grant funding to purchase high quality wetlands on the inside periphery of the urban growth area in order to provide open space and greenbelts within the urban growth area.

(11) Policy 37. The urban growth area for Joyce is larger than can be justified by the population within its boundaries. Joyce does provide regional services for a much larger regional population. Due to the large size of the urban growth area, no additions to this area should be considered within the planning period unless more than eighty (80) percent of the area becomes occupied by commercial, industrial and high density residential development. Should it become necessary to expand the core area, the area to the south of the commercial core should be examined for future growth.

Commented [MC42]: Just "designated" and "zoned", assuming this has been done.

Commented [MC43]: Suggest changing to "immediately adjacent to" to be more precise.

Commented [MC44]: Changed from "will" to "shall" to use more specific policy directive language given the responsibility of local governments to have policies that protect groundwater resources re: septic.

Commented [MC45]: As per previous, this has been changed throughout from Joyce Community Council to Crescent Community Advisory Council.

Commented [MC46]: This policy will need to be re-evaluated once more details are available on the land capacity analysis.

Commented [EV47R46]: This is still true, no edit required.

(12) Policy 38. Commercial forest resource lands found in close proximity to Joyce are very important to the rural character of the urban growth area and should be retained in commercial forest use.

31.05.010 Overview and purpose of the Comprehensive Plan.

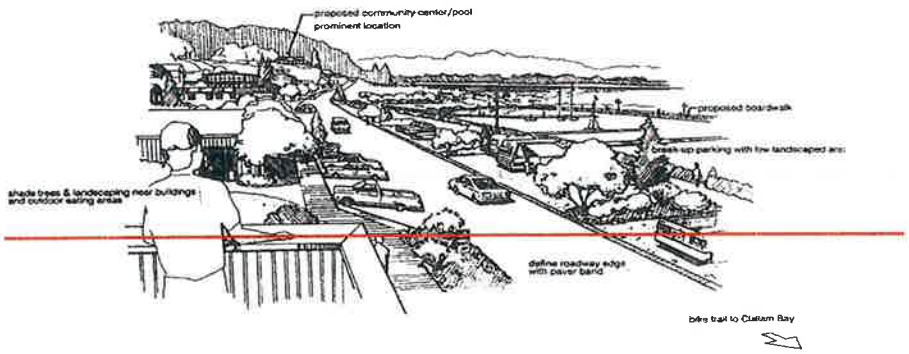
A comprehensive plan is the community's vision of its future. It guides the orderly development of the region. The purpose of the Comprehensive Plan is to generate initial discussion among citizens, public agencies, and other stakeholders on some of the major issues facing the future development of the Straits Planning Region (See map below). The Straits Regional Plan was generated by the citizen members of the Crescent Bay Community Council and the Clallam Bay-Sekiu Community Council. Although the Crescent and Clallam Bay Community Councils share many goals, there are enough differences in these areas to justify separate goal and policy sections covering rural, resource and urban growth areas. The goals and policies of the Crescent Community Council apply from its boundary with the Port Angeles Region through the eastern edge of Range 11. The Clallam Bay Community Council goals and policies apply to the Straits regional planning area lying west of Range 10.

The Straits Planning Region is one of four regional comprehensive plans being developed to comply with the Growth Management Act. These regional plans work in concert with a County-wide Comprehensive Plan which covers issues of County-wide importance. The Comprehensive Plan addresses issues of land use, public facilities/services, transportation, affordable housing and economic development.

31.05.020 Focus 2014 – Vision for the Straits Region.

We envision **the Straits Region as a vibrant rural and resource based community,...** In the year 2014, the urban growth areas of Joyce, Clallam Bay, and Sekiu have retained their small town character by concentrating commercial development into compact core areas. The commercial core of these urban growth areas express the historic compatibility and coastal

village design proposals first articulated by their community councils. Tree-lined streets and pedestrian-friendly town centers welcome local residents and tourists alike to stop and spend some time browsing through the locally produced merchandise or dining at the local cafes. Many hotel and tourist-related businesses have upgraded their facilities to attract tourists seeking destination resort accommodations and activities. Recreational trail users will be welcomed and directed to connections to many hiker, bicyclist, and equestrian trails in the nearby area. Local trails will be identified and mapped showing routes to the south, joining trails in the Olympic National Park and nearby Department of Natural Resources land as well as connections to the Olympic Discovery Trail to the coast. To the north, trails will lead to the scenic area of Salt Creek Park, Crescent Beach and their adjoining trail systems. Pedestrian amenities such as boardwalks, bicycle trails and fishing piers are utilized in combination with organized events to provide activities for local residents and visitors. Community festivals organized by local business throughout the year have made these urban areas popular sites for recreation-related conventions. Most residences in the urban growth areas are within walking distance of the commercial core. The urban growth areas in this region are linked by an efficient local transit system and provisions are made for non-motorized transportation utilizing bicycle lanes along Highway 112.



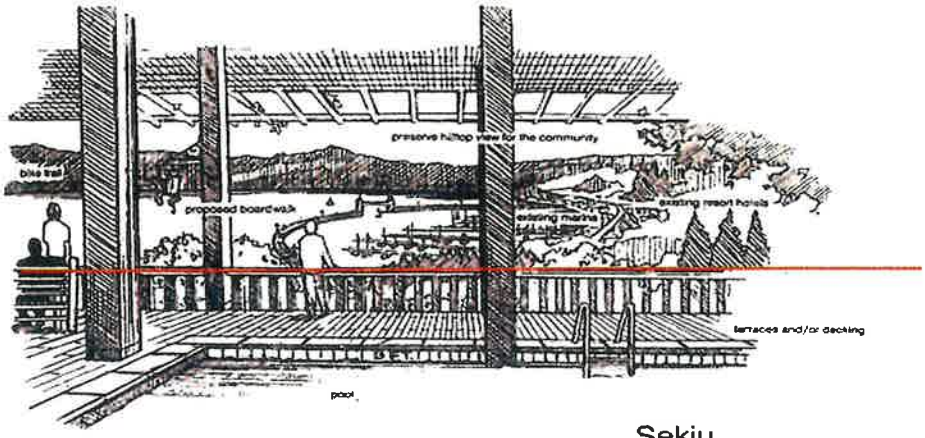
Sekiu
Proposed Conditions, Looking North on Front Street

Manufacturing and industrial concerns have been promoted through the creation of small business incubators in Joyce and Clallam Bay. Here, locally produced goods are manufactured and sold through the attached retail outlets. Limited resources are pooled through the use of common secretarial, computer and shipping services. Clallam Bay also saw new industrial development associated with and using labor from the Corrections Center at the Clallam Bay

Industrial Park. Sekiu has upgraded the appearance of its waterfront and main street and is attracting resort guests through an active marketing program. The communities of Clallam Bay and Joyce have experienced job growth from the development of an aquaculture industry which produces shellfish and fish within the Straits and on upland sites. Several value-added wood products and specialty food products are being shipped from the area to the Pacific Rim Nations. All industrial uses except those associated with the forest industry are found within the urban areas. The Makah museums, long house, casino and port attractions at Neah Bay have provided major employment opportunities on the County's west end. Its port has become a major oil spill response center and continues to be a major fishing center.

where the urban areas are the cultural, educational and growth centers of the region,... The urban areas of Joyce, Clallam Bay, Sekiu and Neah Bay provide a mixture of employment, residential, commercial, cultural and recreational opportunities. A new community center/swimming pool complex was constructed in Sekiu using a combination of Corrections Center impact funds and State community development funds. Neah Bay has become a cultural center with a national reputation for its preservation of the Makah culture. Peninsula College provides branch video centers in Sekiu and Neah Bay where students can use prerecorded video instruction and interactive video to fulfill college or advanced degree requirements of the major schools in Washington. Much of the new urban-type development which occurred after 1994 took place within the existing urban centers where infrastructure was in place or could be easily extended. Curbside pickup of solid waste and recycling has been established in Joyce. The Public Utility District, Crescent Water System and the County provide services within the unincorporated urban growth areas.

Figure – Proposed Community Center/Pool Complex



Sekiu
Looking South Across Sekiu From
Proposed Community Center / Pool

where resource management and conservation are the backbone of the economy,...

Forest resource lands, farms and important open space resource lands first identified in 1992 and 1993 remain in resource use. Many of the agricultural and open space resource lands visible from the highways have been permanently protected through purchase of development rights, rural low density/mixed use open space agreements and conservation easements. Truck farming operations on the periphery of the urban growth areas provide food products for urban residents and sales items for local farmers markets. The rural portions of the region identified in the 1994 plan have retained their rural character through the use of low density development options and utilization of rural low density/mixed use development approaches. A clear boundary exists between rural and urban areas. The application of forestry practices including selective harvesting, shelterwood cuts, viewshed management and watershed management have led to greater acceptance of harvesting practices and have vastly improved the appearance and ecological health of the working forest.

with a population that respects the beauty and function of the natural environment,...

Twenty years of work in education and environmental restoration have resulted in the development of a strong sense of stewardship among Straits residents towards the watersheds in their region. Critical areas are protected and environmental enhancement projects have restored many acres of wetlands and miles of steams to salmon runs. Few weekends go by when local groups are not found in the field working on habitat improvements or maintenance. Water is clean and abundant due to conservation efforts. The abundance of intact native plant

communities and natural systems in the region are the focus of many professional research efforts which share their results with visitors and students through several interpretive centers built in the region. Careful stewardship has ensured the conservation of our land, air, water and energy resources for future generations.

a good place to live,... The Straits region is known for its livable urban villages which express their own unique character. They are all noted for their quality of life, pedestrian orientation and superior design. The Highway 112 corridor is now tree lined as it passes through the urban areas, and businesses all along this corridor have upgraded their landscaping and physical appearance. Some high density, low cost housing has been built near the commercial core areas where easy access to transit and job opportunities is available. Well-designed and landscaped modular homes and multifamily developments provide an attractive low cost living environment. Unsightly land uses such as storage yards, junk yards and industrial have been screened and landscaped. Visitors to our area note the distinct rural boundaries on either side of the urban growth areas. Public access has been enhanced at Crescent Beach and to other marine shorelines. Recreational trails have been identified and enhanced in and around the region. Access for trail users to points of interest and other trails – such as the Olympic Discovery Trail – have been marked and maintained by local use groups. Increased use by local residents and tourists provides a point of pride and assures that the area is not only "a good place to live, but to visit."

where we work together... The Straits region enjoys a healthy and stable economy, emphasizing diversity in the range of goods produced and services provided. Tourism has become an economic focus for the west end retail community. In the Joyce area, mountain bike events on the Olympic Discovery Trail's "Adventure Route Trail" segment that traverses lands managed by the Department of Natural Resources have generated substantial revenue for the community. Many people work year-round in the forest industry and corrections fields. Businesses continue to locate in our County because of the high quality of life, provision of business infrastructure, the emphasis on superior schools, and the ability of a family oriented community to provide a safe living environment for all. The business community also recognizes that the predictability brought about by the management of growth and the creation of effective public/tribal/private partnerships has fostered a relationship of trust between residents, business interests and governments. This trust has benefited the overall economic development of the County. Problems identified by residents and the business community are clearly articulated in the Plan and solutions have been proposed with clear sources of funding

identified. Residents and business interests trust their local governments to follow through on solutions because the plans and promises made to manage growth in 1994 have been followed and changes to the original plan occur as a result of demonstrated community need. Relationships with tribal governments have improved as the community embraces its cultural diversity. Change is accepted and proceeds in an orderly fashion based on the growth management plan.

Over all, we envision a great place for all to live, work, and play!

Article III: Rural

Commented [MC48]: Broad question for this element - there are several places where goals and policies lay out precisely what uses are allowed in certain zones. Should that be left to the development regulations (title 33) so there isn't the possibility for internal inconsistency between the plan and code if code is revised?

Commented [EV49R48]: I believe we should take out allowed uses in zones in order to be able to modify zones without touching the comp plan.

31.05.230 Rural element introduction for the Eastern Straits region.

(1) A Vision for Rural Lands in the Eastern Straits Regional Planning Area. We envision the rural lands in the Straits planning area as a scenic patchwork of large open fields and woodlots interspersed with rural homesteads and serviced by neighborhood/tourist commercial clusters. Neighborhood/tourist commercial clusters are located at their present positions along the highway and have blended into the rural environment through the application of landscaping standards and rural design guidelines which emphasize the preservation of rural views. Recreational uses which promote open space values are encouraged to locate in rural areas along major highways to improve scenic vistas and buffer residential uses. Overly rigid development patterns which saw large areas of land divided up into uniform lot sizes with no provisions for intervening larger lot sizes or open space have largely been replaced by a more natural rural low density/mixed use development pattern in rural lands. This Comprehensive Plan designation encourages land owners to create a variety of lot sizes ranging from one-half acre residential lots to forty (40) acre woodlots and pastures. Allowing for a variety of lot sizes without increasing existing densities allows farmsteads, woodlots and affordable housing options to coexist in the same general area providing much more choice, affordability and variety than that which existed under uniform development patterns. The County's strategy for preserving rural character has focused on preserving productive rural open spaces, maintaining a diversity of lot sizes, allowing rural growth to occur on smaller lots without increasing current densities and concentrating rural commercial enterprises at existing locations along highways.

A clear boundary exists between rural and urban areas. Average density in the rural areas is less than one home per five (5) acres. Rural low density/mixed use and rural character conservation land use designations have been established in the rural areas which has allowed rural character to be preserved far into the future rather than allowing it to gradually degrade with development, as was occurring prior to adoption of the first ~~new~~ Comprehensive Plan in 1994. Several preexisting urban density developments are found within the rural area. Infill development within these suburban pockets is encouraged. Many of the agricultural and open space resource lands have been permanently protected through purchase of development rights, rural low density/mixed use open space agreements and conservation easements. Forest resource lands, farms and important open space resource lands first identified in 1992 and 1993 remain in resource use.

Commented [MC50]: Replaced new with first to reflect that the plan has been updated since. A lot of this language is original to the 1994 plan.

Critical areas in the rural portion of the County are protected, and environmental enhancement projects have restored many acres of wetlands and miles of streams to salmon runs. Both the Comprehensive Plan and its implementing ordinances recognize the need to allow natural systems to be the key determinant of planning and land use activity. Incentive-based programs and ordinances seek to link, protect and enhance natural systems through appropriate zoning, conservation easements, covenants or other innovative means. Structures, roads and utility systems are placed in such a way as to minimize the alteration of the landscape and to preserve the operation of the natural systems and wildlife corridors. Water is clean and abundant due to conservation efforts. Careful stewardship has ensured the conservation of our land, air, water and energy resources for future generations and has enhanced present day property values and public safety.

Commented [MC51]: Added comma for syntax.

Commented [MC52]: Typo

(2) *Rural Land Use Issues.* The Growth Management Act defines rural lands by identifying them as the areas which are not urban growth areas and are not identified for long term commercial production of agriculture, forest, and mineral resources. The intent of the Growth Management Act is that "rural lands" and what constitutes "rural character" are to be defined at the local level. Sprawling, estate-type lots, which are too small for woodlots or small-scale agricultural uses are to be discouraged in rural areas.

It has been maintained by land use researchers in Washington that, "A new rural sprawl is consuming large amounts of land, splitting wide open spaces into fragments that are useless for agriculture, wildlife habitat, or other rural open space purposes." Since the Growth Management Act requires the control of sprawl, this term must be defined. Sprawl development has the following characteristics:

(a) Sprawl development lacks the density needed to provide efficient urban services but is too dense to be considered rural;

(b) Sprawl is the ever outward extension of commercial development along main highways or arterials also known as "strip commercial development;"

(c) Sprawl blurs the distinction between urban and rural environments;

(d) Sprawl is a density of rural development which creates conflicts between agriculture, forest resource or mining operations and residential uses;

(e) Sprawl will occur from the application of uniform lot sizes at densities greater than one home per five (5) acres over large areas as is the case under conventional zoning.

The Clallam County County-wide Planning Policies provide guidance to the densities which are not rural in character. These policies identify a density of one unit per acre as urban/suburban indicating that one acre per home densities without offsetting provision of open space would not be considered as "rural" in character. Several locally conducted visual preference surveys, questionnaires and comments at various public meetings indicate that many local residents think of rural lands as areas exhibiting low residential densities (one home per five (5) acres or less) that provide a mixture of rural land uses. Local residents indicate that rural land uses include farms, woodlots, and natural open spaces which are clearly distinguished from urban/suburban areas that are characterized by uniform lot sizes, lack of open areas and higher densities. The County-wide Planning Policies also indicate that maximum densities should be set for areas outside of urban growth areas, provide that the County's Comprehensive Plan shall permit only those land uses that are compatible with the rural character of such lands and that the rural element 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. Lastly, the County-wide Planning Policies suggest that rural areas abutting urban growth areas should provide for reduced densities or cluster development options in order to allow for future expansion of urban areas.

The Straits Region's current "rural character" is characterized large open spaces, small communities and pockets of concentrated residential development along the Straits of Juan de Fuca. Residential communities are separated by large contiguous areas of forest resource lands and a highly mixed rural development pattern of diverse lot sizes and land uses. "Rural character" consists not only of the visual appeal of farms, woodlots and homes but also

Commented [MC53]: Added apostrophe for syntax.

encompasses people, their culture, traditional uses of natural resources and private property. Most people in the Eastern Straits Region live on parcels of five (5) or more acres in size and many directly or indirectly derive their income from timber, fishing, tourism and other industries that utilize natural resources. Many of those that commute to other areas for employment use their property for woodlots or small farming activities. The common threads that bind the community are a close attachment to the land and water, a commitment to good stewardship of resources, and a belief in self sufficiency and self determination.

The vision statement for rural lands in the Straits Region establishes the twenty (20) year vision for retaining rural character. Drawing from the vision statement "rural character" is defined as a scenic patchwork of large open fields and woodlots interspersed with rural homesteads and serviced by neighborhood/tourist commercial clusters at existing locations. Density is less than one home per five (5) acres and uniform lot sizes developed over large areas are not encouraged. Rural character conservation and rural low density/mixed use designations would be established to ensure that rural lot sizes of five (5) acres or larger are interspersed throughout the rural area and that rural character could be maintained far into the future.

(3) *Current Trends.* Achieving the goals of the State Legislature contained in the Growth Management Act has been underway since the original 1994 plan. Current policies, regulations and market structure have parted from encouraging people to locate in rural areas while at the same time allowing development to occur in patterns which diminish the very character of the area that caused people to move there in the first place. ~~Many studies document the trend of recent development practices to divide the landscape into uniform residential lots at densities in between traditional urban and rural densities leading to what the legislature defined as sprawl. This is certainly the case in Clallam County where the landscape is rapidly being divided into one acre, 2.4 acre, and five (5) acre lot sizes. These individual lots contain some private open area but with no significant open areas between development. Land use studies show that there are already many vacant parcels in these size ranges which could meet much of the land demand need for this type of lot size over the next twenty (20) years.~~

Commented [MC54]: This will need to be updated. This sub-section reads as original to the 1994 plan.

During the past ten (10) years, the unincorporated or rural areas of the Straits Region have experienced most of the decade's ~~growth~~population loss. ~~It appears that many people moving to this County are looking for a rural lifestyle and do not see much advantage to choosing to live in urban areas.~~ These rural growth trends and the pattern in which they are occurring ~~do not~~ satisfy growth management objectives of reducing rural sprawl or encouraging development in urban areas where adequate public facilities/services can be provided in an

Commented [MC55]: Is this still the case for the "current" past 10 years? Should include data on any growth experienced during the pandemic, for example.

efficient manner. Although population loss has occurred in the Straits Planning region, it is prudent to continue to plan to accommodate for population growth in urban areas where adequate public facilities/services can be provided in an efficient manner. ~~Without change, rural areas will continue to experience intense development pressures and a rapid decrease in rural quality of life.~~

(4) *Why Keep Rural Areas Rural?* There are many reasons for maintaining rural character in rural areas. Preservation of rural character has been a strong concern for residents of the Straits Region as evidenced by survey results. Some additional rationale is provided below:

(a) The designation of urban and rural areas allows efficient provision of public services and facilities when most growth is directed to compact urban centers. Studies have shown that the average annual cost to maintain services for developed land was thousands of dollars per acre more than maintaining services to productive forest lands and agricultural open spaces.

(b) Rural areas have traditionally offered a retreat from the bustle of urban life and offer additional choices of living environments for residents.

(c) The presence of rural lands is attractive to residents and visitors. If rural character is diminished, new residents and visitors could choose to locate or spend their time and money in areas that have retained their scenic areas.

(d) Rural areas bordering cities provide for the logical, planned future expansion of urban areas.

(e) Rural areas adjacent to urban centers are susceptible to sprawl which can quickly overwhelm community character, County budgets and way of life.

(f) Urban and resource areas are dependent upon each other, but tend to be uneasy neighbors. Rural areas can buffer urban and resource or natural areas from each other, so that each area can function without interference from the other.

(g) Rural areas, although not designated for long-term commercially significant timber and agricultural resource use, are also appropriate areas for resource operations.

(h) Small-scale farms can thrive in rural areas near urban centers. Intensive farming can be workable on acreage as small as ten (10) to twenty (20) acres.

(5) *Controlling Sprawl.* If sprawl is to be controlled, then urban growth should be encouraged in urban areas and should not be encouraged in rural areas. Further application of current development patterns over large rural areas will not result in retention of rural character. Fully developed areas of one acre, 2.4 acre, and even five (5) acre zoning without larger lot sizes or open space to break up the pattern would look very suburban in nature. The majority of land will be devoted to large yards and a high percentage of the area utilized merely to provide road access to each lot. This plan contains several techniques to increase the diversity of lot sizes found in rural areas which works to maintain rural character, increase affordability of rural living, and protect critical areas.

~~(6) *What Happens to Rural Character under Conventional Development.* Further application of current development patterns allowed in rural areas will not result in retention of "rural character" or a high quality of rural living. The typical one acre to five (5) acre lot in a conventional zoning district will seem "rural" only so long as it borders pasture lands or woodlots of neighboring properties. However this is "borrowed" open space, temporary in nature. When those abutting properties are also developed for home sites, the surroundings will be suburban in character and the feeling of "living in the country" will be lost. After viewing fully developed areas of one acre, 2.4 acre, and even five (5) acre zoning, Clallam County residents participating in visual preference surveys indicated that these areas did not look rural. The majority of land in these suburban density subdivisions will be devoted to large yards and a high percentage of the area utilized merely to provide road access to each lot. Crescent area residents voiced the opinion at community meetings that rural character was difficult to maintain at 2.4 acre densities under conventional development due to a large percentage of the land which must be cleared on each lot just to provide space for a home and outbuildings. While they felt that conventional 2.4 acre zoning should be retained in a few areas near the Strait of Juan de Fuca (i.e., where development had already occurred at these densities), they recommended the use of large lot-small lot development patterns in most rural areas with this density.~~

(~~6~~7) *Conserving Rural Character by Utilizing a Rural Pattern of Development.* With these facts in mind, the Plan for the Eastern Straits Region calls for widespread utilization of rural character conserving development patterns when densities greater than one home per five (5) acres are allowed. The purpose of the rural low density/mixed use and the rural character conservation approach is to permit a reasonable amount of residential development while retaining the large lots, open spaces, sensitive natural areas, and rural community character that would be lost

under conventional development at these same densities. Under the rural low density/mixed use and the rural character conservation approaches, densities available would usually remain the same as they were under earlier plans but residential lot sizes could be reduced to the one acre size range. By reducing the area required for the home site to that which is actually needed for residential use, the remaining acreage normally contained in individual lots would be utilized to create large lot rural vistas between residences, to reduce the perceived density of development, to provide privacy and neighborhood identity and to retain natural features, woodlots and pasture land. This large rural lot can be owned in several ways. It could be owned or sold as one large residential lot by the property owner or it could be owned and managed by a homeowners' association. Since all the development rights will have been utilized, it will not be further subdivided but will remain in a large lot size functioning to retain the rural character for those who bought the lots from the property owner. Should the property owner decide that the rural low density/mixed use or rural character conservation approach will not work for themhim, hethey may still divide the property down to a rural lot size of five (5) acres or larger in a rural low density/mixed use area or to a ten (10) acre lot size in a rural character conservation area.

Design guidelines in a rural low density/mixed use development would ensure that most properties fronted on the large residual lot for enjoyment of rural vistas and that individual housing clusters were limited in size to avoid the appearance of an urban housing development. Housing would be encouraged to locate in or near the timbered portion of the property to reduce its visual impact on adjacent properties and the exterior roads. The rural low density/mixed use and rural character conservation approach ensures that large lot sizes vital to the retention of rural character will be retained in rural areas. It allows most rural property owners to use their current development rights. Smaller lots still under one ownership or joint ownership could be recombined to ensure that this option is available to many property owners.

The rural low density/mixed use and rural character conservation approach has many positive features. Since the amount of land utilized in residential home sites is reduced to the actual amount needed for residential use, a significant percentage of each development could remain in open space tax classification and uses. This feature limits the tax penalties incurred by the developing property owner while allowing him the possibility of producing the same income from his property if he does a well-designed development. Case studies of existing open space developments in the Port Angeles area support the claim that buyers will pay as much or more

for a lot in a well-designed open space development as they will for a five (5) acre lot. This development approach would minimize public expenses involved in maintaining roads since less roads would be needed to service compact, open space developments. Woodlots and farms retained under this approach would not only provide for productive use of the land and enjoyment for the residents of the developments but could be utilized in combination to protect critical areas, connect wildlife corridors, provide space for livestock keeping, and otherwise minimize the impacts of development on the natural systems in the watershed. Problems with cluster ordinances would be avoided by providing only minor increases in density for utilizing this approach and through careful application of design guidelines to ensure the maintenance of rural character within such development areas.

(78) *Flexible Zoning.* A second approach will also be utilized in rural areas outside of areas designated for rural low density/mixed use and rural character conservation to allow for an increased diversity of rural lot sizes. Flexible zoning would allow the transfer of density within the ownership boundaries subject to a proposed land division, with no new lot being created less than one acre, and total number of lots determined based on the underlying zoning density. For example, a twenty (20) acre parcel is designated as rural low (one home per 4.8 acres). This allows the owner four (4) dwelling units. The owner decides to divide the property into two (2) 2.5 acre lots, one five (5) acre lot, and one ten (10) acre lot. This flexible zoning technique may achieve some affordable housing goals and preserve the rural character by having a variety of housing lot sizes scattered throughout rural areas. While this approach encourages creativity, it does not ensure that the property owner retain any larger, rural sized lots which would retain rural character. The property owner is still free to develop a grid-like pattern of development which will not retain rural character at densities greater than one home per five (5) acres. For this reason this particular technique will not be utilized in rural low density/mixed use designations where current large land ownership patterns allow for rural character to be fully retained.

(89) *Controlling Sprawl by Limiting Public Services Provided in Rural Areas.* Public facilities and services to be provided in rural areas must be defined. Where densities are lower than one home per five (5) acres, individual wells should be utilized but public water should not be denied if community water systems are willing to provide service. Rural densities should not require extension of sewer. While police, fire and transportation systems will be provided in rural areas, expected levels of service will be much less than that found in UGAs.

(910) *Implementing the Twenty (20) Year Rural Vision.* Realizing the twenty (20) year vision for the rural lands of the Straits Region will require further development of rural goals, policies, and implementing actions that both encourage and ensure preservation of rural character. Below is list of issues that need to be addressed to meet the twenty (20) year vision. Goals and policies to address these issues are included for review and discussion.

Goals and policies in the ~~land use~~rural element should promote the protection of not only the physical environment, but also protect private property rights, protect traditional uses of property and natural resources, and maintain economic opportunities through self determination. In developing the rural ~~land use~~ element of this Plan, the following principles were utilized.

Commented [MC56]: Per later in this paragraph, we are talking specifically about the rural element.

(a) Lot sizes of five (5) or more acres are considered rural. A five (5) acre lot size allows sufficient room for small-scale hobby farming activities or woodlots. Persons seeking rural lots are more likely to share the traditional values and interests of the local community and thus reduce the conflict between "rural" vs. "urban" lifestyles.

(b) The visual appeal of rural areas is enhanced through a variety of lot sizes. Zoning should be flexible enough to allow property owners to divide their property into a variety of lot sizes and shapes.

(c) In consideration of the property rights of people who had higher densities prior to the implementation of the Growth Management Act, mechanisms for recapturing the higher densities through cluster development have been adopted. These mechanisms include flexible provisions for development contained within the land use designations of rural character conservation, rural low density/mixed use and commercial forest/residential mixed use. These options also allow property owners to provide building lots for their children or others without subdividing the entire property into uniform sized lots.

(d) In consideration of private property rights and the encouragement of economic opportunities, the Plan does not require conservation easements for the preservation of land when the rural low density/mixed use or rural character conservation development options are utilized. Clallam County is composed of eighty-five (85) percent State, federal and private commercial timberlands. The preservation of additional lands in conservation easements is not warranted unless the property owner would realize tax benefits from such a mechanism.

(e) Small land owners should not be required to provide buffer zones for State, federal and private timber lands. Utilizing low residential densities or cluster development at previous densities on lands adjacent to commercial forestlands should provide sufficient buffering of commercial forest lands as required under the Growth Management Act.

31.05.240 Rural land use issues in the Eastern Straits.

(1) *Retaining Rural Character in Rural Areas over the Long Term.* Problems of rural sprawl commonly associated with portions of eastern Clallam County and other localities in the State are only now becoming evident in certain locations in the eastern end of the Straits Region and are not commonplace in the western portion of the Straits Region. The absence of sprawl is not attributed to different policies or regulatory controls designed to protect "rural character," but rather to: (a) remoteness of the area; (b) development of rural lands closer to employment centers in eastern Clallam County; and (c) large acreages being owned and managed by the government for timber, recreation, and wilderness protection and large ownerships managed by private timber companies.

The potential for rural type sprawl exists in the Straits Region because current rural designations allow rural residential densities of one acre, 2.4 acres, and five (5) acres over large contiguous areas. These allowable densities are the same as rural lands in the vicinity of Port Angeles and Sequim and similar to other Washington localities where rural type sprawl is occurring. The typical land use pattern resulting in areas developing under these allowable densities more closely resembles a large lot subdivision characterized by uniform lot sizes, large lawns, and limited rural uses; rather than the former mixture of large and small lot sizes and rural land uses.

Commented [MC57]: This paragraph (and possibly even the preceding one) can probably be deleted since the zoning and land use changes discussed have been made.

One acre densities spread over large areas that are not rural in character promote a density of development which leads to demand for urban levels of service in terms of schools, roads, and emergency services and do not support efficient provision of urban services. While 2.4 and five (5) acre lot sizes can appear rural in nature when mixed with larger lots, the repetition of this pattern over large areas does not promote retention of rural character. Further development of this type over large areas will only diminish rural character over time, increase the costs for rural service provision and inhibit the function of natural systems as development occurs in this artificial pattern across streams, wetlands, landslide hazard areas and erosion hazard areas.

The area most at risk for rural type uniform sprawl is the area generally described as east of Low Point, west of the Elwha River and between the Olympic foothills and the Strait of Juan de Fuca. This area contains over 10,666 acres of rural lands with allowed densities of five (5) acres or below, seventy (70) percent of which is at 2.4 acre densities and below.

(2) *Urban Residential Density Development in Rural Areas.* Commercial uses, industrial uses, and residential densities (exceeding one unit per acre when allowed to spread over large areas) are identified in the Clallam County County-wide Policies as urban in nature. These types of intensive developments are better suited for development in the designated urban growth area of Joyce.

The Growth Management Act does provide for ~~two~~three (32) types of urban density growth outside urban growth areas. These include new fully contained communities, ~~and~~ master planned resorts, and limited areas of more intensive rural development (LAMIRD). New fully contained communities are large-scale developments (640 acres) including a mix of residential, commercial and industrial land uses. Their establishment would require the formation of a new urban growth area and a corresponding decrease in established urban growth areas. Master planned resorts (240 acres) are self contained and fully integrated planned unit developments, in a setting of significant natural amenities, with a primary focus on destination resort facilities with developed on-site indoor and outdoor recreation facilities. The County can develop policies to guide the development of these type of facilities. The County can also designate LAMIRDs with a clear, logical boundary around an existing area of more intensive rural development and permit some development and redevelopment (and provision of necessary services).

Commented [MC58]: Revised this section to account for the addition of the county's ability to designate LAMIRDs.

(3) *Rural Commercial Activities.* Tourist and neighborhood commercial development areas such as at the intersection of Camp Hayden Road and Highway 112 need to be carefully controlled in order to preserve rural character. While this type of development provides needed services to tourists and rural residents alike, it should be maintained within a set size limit or length along the highway and should occur only at existing locations to promote compact rural service centers. The visual impact of nonresidential land uses in rural areas should be reduced through the use of high quality landscaping and design guidelines. Likewise resort facilities at Whiskey Creek Resort, at Crescent Beach, and at the Lyre River Campground should be designated for tourist commercial or rural limited commercial. Commercial uses allowed in rural residential zones should be limited by size and type in order to encourage commercial growth in urban growth areas and in appropriately designated tourist commercial areas.

(4) *Retaining Scenic Corridors along State Highways.* State Highway 112 is the major travel route in the Straits Region. Retention of the scenic values and rural feeling of this travel corridor is important to both residents and tourists alike as they travel to communities for goods and services and to popular recreation destinations.

31.05.250 Rural land use goals and policies in the Eastern Straits.

(1) *Goals and Policies to Retain Rural Character.*

(a) *Goal 1.* Rural areas should provide for a balance between human uses and the natural environment while permanently retaining the features of "rural character" such as clean water, clean air, open spaces, agriculture, forestry, low residential densities, wildlife habitats, quiet, rural lifestyles, outdoor recreation, and low traffic volumes which attract people to rural environments.

"Rural character" also should reflect the values of the local people, their culture and traditional uses of natural resources and private property.

Policy 1. Clallam County should coordinate with any federal or State agency on any proposal that would impact the rural character of the Straits Region. This would include joint planning and analysis of impacts to the environment, economy, customs and culture of the Straits Region through advisory committees and State Environmental Policy Act reviews.

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Commented [MC59]: This policy can likely be made more precise and potentially limited (i.e., customs and culture analysis of impacts - what does this mean?)

(b) *Goal 2.* Rural character is best preserved through utilization of low density residential development with lots sizes of 10 acres or greater. Areas with properties in these size ranges should be retained to provide rural diversity and to encourage the continuation of rural land uses that generally require acreages larger than 10 acres.

~~(i) Policy 2. Areas zoned Forestry 1 in the 1982 plan may be appropriately redesignated for rural very low density (one unit per 20 acres) and retained at 20-acre densities to provide diversity of lot sizes in rural areas which promotes their use for woodlots as well as the retention of rural character.~~

Commented [MC60]: Is this relevant now that the county has designated forestland?

(ii) Policy 23. Rural areas remote from County roads or with natural limitations (i.e., erosion hazard, landslide hazard, wetlands, streams) should be retained at one home

per 20-acre rural densities to protect critical areas and foster diversity of parcel sizes in the rural areas. Rural densities in these areas would not be served by sewers or community septic systems but by individual septic systems. While police, fire and roads will be provided in low density rural areas, expected levels of service will be much less than that found in higher density rural areas or UGAs.

(c) *Goal 3.* Rural properties between 20 and 80 acres which are utilized primarily for pasture or small woodlots rather than commercial forestry, abut commercial forestlands, and which were zoned for conventional development at one home per 2.4 or five acres, should be designated Rural Character Conservation. The rural character conservation designation should allow the majority of the land to be in lot sizes larger than 10 acres, provide for additional diversity of lot sizes, and allow for homesites to be grouped in locations separated from the commercial forest area so that they will be less impacted by spraying, controlled burning or harvesting on nearby lands.

(i) Policy 34. Rural character conservation designations and implementing zoning should conserve rural character and rural quality of life by allowing development flexibility in creating either large rural lot sizes (10-acre minimum), or smaller residential lot sizes combined with larger residential lots which will not be further subdivided.

(ii) Policy 45. Design guidelines for development in rural character conservation designations will be ~~developed~~maintained to ensure that the development has a rural appearance and to reduce the visual impact on adjacent properties. These guidelines should include, but are not limited to, encouraging location of smaller lots in such a manner as to ensure that they enjoy views of the larger retained parcel, minimize excessive grouping of houses to avoid an urban housing development appearance, minimize the amount of access roads, and land management plans for common facilities and open space lands.

Commented [MC61]: If design guidelines have been developed here, consider changing to "will be maintained"

(iii) Policy 56. The rural character conservation designation and its implementing zoning districts, Rural Character Conservation 3 and Rural Character Conservation 5, should recognize one unit per five-acre densities if the majority of the development site is retained in a large lot. This type of development essentially describes a type of planned unit development (PUD) that retains rural character through retention of large rural lot sizes. Lot size flexibility should be built into the rural character conservation

development concept through the use of a sliding scale which determines the percentage of the development which can be developed in smaller residential lot sizes and the percentage of the site which must remain in an undivided rural lot size or open space as follows:

- ~~Lots between 11 acres and 19 acres will utilize all but one of the density credits available to the site in smaller residential lot sizes (maximum size of one acre) with the one remainder housing credit utilized by the larger remainder lot.~~
- Lots between 119.1 and 60 acres would allow development of up to 30 percent of the site in small lots, with 70 percent of the site in the large remainder lot.
- Lots between 60.1 acres and 100 acres would allow development of 40 percent of the site in smaller lots, with 60 percent in the large remainder lot.
- Lots larger than 100 acres would allow development of up to 45 percent of the site, with 55 percent of the site in the large remainder lot or open space.

Commented [MC62]: Rural Character Conservation zoning is split into RCC5 and RCC3. Make sure that any place density ranges are mentioned that it reflects the current state of code.

The large remainder lot will not be further subdivided as all the density of the site will have been utilized, and such restriction shall be permanently recorded on the plat maps at time of subdivision. The large remainder lot could be utilized for the mutual benefit of the adjacent property owners as part of their amenity package; could be utilized as a residential lot and/or for forestry, pasture, agriculture, or other rural land uses by the original owner; or could be sold to others who would utilize it for similar purposes. Road standards will be a gravel standard unless higher standards are proposed by the developer. ~~A density bonus of one additional housing unit per 40 acres will be allowed to encourage the use of rural character conservation PUDs on larger development sites.~~

(iv) Policy 67. The rural character conservation designation and implementing zoning district should allow creation of residential lots 10 acres or larger if the option above is not utilized or desired. Lots 10 acres or larger should only be able to further subdivide if all the newly created lots will be 10 acres or larger or meet the lot size provisions outlined above.

~~(v) Policy 8. Lots between 9.6 acres and 11 acres (contiguous ownership at the time of adoption of this Plan will be utilized to determine the 11-acre threshold) located within~~

~~rural low density/mixed use designation should be allowed to subdivide to the underlying density of the zoning district in a large lot/small lot pattern (maximum size of small lot residential parcel is 1.5 acres).~~

(d) *Goal 4.* The residents of the Eastern Straits Region believe that five-acre lots in a heavily wooded environment will retain many qualities of "rural character." Area residents also believe that conventional development at densities greater than one home on five acres without larger lots to break up the pattern will diminish "rural character" in most areas, limit size of traditional rural land uses (e.g., large residential lots, forestry, animal keeping, crops, etc.), and result in more impacts to the environment. In many rural areas where residential densities greater than one home per five acres have been allowed in previous plans, a rural low density/mixed use designation should be developed that provides for a pattern of development which retains a majority of these lands in larger lot sizes while recognizing current development rights.

(i) Policy 7~~9~~. The rural low density/mixed use designation and implementing zoning should conserve rural character by allowing flexibility in creating either large rural lot sizes five-acre minimum or smaller residential lot sizes combined with larger residential lots which will not be further subdivided. Lands designated as rural low density/mixed use should meet the following criteria:

(A) Located outside of lands designated as commercial forestry or rural very low, and usually not include lands designated for densities lower than one unit per five acres.

(B) Lot size is generally larger than 10 acres, or vacant lots under one ownership that could be recombined to total 10 or more acres. Some lots smaller than 10 acres may be found within rural low density/mixed use designations.

(ii) Policy 8~~10~~. Design guidelines for development in rural low density/mixed use designations will be developed to ensure that the development has a rural appearance and to reduce the visual impact on adjacent properties. These guidelines should include, but are not limited to, encouraging location of smaller lots in such a manner as to ensure that they enjoy views of the larger retained parcel, minimize excessive grouping of houses to avoid an urban housing development appearance, minimize the amount of access roads, and land management plans for common facilities and open space lands.

(iii) Policy 9~~11~~. The rural low density/mixed use designation and its implementing zoning district, Rural Low Mixed,s should recognize one unit per 2.4 acre densities if the majority

of the development site is retained in a large lot. This type of development essentially describes a type of planned unit developments (PUD) that retains rural character through retention of large rural lot sizes. Lot size flexibility should be built into the rural character conservation development concept through the use of a sliding scale which determines the percentage of the development which can be developed in smaller residential lot sizes and the percentage of the site which must remain in an undivided rural lot size or open space as follows:

- Lots between 11 acres and 19 acres will utilize all ~~but one~~ of the density credits available to the site in smaller residential lot sizes (maximum size of one acre) ~~with the one remainder housing credit utilized by the larger remainder lot~~.

- Lots between 19.1 and 60 acres would allow development of up to 30 percent of the site in small lots, with 70 percent of the site in the large remainder lot.

- Lots between 60.1 acres and 100 acres would allow development of 40 percent of the site in smaller lots, with 60 percent in the large remainder lot.

- Lots larger than 100 acres would allow development of up to 45 percent of the site, with 55 percent of the site in the large remainder lot or open space.

The large remainder lot will not be further subdivided as all the density of the site will have been utilized, and such restriction shall be permanently recorded on the plat maps at time of subdivision. The large remaining residential lot could be utilized for the mutual benefit of the adjacent property owners as part of their amenity package; could be utilized as a residential lot and/or for forestry, pasture, agriculture, or other rural land uses by the original owner; or could be sold to others who would utilize it for similar purposes. Road standards will be a gravel standard unless higher standards are proposed by the developer. A density bonus of one unit per 40 acres would encourage the use of retaining the majority of the development site in large lot sizes as an option on larger lots.

(iv) Policy 102. The rural low density/mixed use designation and implementing zoning district should allow creation of residential lots five acres or larger if the option above is not utilized or desired. Lots five acres or larger should only be able to further subdivide if all the newly created lots will be five acres or larger or meet the lot size provisions outlined above.

(v) Policy 113. Lots between 4.8 and 11 acres (contiguous ownership at the time of adoption of this Plan will be utilized to determine the 11-acre threshold) located within rural low density/mixed use designation should be allowed to subdivide to the underlying density of the zoning district in a large lot/small lot pattern (maximum size of small lot residential parcel is 1.5 acres).

(e) *Goal 5.* Maximum residential densities should be set for each Comprehensive Plan designation with the exception of rural low density/mixed use and rural character conservation designations. These maximum residential densities will be utilized in place of minimum lot size to control densities in order to create greater diversity of lot sizes in rural areas which contributes to retention of rural character.

(i) Policy 124. When land is subdivided, property deeds and plat maps should be recorded showing the number of development rights which have been utilized and the number which remain for each parcel created.

(ii) Policy 135. The presence of small lots in a rural area created utilizing a maximum density system should not be used as a justification for increased densities.

(f) *Goal 6.* Current densities allowed in the Straits Planning Region would meet the growth needs of the Region far beyond those identified for the next 20-year planning period. Rural densities should not be increased above current rural density levels during this planning time frame (2025-20451994 - 2014) in order to preserve rural character and to limit demand for public services and facilities in rural areas. The conversion of rural areas into higher density rural designations or zoning districts will be discouraged.

Commented [MC63]: This goal should be reassessed when detailed data on land capacity are available.

(i) Policy 146. Continued development at densities of one home per acre or less without offsetting provision of open space is not a preferred rural development pattern and will be discouraged. Areas currently zoned for one-acre lots which have not developed at these densities over large areas should utilize a rural low density/mixed use development approach to allow rural character to be preserved through open space retention. One-acre lot sizes will be allowed in the rural area in areas formerly designated Quillayute residential, in subdivisions developed at this density and in areas where these lot sizes are already existent over large areas (50 acres). Existing, legal, nonconforming lots will be buildable.

(ii) Policy 157. Continued development at densities of 2.4 acres per home without offsetting provision of open space is not a preferred rural development pattern and will be discouraged in the eastern half of the Straits planning area. Areas currently zoned for 2.4-acre lots which have not extensively developed at this density should utilize a rural low density/mixed use development approach to allow rural character to be preserved through retention of permanently protected farmland and woodlots. Areas currently zoned for 2.4-acre lots that are characterized by a variety of development patterns should utilize a rural neighborhood conservation development approach which has a low base density subject to optional innovative zoning techniques triggered by either the size of the parcel (cluster technique) or the character of the surrounding neighborhood (overlay technique).

(iii) Policy 168. Development densities of 2.4 and five acres per home will be allowed in the western half of the Straits planning area where only small areas are available for rural type development and where livestock keeping is common. Development densities of 2.4 and five acres per home will also be allowed in rural areas where occupied lots in these lot sizes are already existent over large areas (50 acres). Existing, legal, nonconforming lots will be buildable under any change in zoning.

(g) *Goal 7.* Conversion of forest lands of long-term commercial significance located outside of urban growth areas into rural land uses other than master-planned resorts or for a State correction center expansion will be prohibited in order to retain the base of industrial forest lands that the County's primary industry is dependent on. These lands provide important functions relating to the preservation of water quantity and quality, for protection of habitat, and to provide scenic vistas from rural lands and highways vital to the conservation of rural character.

(i) Policy 179. Forested landowners should be encouraged to support trail systems for hikers, bicyclists, and equestrians thus maximizing the value of these forest lands to the community for recreation and a healthy lifestyle.

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(2) *~~Goals and~~ Policies for Controlling Urban Densities and Commercial or Industrial Uses in Rural Areas.*

(a) *Goal 8.* Limit urban residential lot development outside of urban growth areas and critical areas.

(i) Policy 1820. Lots of one acre or less may only be created through an approved master plan resort, or lands within rural character conservation, rural low mixed, and rural suburban community designations, provided that such development is consistent with the applicable goals and policies of the Straits Regional Plan.

(b) *Goal 9.* The preferred location for master planned resorts should be within urban growth areas. Master planned resorts may also be appropriate in rural areas with waterfront or other significant natural amenities. Several waterfront sites with commercial forest/residential mixed use designations are available with the Eastern Straits regional planning area and may be appropriate locations for master planned resorts. These sites should be fully evaluated for use prior to any proposal on sites designated commercial forest.

(c) *Goal 10.* Extension or existence of public water service in designated rural areas or resource lands shall not result in or be justification for higher densities than that anticipated by the regional land use plan. Water purveyor plans must demonstrate that new facilities are consistent with the Comprehensive Plan and won't require increased densities to finance planned facilities.

(3) *Goals and Policies to Control Rural Commercial Activities.*

(a) *Goal 11.* Development of existing tourist commercial lands at the exit to Salt Creek on SR 112, at Whiskey Creek Resort, at Crescent Beach, and at the Lyre River Campground should be allowed subject to the following standards:

(i) Policy 1921. Allowable land uses should be limited to the following types of activities:

- Tourist facilities like snack bars, gift shops, antique stores and gas stations, RV parks/campgrounds and boat repair/sales.
- Services for the local neighborhood such as churches, barbers, etc.
- Small-scale retail serving the local neighborhood such as convenience grocery, etc.
- Small-scale motel and hotels (less than 60 rooms).

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(ii) Policy 2220. Standards should be set for the development of these properties, including:

- Limiting the percentage of impervious surface to maintain an "open" atmosphere.
- Requiring setbacks, buffers and screening to separate commercial from adjacent residential zones.
- Require high standards of street and building landscaping to protect rural character.
- Limiting the size of any one building (less than 5,000 square feet) to avoid large-scale facilities in rural areas.

(b) *Goal 12.* Commercial uses allowed in rural residential designations should be limited to those which would not impact rural character. Those commercial-type uses allowed in rural residential areas should meet the standards above. The following revisions should be made to the allowed uses in rural zones:

(i) Policy 2321. Commercial outdoor oriented recreational use in rural residential designations shall be limited to boat launching facilities, golf courses and similar uses carried on outside of buildings in order to direct intensive commercial uses such as motels, hotels, restaurants, RV parks and variety stores to locate in appropriate areas including urban growth areas, tourist commercial designations or in master planned resorts.

(ii) Policy 2422. Professional offices, exceeding the scope of home enterprises, shall locate in urban growth areas, tourist commercial designations, neighborhood commercial designations and limited commercial designations.

(iii) Policy 2523. Research facilities that require rural locations due to the type of research conducted may be appropriately located in rural areas but those facilities whose research does not dictate a rural location shall locate in appropriate areas including urban growth areas or in rural commercial limited designations.

(iv) Policy 2624. Communication broadcast stations, mini-storage and boat storage shall locate in urban growth areas (all three uses), tourist commercial (boat storage) and rural limited commercial (all three uses) designations.

(b) *Goal 13.* Home-based industries and businesses are an essential part of the economic vitality of rural areas and should be allowed to the extent compatible with surrounding land uses.

(4) *Goals to Retain Scenic Corridors along State Highways.*

(a) *Goal 14.* In order to preserve scenic rural corridors, the preferred land uses along State highways should include low density residential interspersed with neighborhood/tourist commercial at existing locations along the roadway. Further development of commercial uses outside of these existing locations would not be permitted in order to direct a majority of commercial and industrial development to urban growth areas.

(i) Policy 2725. Residential densities within a quarter mile of the State highways outside the urban growth area and rural suburban communities should be no greater than one home per five acres or develop using a rural low density/mixed use approach.

(ii) Policy 2826. Residential setbacks from the highway should be large (300 feet unless natural topography screens views of residences) in order to preserve rural character, minimize the effects of road noise on residences, to prevent commercial conversion pressures and to improve or maintain the visual appearance of these important scenic corridors.

(iii) Policy 2729. Where residential setbacks of 300 feet are not possible or would conflict with critical area protection, other screening options should be encouraged such as retention of trees and landscaping.

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(b) *Goal 15.* In order to preserve scenic rural corridors, Clallam County should work with the Department of Natural Resources and other large forest land owners to make corridors along State highways a showcase for forestry practices such as commercial thinning, roadside forested buffers, shelterwood cuts and other modern silvicultural practices.

(i) Policy 2830. A linear, non-motorized, multi-use trail should be ~~included~~ further developed in the SR 112 scenic corridor to allow bicycle traffic a safe route for pleasure and commuter travel. Where appropriate, use of the trail should include horses.

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Commented [MC65]: Has this been done? If so, consider changing language to "maintain and support ongoing use of" or something similar.

31.05.260 Rural element introduction for the Western Straits Region.

(1) A Vision for Rural Lands in the Western Straits Regional Planning Area. We envision the rural lands in the western half of the Straits planning area as a scenic patchwork of large open fields and woodlots interspersed with rural homesteads and serviced by neighborhood/tourist commercial clusters. Neighborhood/tourist commercial clusters are located at their present positions along the highway and have blended into the rural environment through the application of landscaping standards and rural design guidelines which emphasize the preservation of rural views. Recreational uses which promote open space values are encouraged to locate in rural areas along major highways to improve scenic vistas and buffer residential uses.

(2) The western portion of the Straits area has only small areas which can be developed for rural land uses and these are interspersed with large areas in commercial forest production. These circumstances allow retention of rural character even under conventional development scenarios. ~~The Community Council's strategy for preserving rural character has focused on preserving productive rural land uses, maintaining a diversity of lot sizes and concentrating rural commercial enterprises at existing locations along highways.~~

Commented [MC66]: What is the community council for the Western Straits region? Is this also the Crescent Community Advisory Council? If so, will need to replace references throughout and verify that any responsibilities assigned to that body are still accurate/relevant.

31.05.270 Rural land use issues in the Western Straits.

(1) *Retaining Rural Character in Rural Areas over the Long Term.* Problems of rural sprawl commonly associated with portions of eastern Clallam County and other localities in the State are only now becoming evident in certain locations in the eastern end of the Straits Region and are not commonplace in the western portion of the Straits Region. The absence of sprawl is not attributed to different policies or regulatory controls designed to protect "rural character," but rather to: (a) remoteness of the area; (b) development of rural lands closer to employment centers in eastern Clallam County; and (c) the presence of large timberland acreages being owned and managed by the government and large private timber companies.

The western portion of the Straits Region has small, mostly isolated areas of designated rural lands which are interspersed with large acreages in commercial forestry use. These circumstances allow retention of rural character even with conventional development scenarios of 2.4- and five-acre lots.

(2) *Urban Residential Density Development in Rural Areas.* Areas designated under the current Comprehensive Plan as Quillayute residential and mixed use allow urban sized residential lots where soils are well drained. The mixed use zones also allow urban uses such as commercial and industrial. The Quillayute residential areas are located west of Clallam Bay, along Highway 112, between Shipwreck Point and the mouth of the Sekiu River and in the vicinity of Bullman Creek. The mixed use areas are located along the Hoko-Ozette Road.

Many types of commercial land uses, industrial land uses and urban density residential lots are identified in the Clallam County County-wide Policies as urban in nature. These types of intensive use are better suited for development in the designated urban growth area of Clallam Bay/Sekiu. Residential uses in the Quillayute residential areas are fairly well established, immediately adjacent to the coast. Most of the bluffs behind the housing in these areas currently designated Quillayute residential are classified as landslide hazard areas and are owned by large private timber companies. Landslide hazard areas are not appropriate for urban type development. The mixed use area contains some residential development but is generally undeveloped and still in large lot sizes.

The Growth Management Act does provide for three (3)~~two~~ types of urban density growth outside urban growth areas. These include new fully contained communities, ~~and~~ master planned resorts, and limited areas of more intensive rural development (LAMIRD). New fully contained communities are large-scale developments (640 acres) including a mix of residential, commercial and industrial land uses. Their establishment would require the formation of a new urban growth area and a corresponding decrease in established urban growth areas. Master planned resorts (240 acres) are self contained and fully integrated planned unit developments, in a setting of significant natural amenities, with a primary focus on destination resort facilities with developed on-site indoor and outdoor recreation facilities. The County can develop policies to guide the development of these type of facilities. The County can also designate LAMIRDs with a clear, logical boundary around an existing area of more intensive rural development and permit some development and redevelopment (and provision of necessary services).

Commented [MC67]: Revised this section to account for the addition of the county's ability to designate LAMIRDs.

(3) *Rural Commercial Activities.* Tourist and neighborhood commercial development areas such as those at Cain's Marine south of Clallam Bay, at Chito Beach and at Bullman Beaches ~~are not currently designated or zoned for commercial land use~~have been designated as LAMIRDs since 2007. These designations contain development with a clear boundary and utilize zones such as Rural Neighborhood Commercial, Rural, or Tourist Rural to promote existing commercial uses

while setting standards that preserve rural character. This plan designates these areas for commercial development but recognizes that development standards are needed for new commercial development in order to preserve rural character. While Tthis type of development has provideds needed services to tourists and rural residents alike. Since their creation in 2007 and modification to comply with the GMA in 2009 these LAMIRDs have successfully contained tourist services within clear boundaries, have prevented commercial development outside of their boundaries, and have accommodated for existing uses and provided services. , it should be maintained within a set size limit or length along the highway and should occur only at existing locations to promote compact rural service centers. Over the next planning period, the zoning designations which enable the conservation of rural character and enable the LAMIRDs to accommodate existing tourist commercial uses should be maintained. LAMIRD standards as outlined in the zone code have been successful in maintaining rural character and should be maintained. The visual impact of highway related tourist commercial land uses in rural areas should be reduced through the use of high quality landscaping and building design guidelines. Likewise resort facilities at Silver King Resort and at Snow Creek should be designated for tourist commercial land use. Commercial uses allowed in rural residential zones should be limited by size and type in order to encourage commercial growth in urban growth areas and in appropriately designated tourist commercial areas.

Commented [MC68]: Assuming this has been done, could substantially revise this paragraph to just maintain existing zoning (unless changes are warranted for some reason)

(4) *Retaining Scenic Corridors along State Highways.* State Highway 112 is the major travel route in the Straits Region. Retention of the scenic values and rural feeling of this travel corridor is important to both residents and tourists alike as they travel to communities for goods and services and to popular recreation destinations.

31.05.280 Rural land use goals and policies in the Western Straits.

(1) *Goals and Policies to Retain Rural Character.*

(a) *Goal 1.* Rural areas should provide for a balance between human uses and the natural environment while permanently retaining the features of "rural character" such as clean water, clean air, open spaces, agriculture, forestry, low residential densities, wildlife habitats, quiet, rural lifestyles, outdoor recreation, and low traffic volumes which attract people to rural environments.

(b) *Goal 2.* Rural character is best preserved through utilization of low density residential development with lots sizes greater than five acres. Properties in these size ranges should be retained to provide rural diversity and to encourage the continuation of rural land uses that generally require larger acreages.

(i) Policy 1. ~~Areas currently designated for forest land use at~~Maintain the designation of Rural Very Low at one unit per 20-acre ~~density~~ties ~~should be redesignated as rural very low density (one unit per 20 acres) which~~to recognizes that the major uses of this land is for woodlots and pasture. ~~Large lot sizes retain rural character and provide for buffers between commercial forest lands and higher density rural development patterns.~~

(ii) Policy 2. Rural areas remote from County roads or with natural limitations (i.e., erosion hazard, landslide hazard, wetlands, streams) or those rural lands that could be used to buffer commercial forest lands should be retained at one home per 20-acre rural densities to protect critical areas and foster diversity of parcel sizes in the rural areas.

(c) *Goal 3.* Current densities allowed in the Straits Planning Region should meet the growth needs of the region far beyond those identified for the next 20-year planning period. Rural densities should not be increased above current rural density levels during this planning time frame (~~1994~~2025 – ~~2014~~45) in order to preserve rural character and to limit demand for public services and facilities in rural areas. The conversion of rural areas into higher density rural designations or zoning districts will be discouraged.

(i) Policy 3. Continued development at densities of one home per acre or less without offsetting provision of open space is not a preferred rural development pattern and should be discouraged. One-acre lot sizes will be allowed in the rural area where existing subdivisions developed at this density by July 1, 1990, pursuant to the provisions of CCC 31.02.263. Areas characterized by a variety of development patterns should utilize a rural neighborhood conservation development approach which has a low base density subject to optional innovative zoning techniques triggered by either the size of the parcel (cluster technique) or the character of the surrounding neighborhood (overlay technique). Existing, legal, nonconforming lots will be buildable (Chapter 33.52 CCC).

Commented [MC69]: Did this redesignation occur? If so, modify this policy to say "Maintain the designation of rural very low density (one unit per 20 acres) to recognize that the major uses of this land are for woodlots and pasture."

Commented [MC70]: This goal will need to be revisited when detailed LCA figures are available.

(ii) Policy 4. Development densities of 2.4 and five acres per home will be retained in the western half of the Straits planning area where only small areas are available for rural type development and where livestock keeping is common. Development densities of 2.4 and five acres per home will also be allowed in rural areas where occupied lots in these lot sizes are already existent over large areas (greater than 50 acres). Existing, legal, nonconforming lots will be buildable under any change in zoning (Chapter 33.52 CCC).

(d) *Goal 4.* Maximum residential densities should be set for each Comprehensive Plan designation and should be utilized in place of minimum lot size to control densities in order to create greater diversity of lot sizes in rural areas which contributes to retention of rural character.

(i) Policy 5. When land is subdivided, property deeds and plat maps should be recorded showing the number of development rights which have been utilized and the number which remain for each parcel created.

(ii) Policy 6. The presence of small lots in a rural area created utilizing a maximum density system should not be used as a justification for increased densities.

(e) *Goal 5.* Clallam County should seek grant funding which will allow the County to refine the floodplain maps for the Clallam Bay area as the current maps contain many errors.

(f) *Goal 6.* Small land owners should not be required to provide buffer zones for State, federal and private timber lands. Utilizing low residential densities or cluster development at previous densities on lands adjacent to commercial forestlands should provide sufficient buffering of commercial forest lands as required under the Growth Management Act.

(2) *Goals and Policies for Controlling Urban Densities and Commercial or Industrial Uses in Rural Areas.*

(a) *Goal 7.* Urban residential lot development should be directed into urban growth areas and away from critical areas and rural areas.

(i) Policy 7. Lands currently designated and zoned as Quillayute residential will be redesignated as rural suburban community. Infill development of existing lots will be encouraged and creation of new lots will be allowed within the area limits set by the Clallam Bay/Sekiu Community ~~Council~~Advisory Committee. Rural residential

communities and other areas that retain their one-acre densities will not be expanded beyond these initial limits in order to ensure that urban density development occurs within and not outside of urban growth areas.

(ii) Policy 8. Lots of one acre or less may only be created through an approved master plan resort provided that such development is consistent with the applicable goals and policies of the Straits Regional Plan.

(iii) Policy 9. Redesignate landslide hazard areas in lands currently designated as Quillayute residential for very low rural residential or commercial forestry uses.

(iv) Policy 10. Rural lands bordering the Hoko-Ozette Road currently designated as mixed use lands should be redesignated as rural low density (one home per five acres) or rural very low density (one home per 20 acres) reflecting their current parcelization and rural character.

(b) *Goal 8.* The preferred location for master planned resorts should be within urban growth areas. Master planned resorts may also be appropriate in rural areas with waterfront or other significant natural amenities.

(c) *Goal 9.* Extension or existence of public water service in designated rural areas or resource lands shall not result in or be justification for higher densities than that anticipated by the regional land use plan. Water purveyor plans must demonstrate that new facilities are consistent with the Comprehensive Plan and won't require increased densities to finance planned facilities.

(3) *Goals and Policies for Rural Commercial Activities.*

(a) *Goal 10.* Development of existing tourist commercial lands at Cain's South of Clallam Bay, at Silver King Resort, near Chito and Bullman Beaches and at Snow Creek should be allowed within the area limits set by the Land Use subcommittee in its tourist commercial designation, and subject to the following standards:

(i) Policy 11. Allowable land uses should be limited to the following types of activities:

- Tourist facilities like snack bars, gift shops, antique stores and gas stations, RV parks/campgrounds and boat repair/sales.

- Services for the local neighborhood such as churches, barbers, etc.

Commented [MC71]: Maintain as rural suburban community?

Commented [EV72R71]: This was never done, existing policy can be maintained (Quillayute residential still exists at one dwelling unit per half acre, too high for rural zones.)

Commented [MC73]: This also applies in the Eastern Straits portion of this section. This should maybe be a separate policy, perhaps involving update of the coordinated water system plan as a way of ensuring this.

Commented [EV74R73]: Retain language.

• Small-scale retail serving the local neighborhood such as convenience grocery, etc.

• Small-scale motel and hotels (less than 60 rooms).

(ii) Policy 12. Standards should be set for the development of these properties, including:

• Limiting the percentage of impervious surface to maintain an "open" atmosphere.

• Landscaping should be utilized to blend the development into rural areas.

(b) *Goal 11.* Some of the commercial uses currently allowed in rural residential designations should be redirected to urban growth areas and rural commercial designations. This will encourage the growth of urban areas, limit incompatible uses in rural areas and provide for additional commercial opportunities in rural commercial designations. Those commercial type uses allowed in rural residential areas should be landscaped to blend into the rural environment. The following revisions should be made to the allowed uses in rural zones:

(i) Policy 13. Commercial outdoor oriented recreational use in rural residential designations shall be limited to boat launching facilities, golf courses and similar uses carried on outside of buildings in order to direct intensive commercial uses such as motels, hotels, restaurants, RV parks and variety stores to locate in appropriate areas including urban growth areas, tourist commercial designations or in master planned resorts.

(ii) Policy 14. Professional offices, exceeding the scope of home enterprises, shall locate in urban growth areas, tourist commercial designations, neighborhood commercial designations and limited commercial designations.

(iii) Policy 15. Research facilities that require rural locations due to the type of research conducted may be appropriately located in rural areas but those facilities whose research does not dictate a rural location shall locate in appropriate areas including urban growth areas or in rural commercial limited designations.

(iv) Policy 16. Communication broadcast stations, mini-storage and boat storage shall locate in urban growth areas (all three uses), tourist commercial (boat storage) and rural limited commercial (all three uses) designations.

(c) *Goal 12.* Home-based industries and businesses are an essential part of the economic vitality of rural areas and should be allowed to the extent compatible with surrounding land uses.

(4) *Goals to Retain Scenic Corridors along State Highways – Goal 13.* In order to preserve scenic rural corridors, the preferred land uses along State highways should include low density residential interspersed with neighborhood/tourist commercial at existing locations along the roadway. New commercial development would be directed to urban growth areas and to existing commercially zoned sites located in rural areas.

Article IV: Resource Lands

31.05.290 Resource lands element for the Straits planning area.

(1) *Growth Management Goals.*

(a) *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.

(b) *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. Maximize use of forested lands with user-maintained trail systems for hikers, bicyclists, and equestrians; i.e., supporting the presence and completion of the Olympic Discovery Trail as it proceeds to the coast.

Commented [MC75]: Added titles to these goals based on the GMA goals, similar to other instance of GMA goals in this chapter.

(c) *Environment.* Protect the environment and enhance the State's high quality of life, including air and water quality, and the availability of water.

(d) *Climate change and resiliency.* Ensure that comprehensive plans, development regulations, and regional policies, plans, and strategies under RCW **36.70A.210** and chapter **47.80** RCW adapt to and mitigate the effects of a changing climate; support reductions in greenhouse gas emissions and per capita vehicle miles traveled; prepare for climate impact scenarios; foster resiliency to climate impacts and natural hazards; protect and enhance environmental, economic, and human health and safety; and advance environmental justice.

(2) *A Vision for Forest Resource Lands.* We envision the retention of forest resource lands and the maintenance of the forest industry as a major industry in the County. The forested foothills of the region remain in resource land use providing for jobs, clean and abundant water and forested vistas. Trail systems provide recreational opportunities for residents and tourists with minimal impact on forest production. New research in commercial forest practices has helped reduce conflicts between timber management and environmental protection. The steep ravines of the streams in the watershed retain their forested cover providing a filter for runoff and cover and movement corridors for wildlife and fish.

31.05.300 Forest land use issues.

Commented [MC76]: Some of the language in this section is clearly dated, but it may still be relevant. Update numbers for acreages.

(1) Community input through surveys, neighborhood meetings, and letters has indicated a strong interest in conserving our forest lands, open space and the quality of our environment. In 1992, Clallam County designated approximately 243,426 acres as forest lands of long-term commercial significance in the Straits Region, including approximately 3,277 acres of transitional forest lands. Retaining commercial forest resource lands in resource use is the major goal of the resource lands element. Retention of resource lands benefits the taxpayers of the County in that this land use requires few County services while providing substantial income primarily in the form of harvest taxation.

(2) Commercial forestry in the west end of the County is and will continue to be our primary industry. There are sufficient public (federal and State) and private lands to provide the resource base for timber harvesting. Retention of this resource base should limit the loss of forestry related jobs.

(3) Additional benefits of forestland retention derive from the fact that these lands play a major role in protecting both water quality and quantity. Permanent clearing of forestlands

associated with housing developments leads to rapid surface runoff as tree and other vegetation are no longer available to allow for slow infiltration of water into soils and aquifers. Construction of roads and housing greatly increases erosion as soils and cut slopes are exposed to rainfall. Roads, roofs and driveways increase impervious surfaces which directly contributes to surface runoff and to a decrease in water added to aquifers.

(4) One of the larger conflicts with commercial forest operations occurs when residences encroach into areas managed for commercial forestry. This type of encroachment is usually only seen in the eastern part of the Straits Planning Region. Commercial forestry zoning is utilized to limit the number of persons locating in areas of commercial forest operations so that conflict is minimized. Commercial forestry/residential mixed use zoning is utilized in areas currently managed for commercial forestry by smaller land owners in order to retain commercial forestry operations but to allow for some development to occur. Commercial forestry/residential mixed use zoning allows some development but creates a safety buffer which separates commercial forest operations from residences through the use of forest reserves and clustered development. Commercial forestry/residential mixed use zoning is also utilized in areas surrounded by commercial forestry zoning where a residential area of limited size is intermixed with commercial forestlands and where designation as rural land use would tend to create conflicts with commercial forestry. Rural very low density designations are utilized in areas not currently managed for commercial forestry to buffer commercial forest areas from more intensive rural density development. Conflicts with traditional forest management techniques will continue to increase but can be minimized by maintaining commercial forest areas in commercial forest uses.

~~(5) One of the methods that Clallam County adopted to conserve the resource base and ensure compatibility at the forest/rural interface in the eastern portion of the Straits Planning Region was the use of a commercial-residential mixed use zones (CFM). Most of these zones were in the foothills on the east end of the County. Development within the CFM zones was allowed if developed in a cluster pattern (30 percent development/70 percent forest). In exchange for clustering, large density bonuses were possible. This plan responds to critics of these excessive bonuses by scaling back the bonus provisions to a reasonable level. Another legitimate criticism leveled at the CFM zones was the fact that forest reserves were only set aside for 20 years which is not enough time to provide for even one rotation of trees to reach maturity. This plan proposes that the forest reserve be set aside permanently for forest use~~

~~since the development potential of the entire property will have been utilized in the development area.~~

Commented [MC77]: Probably don't need this one or should be substantially modified - it lays out the justification for why a previous incentive program was scaled back in the prior plan.

Commented [EV78R77]: Issue was removed. CFM20 and 5 do not specify the required size of the forest reserve lot or use. They also do not require a forest reserve lot to be made or provide any density bonuses for clustering.

31.05.310 Goals and policies to conserve commercial use of forest lands.

(1) Policy 1. Lands meeting the definition or criteria for commercial forest lands in this plan~~the County General Plan~~ should be designated as commercial forest lands of long-term commercial significance. In general, these lands should have a minimum parcel size of 80 acres or contiguous parcels under the same ownership can be grouped into 80-acre sizes, are currently forested, and have a forest land grade which is capable of growing trees at a commercial growth rate.

Commented [MC79]: Should this say "this plan"? Or "below"?

(2) Policy 2. Commercial forestry (CF) designation and zoning at 80-acre minimum lot sizes is the preferred form of protection for forest resource lands. Conversion of commercial forest (CF) zoning to zones which provide less protection of the forest resource such as commercial forestry/residential mixed use should not be permitted during this planning period.

(3) Policy 3. Lands designated in the Comprehensive Plan as commercial forestry and zoned as commercial forest/residential mixed use function to retain commercial forest land use in an area whose predominate use is commercial forestry but which may be experiencing some development pressure due to residences in the area. This designation also serves as a buffer between more intensively managed commercial forestlands and rural development patterns. Commercial forestry/residential mixed use zoning is also utilized in areas surrounded by commercial forestry zoning where a residential area of limited size is intermixed with commercial forestlands and where designation as rural land use would tend to create conflicts with commercial forestry. These areas are currently managed for commercial forestry but they have been impacted by adjacent residential development. They provide for a mix of protected forest reserves and low density residential lots built in a clustered development pattern. ~~The current commercial forest/residential mixed use zones should be modified in the following manner so that they may accomplish their intended purpose of protecting commercial forest uses in areas experiencing some growth pressures:~~

Commented [MC80]: Probably don't need this - relates to the scaling back of the CF/RMU zone discussed in the previous section.

~~(a) Nonclustered development in all CFM zones is at one home per 80-acre densities, cluster development is at one home per 20-acre densities in CFM20 zones and one home per five-acre densities in CFM5 zones;~~

~~(b) Density bonuses will be deleted;~~

~~(c) Forest reserves will be permanently preserved for commercial forestry;~~

~~(d) The density provisions and forest reserve area provided for in commercial forest/residential mixed use lands specify the type of cluster development option which is appropriate for these lands. Other than a master planned resort, no other type of PUDs will be allowed in this designation.~~

(4) Policy 4. Areas not presently managed for commercial forestry which are found in close association with large blocks of commercial forest land should be utilized as a buffer between commercial forest lands and rural sized developments. These areas should be designated for very low density residential use at 20-acre densities.

(a) These transitional forest-residential lands should ensure compatibility with adjacent commercial forest land use through increased structural setbacks and recognition of the right-to-practice forestry ordinance on adjacent lands.

(b) Landowners within the transitional forest-residential lands should be notified of property tax options for conserving forest lands.

(5) Policy 5. Retention of all designated commercial forestlands in the Straits Planning Region is vital to maintenance of the forest industry as the region's leading industry. Given that development potentials of rural and urban lands in the region could accommodate much more than 20 years of population growth, designated commercial forest resource lands should be retained in the original commercial forestland designations and zoning proposed by the 1994 plan throughout the current planning period.

~~(6) Retention of designated commercial forestlands is a key component to protection of water quality and water quantity when properly managed to protect water quality.~~

(67) Policy 67. Clallam County should assist private landowners with problems such as trespass, dumping, poaching, and vandalism in order to encourage large private commercial

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Commented [MC81]: And maintained in this current plan?

Commented [MC82]: This probably belongs in the intro to this section/element, as it's not an actionable goal or specific policy.

Commented [EV83R82]: This needs to be removed, is a statement about scientific facts that we have no evidence to back up.

Commented [MC84]: Add "as resources allow" or "as feasible"?

forest landowners to maintain and increase opportunities for public access, especially access across private lands to public lands.

(78) Policy 78. Master planned resorts should be visually compatible with rural areas and should not be located on forest resource lands when more than 50 percent of the proposed site would be covered by critical areas.

(89) Policy 89. Clallam County should work with private landowners to provide emergency access and improve safety along public roads.

(910) Policy 910. Traditional uses of public land and private resource lands (where allowed) should be recognized. These uses include thinning and harvesting of timber, brush picking, mushroom gathering, hunting, and recreation. These uses are necessary to the livelihood and well being of the residents of the Straits Region. Clallam County should coordinate with any federal or State agency on any proposal that would impact these traditional uses of public or private lands. This would include joint planning and analysis of impacts to the environment as well as socioeconomic impacts.

Commented [MC85]: Changed from "citizens"

(101) Policy 101. Public use of logging roads that connect Highway 101 and Highway 112, such as the Joyce Access Road, Sadie Creek Road, East Twin Road, etc., should be retained. Existing logging roads are utilized by the Olympic Discovery Trail west of the Mary Clark Road to access the community of Forks and extend a spur of the trail to the vicinity of LaPush. These roads should be available for recreational users such as hikers, bicyclists, and equestrians and only closed when harvesting practices necessitate. With the frequent closure of Highway 112, these roads provide important secondary and emergency routes for the Straits Region.

(112) Policy 112. RV parks and campgrounds should be allowed in commercial forest land use designations within the western portion of the Straits Planning Region.

Article V: Housing

31.05.080 Housing element introduction.

(1) *Growth Management Goal (Affordable Housing).* Plan for and accommodate housing affordable to all economic segments of the population of this State, promote a variety of

residential densities and housing types, and encourage the preservation of existing housing stock.

Commented [MC86]: Revised per updated language in the housing goal.

31.05.090 Housing issues.

(1) The housing goals and policies in the Straits Regional Plan supplement an extensive housing section in the County-wide Plan. The eastern portion of the Straits Region is a very rural area. Rising land prices are beginning to limit the availability of affordable housing in this region. Most newly developed affordable housing opportunities will be found within the urban area of Joyce where multifamily housing and manufactured home parks would be located.

(2) The Crescent Community Advisory Council ~~is also~~has recommend~~inged~~ adoption of a ~~new~~ pattern of rural development called rural low density/mixed use. Under this development pattern, rural land owners ~~would be~~are able to sell smaller lots in rural areas than is possible ~~at present~~through conventional patterns of development. This ~~new~~ land development option will allow for the development of affordable lots in rural areas. The plan also encourages the development of accessory housing associated with existing residences. These housing units could either be within an existing house or could be in a separate unit such as a converted garage or other outbuilding.

Commented [MC87]: Advisory?

31.05.100 Housing goals and policies.

(1) *Goal 1.* Affordable housing opportunities will be available throughout the Straits Planning Region in urban and rural areas. Strategies for supplying affordable housing opportunities will vary in rural and urban areas in order to maintain the character of these areas.

(2) *Goal 2.* Clallam County should encourage the development of affordable housing opportunities in urban areas. Affordable housing in urban areas will be provided through the following techniques:

(a) Policy 1. Multifamily developments will be encouraged to locate in the urban growth areas where transit access, availability of facilities/utilities and other factors important to multifamily development can be provided.

(b) Policy 2. Manufactured home parks and developments will be encouraged within the urban growth area. Existing manufactured home parks will be encouraged to remain in operation. Home prices within these parks are generally less than stick-built homes on individual sites, due to smaller lot sizes or lot rental practices.

(c) Policy 3. The smaller lot sizes and higher densities allowed within the urban growth area should allow building lots and housing units to be available at prices affordable to many County residents.

(d) Policy 4. Accessory housing will be allowed in all urban and rural zones. Newer mobile homes shall be allowed as accessory housing.

(e) Policy 5. Accessory housing will be allowed above commercial buildings and multifamily dwellings will be permitted to locate behind commercial highway frontages or along back streets in commercially zoned areas.

(f) Policy 6. Existing mobile home parks shall be grandfathered for the original number of lots and setbacks approved when the mobile home park was originally approved by Clallam County.

(3) *Goal 3.* Affordable housing opportunities should be encouraged in rural areas but will follow rural density and open space guidelines to maintain rural character and limit the development of large urban pockets within the rural area. Affordable housing opportunities in rural areas will be met through the following techniques:

(a) Policy 1. Accessory dwelling units (ADUs) or "granny flats" will be an allowed use. Newer mobile homes shall be allowed as ADUs.

Commented [MC88]: Changed this to be consistent with RCWs and guidance re: ADUs

(b) Policy 2. Under rural low density/mixed use development, homesites smaller than one acre will be approved in rural areas as long as the overall density of the site is not increased over present levels and open space areas (ten (10) acres or larger) are provided as an integral part of the development. These lots of up to one acre in size should sell at prices more affordable to many moderate income residents in the County than larger lots created through conventional patterns of development.

Commented [MC89]: How will this be accommodated? Single-family detached homes are likely out of reach for moderate-income residents in the county without significant incentives (i.e. density bonuses) and/or a requirement to record a covenant to this effect.

(4) Policy 3. The County should place a high priority on the provision of infrastructure to serve high density housing in the unincorporated portion of urban growth areas by working out agreements with urban service providers for sewer and water service to such developments.

(5) Policy 4. Planned unit developments will be encouraged within the urban growth area with incentives provided to supply a percentage of affordable housing in each development.

(6) Policy 5. The County Planning Commission~~-wide Housing Task Force~~ should set goals for the provision of low cost and special needs housing in the Straits Region. These goals should recognize the needs identified in the ~~Housing Data~~ Clallam County Housing Element Technical Analysis Appendix to the Comprehensive Plan.

Commented [MC90]: Update with whatever the current data appendix is called.

(7) *Repealed by* Ord. 725, 2002.

(8) Policy 6. Infill development in urban growth areas should be encouraged to take place at the maximum densities allowed in order to provide a supply of developable lots at affordable prices.

(9) Policy 7. Clallam County should encourage the housing authority to obtain more Section 8 rental assistance vouchers for the Joyce area.

(10) Policy 8. Clallam County should develop a housing rehabilitation program under the Community Development Block Grant program to aid low-income residents of the Straits Region with home maintenance and repair projects.

(11) Policy 9. Clallam County shall investigate the possibility of reducing housing costs and permit fees through the use of preapproved affordable housing plans.

(12) Policy 10. Clallam County shall continue to foster a people-friendly approach, and shall continue to supply high quality service and advice to all builders and especially in aid of first time owners/builders.

(13) Policy 11. Clallam County should review the fee structure in light of housing affordability.

(14) Policy 12. Clallam County shall continue to allow alternative sanitary disposal systems such as composting systems and alternate energy systems such as solar or wind power. The feasibility of new or alternate building materials and methods and sanitary disposal systems shall be explored by County staff.

(15) Policy 13. Clallam County should ~~examine the feasibility of encouraging~~encourage the construction of very low and low income housing by a variety of incentives.

Commented [MC91]: This should just be "encourage".

Article VI: Public Facilities and Services

31.05.150 Public facilities and service element introduction.

(1) *Growth Management Goal (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.

31.05.160 Public facilities and service goals and policiesissues and goals.

(1) *Domestic Water Systems.*

(a) ~~[Goal No. 1]~~ Policy 1. Crescent water should supply the water needs of the Joyce urban growth area. Public utility district water or other suitable community water system(s) should supply the water needs of the Clallam Bay-Sekiu urban growth area.

(b) ~~[Goal No. 2]~~Policy 2. Crescent Water system serves most of the rural area in the Crescent School District. Where densities of less than one dwelling per five acres are prevalent, individual wells should be utilized but public water should not be denied if community water systems are willing to provide service. The presence of public water shall not be justification for higher densities than those anticipated in the regional plan.

(2) *Sanitary Waste Disposal.*

(a) ~~[Goal No. 3]~~ Policy 3. The public utility district or other private providers should be encouraged to construct community septic systems within the Joyce urban growth area.

(b) ~~[Goal No. 4]~~Policy 4. Small-scale, single development, community septic options should also be encouraged in areas with rural character conservation, rural low density/mixed use and commercial forest/residential mixed use designations to allow cost effective waste disposal options to be utilized.

(c) ~~[Goal No. 5]~~Policy 5. Clallam County shall continue to allow alternate septic disposal systems, and research alternate economically feasible systems.

(3) *Schools.* ~~[Goal No. 6]~~Policy 6. Public school facilities should be located within the Joyce urban growth area where adequate transportation and public services can be provided.

(4) *Parks and Recreation Goal 1.* ~~[Goal No. 7]~~ Identify and provide for increased waterfront access opportunities.

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(a) Policy 7. Encourage further development of saltwater access points for recreation, trails, boating and passive uses. Seek easement rights through purchase or other means to allow the public to utilize beachfront for trail and recreational uses.

(b) Policy 8. Clallam County should make it a priority to purchase the rights to access and cross shorelines from willing sellers.

(5) *Fire and Emergency Protection Services.* ~~[Goal No. 8]~~Policy 9. Clallam County Fire Protection Districts Number 2, 4, and 5 shall provide fire protection and emergency services within the designated boundaries of the Straits Planning Region.

Article VII: Transportation

31.05.110 Eastern Straits transportation element introduction.

(1) *Growth Management Goal (Transportation).* Encourage efficient multimodal transportation systems that will reduce greenhouse gas emissions and per capita vehicle miles traveled, and are based on regional priorities and coordinated with County and city comprehensive plans.

Commented [MC92]: Modified based on changes to transportation goal in RCW 36.70A.020(3).

31.05.120 Eastern Straits transportation ~~issues and~~ goals and policies.

The transportation policies in the Crescent area of the Straits Regional Planning area ~~are primarily policies that~~ will set the stage for preserving the rural community and the local circulation patterns as County growth occurs. Highway 112 is the life line for the Joyce-Freshwater Bay community, and needs to be maintained and preserved in such a manner that

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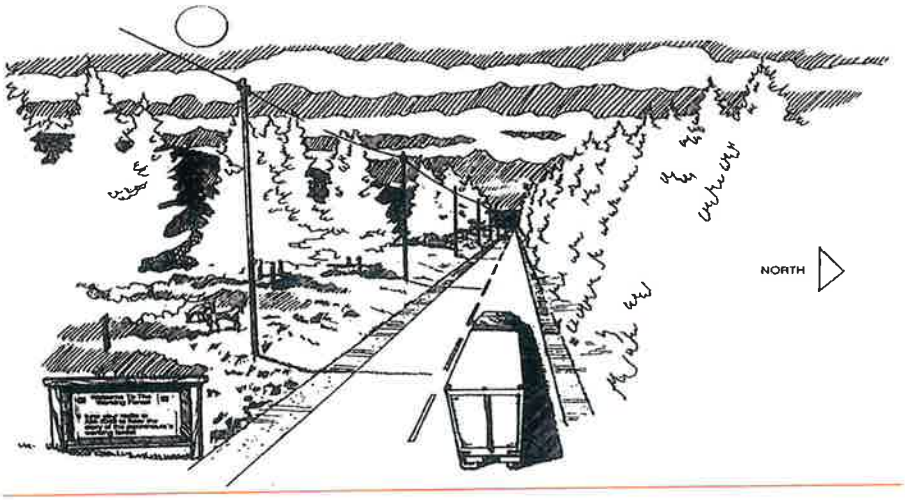
regional and local traffic can coexist. The Joyce community seeks to be actively involved in any decisions which would reroute traffic from Highway 101 to Highway 112. Salt Creek Recreational Area, Lake Crescent North and East Beach, Freshwater Bay and northwest destinations in the Straits will continue to attract seasonal visitors. Whenever possible, visitors and local residents should have the option to use modes of transportation other than a car to reach these recreational destinations and to reach the Port Angeles urban area. Clallam Transit System and facilities for bicycle travel should provide these options. Many specific policies concerning how to encourage bus ridership and bicycling are found in the County-wide Comprehensive Plan. The Crescent area policies focus on major issues such as rural aesthetics, design standards, access management and active pursuit of federal grant funding for tourist-related transportation facilities.

(1) *Goal 2.* Preserve and manage access to the regional transportation system.

(a) Policy 10. Maintain access management by limiting or sharing driveway access on SR 112. Shared driveway access should be required inside urban growth areas whenever feasible.

(b) Policy 11. Plan for a Joyce community local road to parallel south of SR 112 that should serve the urban growth area.

(c) Policy 12. Maintain East Beach-Joyce Piedmont Road and Crescent Beach corridors as important secondary and emergency routes for the community. Improve the road condition for bicycle travel.



(2) Policy 13. If a rerouting of Highway 101 traffic from Lake Crescent through Joyce is ever contemplated, the community of Joyce (in the body of the Community Council, its successor or a comparable group created for the purpose) should be made a full party to the deliberations from the outset.

(3) Policy 14. Develop rural design standards which enhance strong rural character and neighborhood identity.

(a) New development adjacent to the road right-of-way should not detract from the aesthetics of the area.

(b) Design a uniform streetscape plan along SR 112 within the UGA. The plan should be implemented with new development or other State and federal funding sources.

(4) *Goal 3.* Plan for transportation improvements that emphasize the tourism potential of the community and region.

(a) Policy 15. CCoordinate the inclusion of the "Crescent Grange" roadside park in the WSDOT Rest Area Plan. Seek federal funds for public restroom facilities.

(b) Policy 16. Explore development possibilities of a transit site with ISTEA enhancement funds. Design consideration for the site should include, but are not limited to, bicycle

storage lockers, bus waiting area, historical interpretive exhibit, or other eligible transportation enhancement activities.

(c) Policy 17. Extend the Olympic Discovery Trail from the base of Ediz Hook through the SR 112 corridor.

(d) Policy 18. Encourage Clallam Transit System to extend Route #10 to supply summer service to the Salt Creek Recreation Area.

(e) Policy 19. Maintain year-round road accessibility to the Freshwater Bay boat launch.

(5) *Goal 4.* Encourage alternate modes of transportation other than the single occupant vehicle (SOV).

(a) Policy 20. Construct pedestrian facilities along SR 112 within the Joyce UGA.

(b) Policy 21. Encourage the development of SR 112 park-n-ride lots on Department of Transportation property or shared with another public facility, such as the Joyce Bible Church and Foursquare Church. Provide bus shelters and bicycle storage units at these locations.

(c) Policy 22. Develop parking lot standards that reduce the amount of required car spaces and encourage walking, bicycling and transit ridership. Encourage permeable surfaces for parking lots to reduce drainage runoff.

(d) Policy 23. Clallam County should encourage Clallam Transit to implement weekday midmorning and mid-evening transit runs to serve the Joyce area.

(e) Policy 24. Clallam County should encourage the development of safe bicycle shoulders along Highway 112.

31.05.130 Western Straits transportation element introduction.

(1) *Growth Management Goal (Transportation).* Encourage efficient multimodal transportation systems that will reduce greenhouse gas emissions and per capita vehicle miles travel, andthat are based on regional priorities and coordinated with County and city comprehensive plans.

Commented [MC94]: Modified based on changes to transportation goal in RCW 36.70A.020(3).

31.05.140 Western Straits transportation issues and goals and policies.

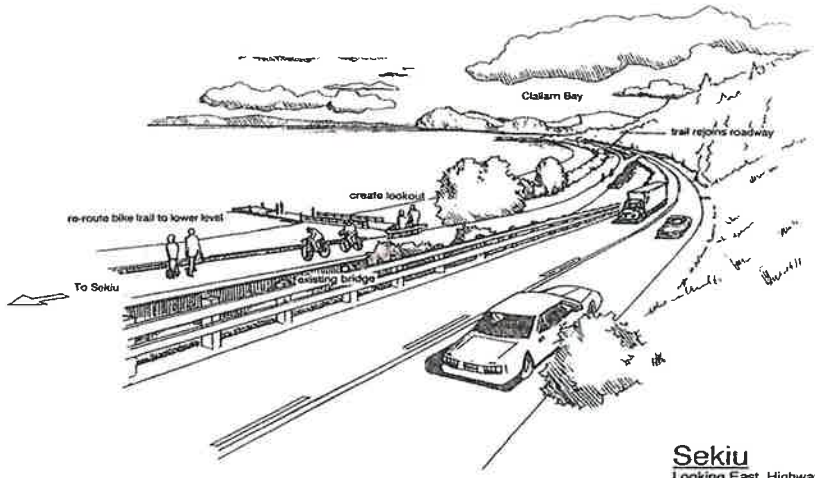
Clallam Bay-Sekiu has many unique transportation issues for a rural community stemming from land use, environmental conditions, geographic location, and historical economic development as a fish and lumber community. The following set of goals and policies outlines the priorities of the community to preserve and maintain State Highways SR 112 and SR 113, the life lines of the region, and to build a more attractive destination community. The Coastal Corridor Master Plan, a federal transportation plan emphasizing tourism and economic development, may not include communities on SR 112 with the same detailed planning objectives as SR 101. Therefore, the policies in the Straits sub-regional plan prepare the foundation to which federal funding may occur based on local objectives. Other general transportation issues should be referred to the County-wide goals and policies. The major issues in this Plan are regional highway preservation, access management, encouraging bicycle, pedestrian and bus travel, and developing streetscape design standards.

(1) *Goal 5.* Preserve and manage access to the regional transportation system.

(a) Policy 25. Encourage use of shared driveway access for commercial uses within the Clallam Bay-Sekiu urban growth area in order to maintain efficient traffic flow on SR112 and other urban roads.

(b) Policy 26. Improvements to Highway 112 between Clallam Bay and Sekiu shall include development of a pedestrian/bike pathway near the right-of-way to serve bicyclists and pedestrians.

Figure - Proposed Pedestrian/Bikeway Path Linking Clallam Bay and Sekiu



Sekiu
Looking East, Highway 112, Along Proposed Bikeway to Clallam Bay

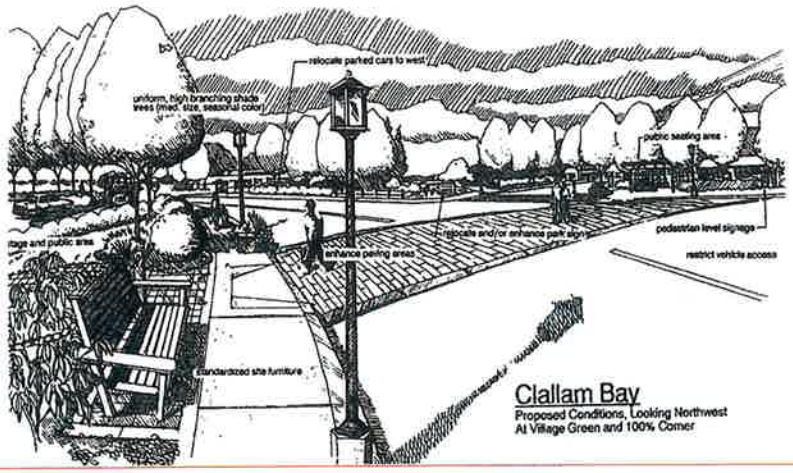
(c) Policy 27. Maintain the transportation corridor of SR 112 as an important primary route to the Straits communities and as a Coastal Corridor Route of cultural, scenic, and economic significance.

(d) Policy 28. Improve SR 112 highway maintenance to be consistent with WSDOT System Plan service standards. Preservation and maintenance of existing facilities should come before highway expansion.

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(2) *Goal 6.* Develop rural design standards which enhance strong rural character and neighborhood identity.

(a) Policy 29. Design a uniform streetscape plan which defines the highway and plants trees along SR 112 within the Clallam Bay – Sekiu urban growth area. The plan should be implemented with new development or other State and federal funding sources.



(3) *Goal 7.* Plan for transportation improvements that emphasize the tourism potential of the community and region.

(a) Policy 30. Coordinate the inclusion of the Clallam Bay County roadside park in the WSDOT Rest Area Plan. Enhance the park's visibility and services for travelers.

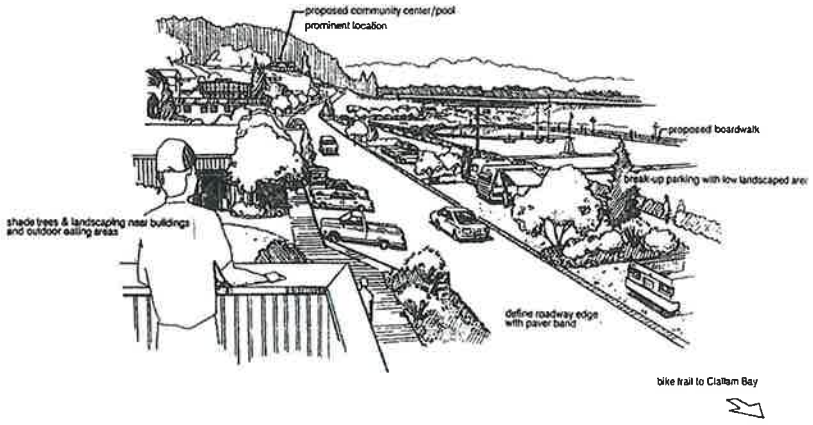
(b) Policy 31. Maintain road accessibility to the Marine Sanctuary and the Makah Indian Cultural Center in the peak tourist season.

(c) Policy 32. Plan for Clallam Bay-Sekiu street improvements that would include a public festival seating area and appropriate parking areas.

(d) Policy 33. Plan for a permanent marina at Sekiu. Relieve the impacts to the roads by allowing accessibility year-round.

(e) Policy 34. Examine the feasibility of developing a one-way loop through the community of Sekiu to allow for better traffic circulation, relieve traffic congestion and allow space for pedestrian amenities. Careful consideration of boat off-loading should be a major component of the study.

Figure – Amenity Possibilities and Improved Access in Sekiu if a One-Way Loop were Developed



Sekiu
Proposed Conditions, Looking North on Front Street

(f) Policy 35. Seek ISTEA transportation enhancement funds for landscaping, pedestrian/bicycle improvements and cultural and historic preservation.

(g) Policy 36. Examine the feasibility of developing a loop road connecting Neah Bay to LaPush which would increase access to marine shorelines.

(4) *Goal 8.* Encourage alternate modes of transportation other than the single occupant vehicle (SOV).

(a) Policy 37. Construct pedestrian facilities along SR 112 within the Clallam Bay-Sekiu UGA.

(b) Policy 38. Encourage the development of SR 112 transit facilities and programs such as bus shelters and bicycle storage units at bus stops.

(c) Policy 39. Develop parking lot standards that reduce the amount of required car spaces and encourage walking, bicycling and transit ridership. Encourage permeable surfaces for parking lots to reduce drainage runoff.

Article VIII: Economic Development

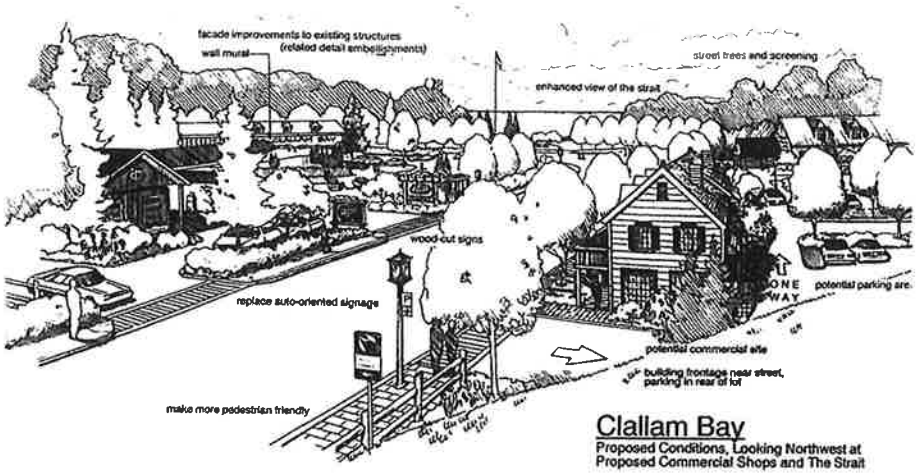
31.05.050 Economic development element introduction.

(1) *Growth Management Goal.* Encourage economic development throughout the State that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this State, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the State's natural resources, public services, and public facilities.

Commented [MC95]: Changed to be consistent with current economic development goal language in RCW 36.70A.020(5).

(2) *The Vision for Economic Development.* The Comprehensive Plan has enhanced economic diversity while protecting the quality of the environment and private property rights. The comprehensive plan serves as a foundation for land use regulation that is simple, minimally intrusive and inexpensive to apply. The comprehensive plan has facilitated economic development by focusing local strategies on solutions to local problems. Efforts have also been directed towards improving the economy in economically distressed areas of the County.

The Comprehensive Plan for the Straits Region focused on redevelopment of the communities of Clallam Bay and Sekiu into high-quality resort towns. Combining grant funding with local monies has led to extensive improvements in motel facilities, recreational facilities, street side landscaping, pedestrian amenities and building facade improvements. Many community activities and organized events occur throughout the year attracting groups seeking to recreate in an area of unsurpassed natural beauty. The existence of established trail systems on local timberlands provides a location for hikers, bicyclists, and equestrians to hold one- to two-day events, providing substantial income to local businesses.



Environmental restoration efforts have been extensive over the last 15 years and the local fishery industry has experienced a rebound in recent years. Aquaculture research and implementation projects have created new jobs from the expansion of this industry in the west end of the County. Commercial forestry operations continue to employ many residents of the West End. The Clallam Bay Corrections Center has been expanded providing additional jobs and prison industries also contribute to the local economy.

Commented [MC96]: These two paragraphs should be updated with current conditions as appropriate.

Commented [EV97R96]: This is just the vision for the future, not necessary to be updated as this is still the existing vision

The Joyce area has continued to experience growth as residents working in Port Angeles are attracted to the high quality rural environment. The Joyce urban growth area has seen additional development of low cost housing and recreational type developments. Joyce has retained its rural historic town appearance. High quality landscaping and building design have improved the aesthetics of the urban area. A park in the center of town induces many tourists to stop and enjoy the shopping in this rural community. A master planned resort has been developed north of Joyce in the Crescent Beach area and resort facilities at Whiskey Creek and the Lyre River have been expanded. The County Park at Salt Creek now includes portions of Crescent Beach. The trail system of the park has been expanded and signed to include trails to Striped Peak and connections south to Joyce and its trail system for hikers, bicyclists, and equestrians. The trail systems in the Joyce area include the Olympic Discovery Trail "Adventure Route" segment that connects to the Lyre River and Spruce Mountain Railroad grade segments that have also been incorporated into the Olympic Discovery Trail route.

31.05.060 Economic development issues.

Commented [MC98]: This section should be reviewed to see if economic issues in the Straits region have changed significantly over the last 2 decades. This references the 1980s and 1990s.

(1) The economy of the Straits regional planning area changed dramatically from the 1980s to the 1990s. Traditionally, the area relied heavily on fishing and the forestry industry. Changing federal and State regulations have shifted the local economy from a heavy reliance on resource industries to refocus efforts on development of tourism and expansion of local industries. The effect on the economy in the Joyce area has been lessened by its location near the City of Port Angeles. If the west end of the Straits area is to prosper, more effort must be focused on actively marketing the area for tourism, recreation, and retirement-related development. Additional local employment opportunities could be fostered by encouraging careful development of the aquaculture industry, and utilizing local workers in stream restoration projects to enhance fisheries. The Clallam Bay Corrections Center will continue to provide a stable base of local employment. Future expansion of this facility or development of related industries will be encouraged.

(2) While development of an aquaculture industry is a strong focus of economic development efforts in the western portion of the Straits Planning Region, the eastern portion of the region is much more reserved in its support for aquaculture. Concern focuses on the issues of unintended environmental hazards such as water pollution from fish waste and chemically treated fish food as well as degradation of native fish stocks. Early experience with fish pens at Whiskey Creek indicate that workable technologies and economic feasibility must be carefully studied prior to the establishment of successful aquaculture operations. Residents of the eastern portion of the Straits Planning Region do support land-based aquaculture, continued research efforts and off-shore fish farms fronting State forestlands.

(3) Political and environmental concerns have brought about significant changes in the commercial forest land base and the way timber resources are managed. Some of the elements which have contributed to this change include severe reductions in timber harvests on National Forest lands and large areas being set aside on State and private lands in compliance with forest practices regulations. The changes in forest land management in recent years have brought changes in the work force required. While some traditional job opportunities in timber harvesting, road construction and silviculture will continue to be available, new opportunities will be available for highly trained people involved in resource management activities such as watershed restoration, watershed analysis, habitat enhancement and wildlife population surveys. The County should encourage forest managers to make decisions based on best

management practices and forest practice regulations. The County should support education efforts which help the public understand forest practices in order to avoid imposition of regulations which do not support good forest management practices.

(4) Although growth management is often viewed as limiting growth, it is really about directing growth into areas where adequate public facilities and services exist or can be provided in an efficient manner. In the past, growth has often been allowed with little consideration to the impact on such services and facilities as schools, parks, transportation, water and sewer, stormwater, fire protection and law enforcement. In times of shrinking public revenue, it is prudent management to focus scarce resources into concentrated urban growth areas so that growth will not decrease current service levels below locally established minimum standards. The Clallam Bay-Sekiu urban growth area has abundant capacity in its sewer and water facilities to accommodate growth.

Commented [MC99]: Let's ensure through the LCA that this is the case.

31.05.070 Economic development goals and policies.

(1) *Goal 1.* Clallam County should ensure that land use plans and regulations provide an environment conducive to business development, consistent with economic goals and objectives and protection of the public health, safety and welfare. Land use plans and regulations should provide sufficient opportunities for siting businesses without long delays in the permit process.

(2) *Goal 2.* Clallam Bay and Sekiu should focus their economic development efforts on upgrading visitor facilities, local attractions, pedestrian amenities and streetscape with the goal of gradually developing into a destination resort community. Streetside landscaping and commercial building design must be improved in Joyce, Clallam Bay and Sekiu and hotel/motel resources in Clallam Bay and Sekiu must be upgraded to attract moderate and high income tourists.

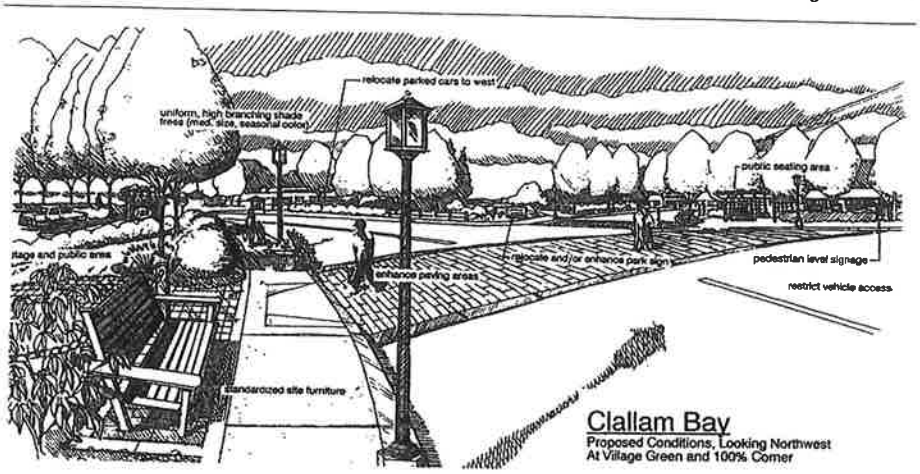
(a) Policy 1. High quality landscaping and building design guidelines should be implemented in the communities of Joyce, Clallam Bay and Sekiu in order to transform these communities into regional tourism attractors. Joyce could work towards retaining compatibility with historic structures, while Clallam Bay and Sekiu would work towards the appearance of attractive coastal villages.



(b) Policy 2. Grant funding should be sought for streetscape improvements necessary to improve the aesthetics of rural communities in the Straits Region.

(c) Policy 3. County Park facilities in Clallam Bay should provide for a village green fronting on the downtown commercial core in order to provide a public space for downtown activities and to attract more visitors to utilize this outstanding beach.

Figure - Proposed Pedestrian Improvements to Main Intersection in Clallam Bay



Clallam Bay
Proposed Conditions, Looking Northwest
At Village Green and 100% Corner

(3) *Goal 3.* Expansion or diversification of the Clallam Bay Corrections Center is encouraged as this facility is a major employer which lends employment stability to this region.

(4) *Goal 4.* Improve local resident and tourism access to and along the Clallam Bay and Sekiu marine shorelines.

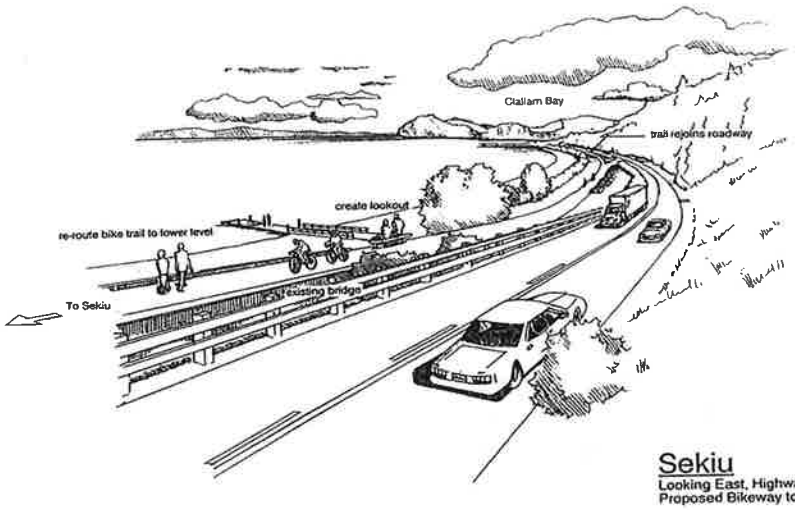
(a) Policy 4. Clallam County should work together with the Clallam Bay and Sekiu Community Council to obtain funding through a variety of sources including grants and prison impact fees to finance development of a boardwalk in the Sekiu Marina. The boardwalk should be subject to local review and recommendations of the Clallam Bay and Sekiu Community Council and should be coordinated with the commercial core improvement district plan.

(b) Policy 5. Clallam County should work together with the Clallam Bay and Sekiu Community Council and State of Washington to promote and improve access to public lands along the Clallam Bay waterfront including development of State-owned parkland in Clallam Bay. The Clallam Bay and Sekiu Community Council should also consider working with private landowners for possible trail links to public lands and the downtown areas such as along the wetland area south of Lighthouse Road.

(c) Policy 6. Transportation improvement funding should be sought for development of a waterfront bikeway/pedestrian trail paralleling Highway 112 which would connect the communities of Clallam Bay and Sekiu. This two (2) mile trail would provide a nonmotorized connection between the two (2) communities, enhance recreational uses in the vicinity of

the shoreline, provide local residents with a safe walking and bicycle path and be utilized by visitors to the local motels and RV parks. Any proposed trail development should maximize use of public right-of-way. The bikeway/pedestrian trail should be subject to local review and recommendations of the Clallam Bay and Sekiu Community Council and should be coordinated with the commercial core improvement district plan.

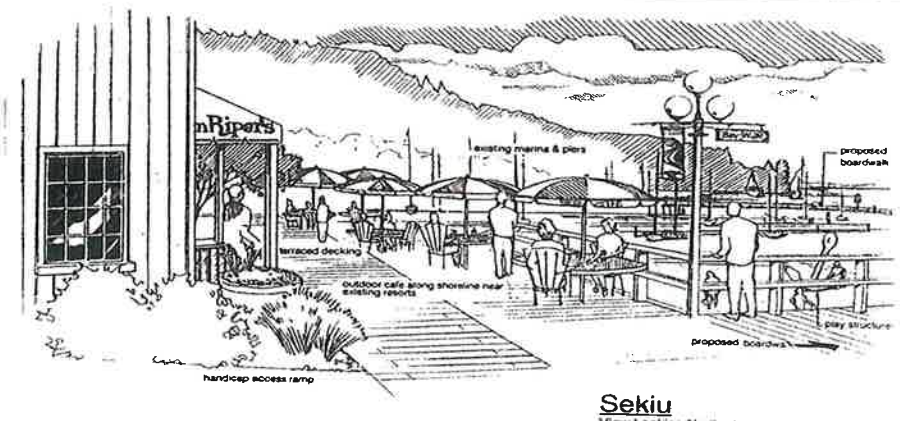
Figure - Proposed Bikeway/Pedestrian Pathway Linking Sekiu and Clallam Bay



(5) Policy 7. Clallam County should work with ~~T~~the Port of Port Angeles ~~must be encouraged to~~ maintain the Sekiu Airport in full operation as it would be vital to attract fly-in tourism to this remote location.

Commented [MC100]: Assuming this is still a desired policy, re-worded to make this a policy directing the county to do something rather than directing an agency the county does not control.

(6) Policy 8. The communities of Joyce, Clallam Bay, Sekiu and Neah Bay should work to enhance the number of summertime and off-season tourist activities in order to stimulate the local economy and to create added regional exposure. Events such as airport fly-ins, diving, sailboarding, biking, hunting, fishing, horseback riding, motorcycle events, beach walks, arts and craft fairs should be encouraged.



Sekiu
View Looking North at Proposed Boardwalk Cafe

(7) Policy 9. Development of regional attractions such as a Sekiu boardwalk, community biking trail, community pool and the Clallam Bay fishing pier should be regional economic development priorities. Grants, timber and fishing impact funding and community development monies could be examined as possible funding sources for regional tourism attractions.

(8) Policy 10. Clallam County should coordinate and work with Olympic National Park to ensure that decisions made by the Park do not negatively impact tourism and recreational uses in the West End. Park policies which limit beach access, limit use of park facilities or result in trail closures should be reviewed with the local communities to ensure these communities are not further impacted by government restrictions.

(9) Policy 11. Further funding for Jobs for the Environment projects should be sought for long-term stream restoration, development of habitat ponds and stream related fish rearing areas in the Straits Planning Region.

(10) Policy 12. Local, State and the federal government should encourage economic development, emphasized within urban growth areas, by encouraging the development and expansion of water, sewer, and transportation infrastructure and then encouraging new businesses to locate in those areas.

(a) Clallam County should pursue opportunities to reduce service costs within the Clallam Bay-Sekiu urban growth area.

(b) Clallam County should examine the feasibility of encouraging private or public utility district development of a community sewage disposal system in the Joyce urban growth area to encourage urban density growth.

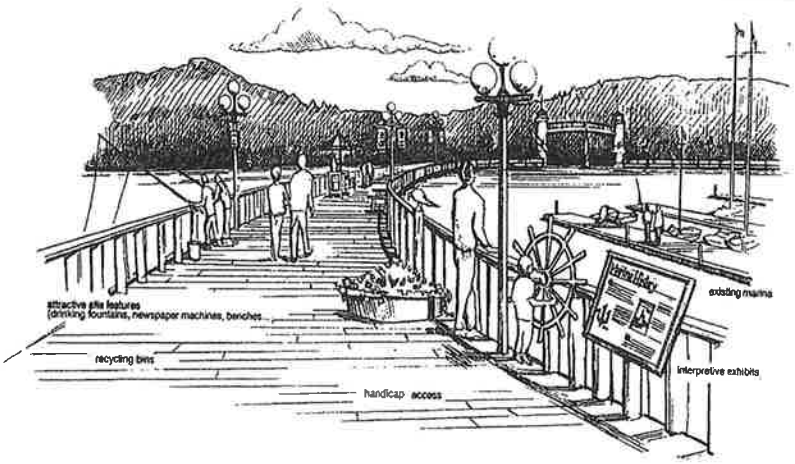
(11) Policy 13. Commercial and industrial zones within urban growth areas should allow mixed uses in order to encourage more opportunities to site a business. For example, light manufacturing should be allowed in commercial areas while retail should be allowed in industrial areas.

(12) Policy 14. Industrial land use designations should be established adjacent to the Clallam Bay Corrections Facility. This site could be utilized by either prison related industries or private industrial concerns.

(13) Policy 15. The quality of the environment and its aesthetic beauty should be protected in order to attract tourists and new business which desire to locate in a quality environment enjoyed on the Olympic Peninsula. The commercial forestlands, rural areas and urban areas in the Straits Planning Region are working environments for local employment but within this context the scenic beauty of the area and the quality of the environment can be maintained through careful stewardship by the property owners.

(14) Policy 16. Recreational development that provides attractions to tourists and citizens in the area should be encouraged. Expanded and enhanced multi-use trail systems should be constructed with links to area attractions. Examples of appropriate developments include master-planned resorts located at Crescent Beach or at Clallam Bay. Reasonable public access to shorelines should be required with master-planned resort development. Developers seeking such opportunities in the County should be directed to these sites.

Figure – Proposed Boardwalk Built to Enhance Destination Resort Facilities



Sekiu
View Along Proposed Boardwalk

(15) Policy 17. Resource-based industries should continue to be supported, including reasonable conservation of forest and agricultural lands, and processing of raw materials.

(16) Policy 18. Bed and breakfast inns, home occupations, artisans, retreat centers, conference centers and home-based industries should be encouraged in the Straits Planning Region.

(17) Policy 19. The Port and EDC should be encouraged to examine the feasibility of creating business incubator facilities in Clallam Bay and Joyce.

(18) Policy 20. State colleges should be encouraged to provide televised, interactive classroom instruction to West End high schools so that college courses could be taken by interested parties living in this area.

(19) Policy 21. Large private forest landowners and public forest managers should be encouraged to utilize more local labor to offset resource-related job loss in the West End.

(20) Policy 22. Aquaculture (freshwater and saltwater) research projects should only be encouraged in designated areas in the Straits Planning Region. Clallam County should support industries seeking grant funding for research projects. Research should focus on the development of an aquaculture industry that does not pollute, endanger native stocks, that enhances rather than displaces recreational and native commercial fishing, and that evaluates

the effect of private use of a public resource. Clallam County should encourage the development of a locally based toxic shellfish monitoring program.

(21) Policy 23. Development of a shellfish and algae farming industry is strongly encouraged in the Straits Planning Region.

(22) Policy 24. Continuing research and development of upland aquaculture projects and on-shore hatcheries, including freshwater projects, are encouraged in the Straits Planning Region. Aquaculture research projects, development of a fish farming industry, and development of on-shore hatcheries are encouraged in the west end of the Straits Planning Region.

(23) Policy 25. Clallam County should identify areas in the Straits of Juan de Fuca that would be appropriate locations for aquaculture research and aquaculture development projects. Shorelines which abut commercial forestlands between the area west of Murdock Creek and east of the East Twin River are appropriate locations for aquaculture projects in the Eastern Straits Region as land use conflicts and visual conflicts are reduced.

(24) Policy 26. Clallam County should support the aquaculture industry in development of a programmatic environmental impact statement on use of identified areas in the Straits for aquaculture. Permitting processes for aquaculture projects should be streamlined.

(25) Policy 27. Clallam County working in association with the EDC should investigate opportunities for light industrial development in the Joyce and Clallam Bay/Sekiu urban growth areas and seek grant funding to support such development.

(26) Policy 28. Clallam County should work to encourage the commercial and sport/recreational fishing industry. Projects which would tend to enhance commercial and sports/recreational fisheries should be supported.

(27) Policy 29. Clallam County shall place a high priority on purchasing the rights to marine shorelines from willing sellers when such properties become available in order to foster public access points and allow the public to cross shoreline areas. Such a program would foster the growth of tourism and could be financed through voter approved bonds, through real estate excise tax provisions, through the Conservation Futures Program or by other financing methods.

(28) Policy 30. Fresh and saltwater resources contribute to the local economy through commercial and sports fishing, shellfish harvesting, breakwaters and boat launch facilities,

public and private beach access, recreation, and water-based transportation, etc. These and other traditional uses of our water resources should be protected.

(a) Clallam County should coordinate with any federal or State agency on any proposal that would impact the traditional uses of our water resources. This would include joint planning and analysis of impacts to the environment, economy, customs, and culture of the Straits Planning Region.

(b) The proposed Straits Marine Sanctuary has the potential to have a significant adverse impact on water dependent industry including local marinas, the Port of Port Angeles and water-based transportation. Clallam County Commissioners should take immediate action to become involved in the preliminary planning phase of any proposal for a Straits Marine Sanctuary project.

(c) Watershed management plans should be developed and implemented by local residents.

(d) Clallam County should work with private landowners and other governmental agencies to maintain (e.g., repair existing erosion problems) along the Sekiu coastline.

(29) Policy 31. Permitting processes for economic development projects shall be streamlined.

(30) Policy 32. Efforts to restore fish populations such as hatcheries, fish rearing, etc., should benefit both commercial and sport fishing industries. Clallam County should support restoration efforts of salmonid species that historically were the primary inhabitants of the Peninsula's rivers such as chinook and coho – not chum.

~~31.05.080 Housing element.~~

~~(1) *Growth Management Goal (Affordable 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 the preservation of existing housing stock.~~

31.05.090 Housing issues.

(1) The housing goals and policies in the Straits Regional Plan supplement an extensive housing section in the County-wide Plan. The eastern portion of the Straits Region is a very rural area. Rising land prices are beginning to limit the availability of affordable housing in this region. Most newly developed affordable housing opportunities will be found within the urban area of Joyce where multifamily housing and manufactured home parks would be located.

(2) The Crescent Community Council is also recommending adoption of a new pattern of rural development called rural low-density/mixed use. Under this development pattern, rural land owners would be able to sell smaller lots in rural areas than is possible at present. This new land development option will allow for the development of affordable lots in rural areas. The plan also encourages the development of accessory housing associated with existing residences. These housing units could either be within an existing house or could be in a separate unit such as a converted garage or other outbuilding.

31.05.100 Housing goals.

(1) Affordable housing opportunities will be available throughout the Straits Planning Region in urban and rural areas. Strategies for supplying affordable housing opportunities will vary in rural and urban areas in order to maintain the character of these areas.

(2) Clallam County should encourage the development of affordable housing opportunities in urban areas. Affordable housing in urban areas will be provided through the following techniques:

(a) Multifamily developments will be encouraged to locate in the urban growth areas where transit access, availability of facilities/utilities and other factors important to multifamily development can be provided.

(b) Manufactured home parks and developments will be encouraged within the urban growth area. Existing manufactured home parks will be encouraged to remain in operation. Home prices within these parks are generally less than stick-built homes on individual sites, due to smaller lot sizes or lot rental practices.

(c) The smaller lot sizes and higher densities allowed within the urban growth area should allow building lots and housing units to be available at prices affordable to many County residents.

(d) Accessory housing will be allowed in all urban and rural zones. Newer mobile homes shall be allowed as accessory housing.

(e) Accessory housing will be allowed above commercial buildings and multifamily dwellings will be permitted to locate behind commercial highway frontages or along back streets in commercially zoned areas.

(f) Existing mobile home parks shall be grandfathered for the original number of lots and setbacks approved when the mobile home park was originally approved by Clallam County.

(3) Affordable housing opportunities should be encouraged in rural areas but will follow rural density and open space guidelines to maintain rural character and limit the development of large urban pockets within the rural area. Affordable housing opportunities in rural areas will be met through the following techniques:

(a) Accessory housing or "granny flats" will be an allowed use. Newer mobile homes shall be allowed as accessory housing.

(b) Under rural low density/mixed use development, homesites smaller than one acre will be approved in rural areas as long as the overall density of the site is not increased over present levels and open space areas (ten (10) acres or larger) are provided as an integral part of the development. These lots of up to one acre in size should sell at prices affordable to many moderate income residents in the County.

(4) The County should place a high priority on the provision of infrastructure to serve high density housing in the unincorporated portion of urban growth areas by working out agreements with urban service providers for sewer and water service to such developments.

(5) Planned unit developments will be encouraged within the urban growth area with incentives provided to supply a percentage of affordable housing in each development.

(6) The County-wide Housing Task Force should set goals for the provision of low cost and special needs housing in the Straits Region. These goals should recognize the needs identified

in the Clallam County Needs Assessment Report published in June of 1991 as well as more current data or plans.

(7) *Repealed by* Ord. 725, 2002.

(8) Infill development in urban growth areas should be encouraged to take place at the maximum densities allowed in order to provide a supply of developable lots at affordable prices.

(9) Clallam County should encourage the housing authority to obtain more Section 8 rental assistance vouchers for the Joyce area.

(10) Clallam County should develop a housing rehabilitation program under the Community Development Block Grant program to aid low-income residents of the Straits Region with home maintenance and repair projects.

(11) Clallam County shall investigate the possibility of reducing housing costs and permit fees through the use of preapproved affordable housing plans.

(12) Clallam County shall continue to foster a people-friendly approach, and shall continue to supply high quality service and advice to all builders and especially in aid of first time owners/builders.

(13) Clallam County should review the fee structure in light of housing affordability.

(14) Clallam County shall continue to allow alternative sanitary disposal systems such as composting systems and alternate energy systems such as solar or wind power. The feasibility of new or alternate building materials and methods and sanitary disposal systems shall be explored by County staff.

(15) Clallam County should examine the feasibility of encouraging the construction of very low and low income housing by a variety of incentives.

31.05.110 Eastern Straits transportation element.

(1) *Growth Management Goal (Transportation).* Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with County and city comprehensive plans.

31.05.120 Eastern Straits transportation issues and goals.

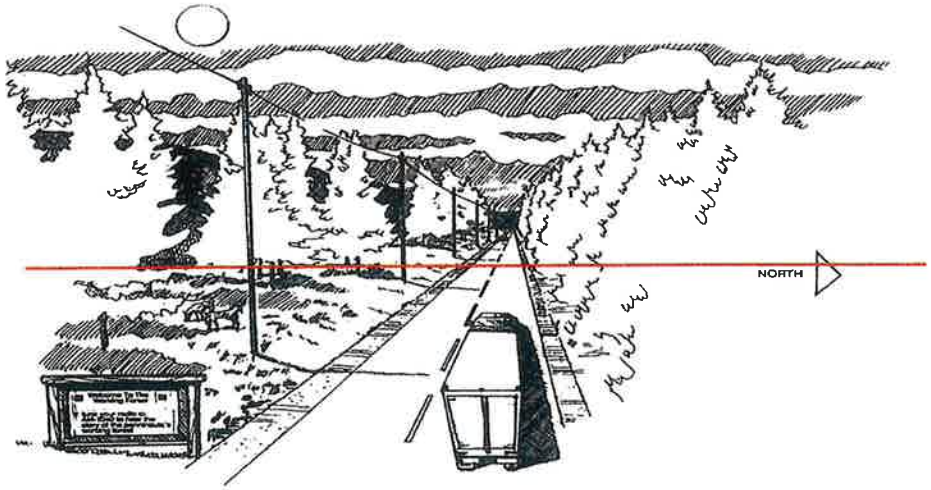
The transportation policies in the Crescent area of the Straits Regional Planning area are primarily policies that will set the stage for preserving the rural community and the local circulation patterns as County growth occurs. Highway 112 is the life line for the Joyce-Freshwater Bay community, and needs to be maintained and preserved in such a manner that regional and local traffic can coexist. The Joyce community seeks to be actively involved in any decisions which would reroute traffic from Highway 101 to Highway 112. Salt Creek Recreational Area, Lake Crescent North and East Beach, Freshwater Bay and northwest destinations in the Straits will continue to attract seasonal visitors. Whenever possible, visitors and local residents should have the option to use modes of transportation other than a car to reach these recreational destinations and to reach the Port Angeles urban area. Clallam Transit System and facilities for bicycle travel should provide these options. Many specific policies concerning how to encourage bus ridership and bicycling are found in the County-wide Comprehensive Plan. The Crescent area policies focus on major issues such as rural aesthetics, design standards, access management and active pursuit of federal grant funding for tourist-related transportation facilities.

(1) Preserve and manage access to the regional transportation system.

(a) Maintain access management by limiting or sharing driveway access on SR 112. Shared driveway access should be required inside urban growth areas whenever feasible.

(b) Plan for a Joyce community local road to parallel south of SR 112 that should serve the urban growth area.

(c) Maintain East Beach-Joyce Piedmont Road and Crescent Beach corridors as important secondary and emergency routes for the community. Improve the road condition for bicycle travel.



(2) If a rerouting of Highway 101 traffic from Lake Crescent through Joyce is ever contemplated, the community of Joyce (in the body of the Community Council, its successor or a comparable group created for the purpose) should be made a full party to the deliberations from the outset.

(3) Develop rural design standards which enhance strong rural character and neighborhood identity.

(a) New development adjacent to the road right-of-way should not detract from the aesthetics of the area.

(b) Design a uniform streetscape plan along SR 112 within the UGA. The plan should be implemented with new development or other State and federal funding sources.

(4) Plan for transportation improvements that emphasize the tourism potential of the community and region.

(a) Coordinate the inclusion of the "Crescent Grange" roadside park in the WSDOT Rest Area Plan. Seek federal funds for public restroom facilities.

(b) Explore development possibilities of a transit site with ISTEA enhancement funds. Design consideration for the site should include, but are not limited to, bicycle storage

lockers, bus waiting area, historical interpretive exhibit, or other eligible transportation enhancement activities.

(c) Extend the Olympic Discovery Trail from the base of Ediz Hook through the SR 112 corridor.

(d) Encourage Clallam Transit System to extend Route #10 to supply summer service to the Salt Creek Recreation Area.

(e) Maintain year-round road accessibility to the Freshwater Bay boat launch.

(5) Encourage alternate modes of transportation other than the single occupant vehicle (SOV).

(a) Construct pedestrian facilities along SR 112 within the Joyce UGA.

(b) Encourage the development of SR 112 park-n-ride lots on Department of Transportation property or shared with another public facility, such as the Joyce Bible Church and Foursquare Church. Provide bus shelters and bicycle storage units at these locations.

(c) Develop parking lot standards that reduce the amount of required car spaces and encourage walking, bicycling and transit ridership. Encourage permeable surfaces for parking lots to reduce drainage runoff.

(d) Clallam County should encourage Clallam Transit to implement weekday midmorning and mid-evening transit runs to serve the Joyce area.

(e) Clallam County should encourage the development of safe bicycle shoulders along Highway 112.

31.05.130 Western Straits transportation element.

(1) *Growth Management Goal (Transportation).* Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with County and city comprehensive plans.

31.05.140 Western Straits transportation issues and goals.

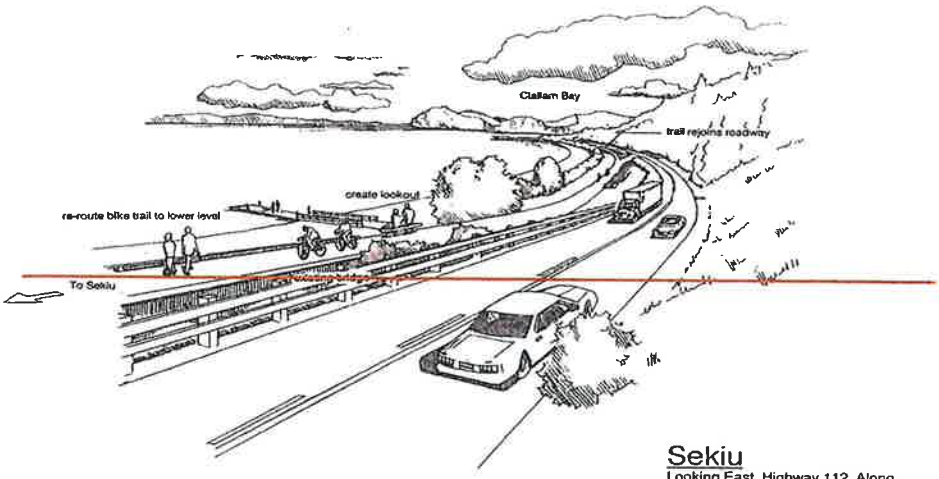
Clallam Bay-Sekiu has many unique transportation issues for a rural community stemming from land use, environmental conditions, geographic location, and historical economic development as a fish and lumber community. The following set of goals and policies outlines the priorities of the community to preserve and maintain State Highways SR 112 and SR 113, the life lines of the region, and to build a more attractive destination community. The Coastal Corridor Master Plan, a federal transportation plan emphasizing tourism and economic development, may not include communities on SR 112 with the same detailed planning objectives as SR 101. Therefore, the policies in the Straits sub-regional plan prepare the foundation to which federal funding may occur based on local objectives. Other general transportation issues should be referred to the County-wide goals and policies. The major issues in this Plan are regional highway preservation, access management, encouraging bicycle, pedestrian and bus travel, and developing streetscape design standards.

(1) Preserve and manage access to the regional transportation system.

(a) Encourage use of shared driveway access for commercial uses within the Clallam Bay-Sekiu urban growth area in order to maintain efficient traffic flow on SR112 and other urban roads.

(b) Improvements to Highway 112 between Clallam Bay and Sekiu shall include development of a pedestrian/bike pathway near the right-of-way to serve bicyclists and pedestrians.

Figure – Proposed Pedestrian/Bikeway Path Linking Clallam Bay and Sekiu



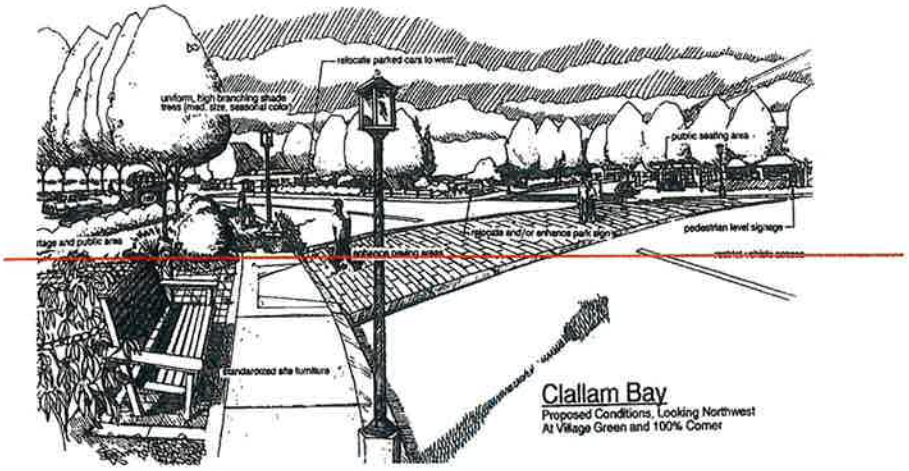
Sekiu
Looking East, Highway 112, Along Proposed Bikeway to Clallam Bay

~~(c) Maintain the transportation corridor of SR 112 as an important primary route to the Straits communities and as a Coastal Corridor Route of cultural, scenic, and economic significance.~~

~~(d) *Improve SR 112 highway maintenance to be consistent with WSDOT System Plan service standards.* Preservation and maintenance of existing facilities should come before highway expansion.~~

~~(2) Develop rural design standards which enhance strong rural character and neighborhood identity.~~

~~(a) Design a uniform streetscape plan which defines the highway and plants trees along SR 112 within the Clallam Bay – Sekiu urban growth area. The plan should be implemented with new development or other State and federal funding sources.~~



~~(3) Plan for transportation improvements that emphasize the tourism potential of the community and region.~~

~~(a) Coordinate the inclusion of the Clallam Bay County roadside park in the WSDOT Rest Area Plan. Enhance the park's visibility and services for travelers.~~

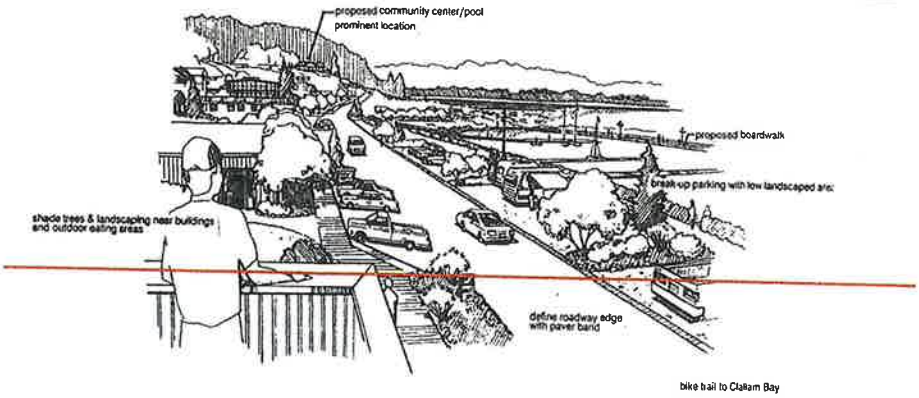
~~(b) Maintain road accessibility to the Marine Sanctuary and the Makah Indian Cultural Center in the peak tourist season.~~

~~(c) Plan for Clallam Bay-Sekiu street improvements that would include a public festival seating area and appropriate parking areas.~~

~~(d) Plan for a permanent marina at Sekiu. Relieve the impacts to the roads by allowing accessibility year-round.~~

~~(e) Examine the feasibility of developing a one-way loop through the community of Sekiu to allow for better traffic circulation, relieve traffic congestion and allow space for pedestrian amenities. Careful consideration of boat off-loading should be a major component of the study.~~

~~Figure – Amenity Possibilities and Improved Access in Sekiu if a One-Way Loop were Developed~~



Sekiu
Proposed Conditions, Looking North on Front Street

~~(f) Seek ISTEA transportation enhancement funds for landscaping, pedestrian/bicycle improvements and cultural and historic preservation.~~

~~(g) Examine the feasibility of developing a loop road connecting Neah Bay to LaPush which would increase access to marine shorelines.~~

~~(4) Encourage alternate modes of transportation other than the single occupant vehicle (SOV).~~

~~(a) Construct pedestrian facilities along SR 112 within the Clallam Bay-Sekiu UGA.~~

~~(b) Encourage the development of SR 112 transit facilities and programs such as bus shelters and bicycle storage units at bus stops.~~

~~(c) Develop parking lot standards that reduce the amount of required car spaces and encourage walking, bicycling and transit ridership. Encourage permeable surfaces for parking lots to reduce drainage runoff.~~

~~31.05.150 Public facilities and service element.~~

~~(1) *Growth Management Goal (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.

31.05.160 Public facilities and service issues and goals.

(1) *Domestic Water Systems.*

(a) [Goal No. 1] Crescent water should supply the water needs of the Joyce urban growth area. Public utility district water or other suitable community water system(s) should supply the water needs of the Clallam Bay-Sekiu urban growth area.

(b) [Goal No. 2] Crescent Water system serves most of the rural area in the Crescent School District. Where densities of less than one dwelling per five acres are prevalent, individual wells should be utilized but public water should not be denied if community water systems are willing to provide service. The presence of public water shall not be justification for higher densities than those anticipated in the regional plan.

(2) *Sanitary Waste Disposal.*

(a) [Goal No. 3] The public utility district or other private providers should be encouraged to construct community septic systems within the Joyce urban growth area.

(b) [Goal No. 4] Small-scale, single development, community septic options should also be encouraged in areas with rural character conservation, rural low density/mixed use and commercial forest/residential mixed use designations to allow cost effective waste disposal options to be utilized.

(c) [Goal No. 5] Clallam County shall continue to allow alternate septic disposal systems, and research alternate economically feasible systems.

(3) *Schools.* [Goal No. 6] Public school facilities should be located within the Joyce urban growth area where adequate transportation and public services can be provided.

(4) *Parks and Recreation.* [Goal No. 7] Identify and provide for increased waterfront access opportunities.

(a) Encourage further development of saltwater access points for recreation, trails, boating and passive uses. Seek easement rights through purchase or other means to allow the public to utilize beachfront for trail and recreational uses.

(b) Clallam County should make it a priority to purchase the rights to access and cross shorelines from willing sellers.

(5) *Fire and Emergency Protection Services.* [Goal No. 8] Clallam County Fire Protection Districts Number 2, 4, and 5 shall provide fire protection and emergency services within the designated boundaries of the Straits Planning Region.

31.05.170 Land use element.

(1) *Growth Management Goals.*

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

(b) *Reduce Sprawl.* Reduce the inappropriate conversion of undeveloped land into sprawling, low density development.

(c) *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.

(d) *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. Expand and enhance multi-use trail opportunities. Using forest service roads and easements for trails through private timber companies will maximize the use of land for recreation and timber harvest.

(e) *Environment.* Protect the environment and enhance the State's high quality of life, including air and water quality, and the availability of water.

(f) *Property Rights.* Private property shall not be taken for public use without just compensation having been made.

(2) *Existing Conditions and Purpose.* The 1990 Census recorded 5,473 people living in the Straits regional planning area. Of this total, 2,507 live in the eastern half of the Straits Region and 2,966 people live in the western half of the Straits Region. Of the 2,966 people in the west end, approximately 650 live in Clallam Bay/Sekiu and 916 live in the Neah Bay area.

Steady growth is predicted for the Clallam Bay/Sekiu/Neah Bay and Crescent/Joyce areas. These areas experienced an annual growth rate of 0.93 percent and 2.2 percent, respectively, between 1980 and 1990. Population projections for the western portion of the Straits regional planning area show an increase of 650 people by the year 2010. Of this total increase, approximately 266 people are expected to locate within the Clallam Bay/Sekiu urban growth area. The urban growth projection has factored in the recent expansion in staffing for the Clallam Bay Correction Center and planned for an additional expansion in the locally based staffing for this facility within the 1994-2010 planning time frame. An additional 1,350 people are expected to locate in the Crescent/Joyce area in the next 20 years.

The Straits Planning Region is characterized by a preponderance of commercial forest lands interspersed by small urban communities and rural lands. The communities of Clallam Bay, Sekiu, Joyce and Neah Bay provide the major urban services for the region. Small-scale commercial and tourist resort areas are located along and near SR 112. The majority of rural development is located within the eastern portion of the planning area. Rural areas on the west end of the area are located near Clallam Bay/Sekiu and isolated locations west of Clallam Bay on State Route 112 and the Hoko-Ozette Road. Tables 1 and 2 summarize the proposed land use acreages in each designation and the densities which would occur at full development of these areas.

Table 1. Acres in Each Western Straits Comprehensive Plan Designation and Density at Build-out

Land Use Designation	Acres	Density at Build-out
Urban Center	372 acres - 60 acres of critical areas = 312 acres	1,248 homes/2,995 people

Land Use Designation	Acres	Density at Build-out
Urban Residential	659 acres – 178 acres of critical areas = 481 acres	1,924 homes/4,618 people
Rural Suburban Community	219	438 homes/1,051 people
Rural Neighborhood Conservation	602	120 homes/289 people
Rural Low	2,036	407 homes/977 people
Rural Very Low	1,413	71 homes/170 people
Rural Neighborhood Commercial	68	
Industrial	275	
Commercial Forest	192,637	
Public (County and State Parks)	582	

Table 2. Acres in Each Eastern Straits Comprehensive Plan Designation and Density at Build-out

Land Use Designation	Acres	Density at Build-out
Urban Center	247	800 homes/1,920 people
Urban Residential	90	360 homes/864 people
Rural Neighborhood Conservation	508	101 homes/243 people
Rural Low	2,773	555 homes/1,332 people
Rural Very Low	233	12 homes/28 people
Rural Low/Mixed	6,923	2,885 homes/6,924 people
Rural Character Conservation (5)	424	85 homes/203 people
Commercial Forest/Mixed Use (5)	1,463	293 homes/703 people
Commercial Forest Mixed Use (20)	610	30 homes/72 people
Commercial Forest	52,371	
Rural Neighborhood Commercial	302	604 homes/1,450 people

Land Use Designation	Acres	Density at Build-out
Public (County and State Parks)	213	

Much of the growth within these areas occurred outside of the communities of Clallam Bay/Sekiu and Joyce. This trend has the long-term potential of diminishing the "rural character" of the region. Reversing this trend requires providing incentives to encourage and attract development in urban areas where growth can be serviced more efficiently.

The land use element of the Straits Regional Plan builds upon the existing County-wide Comprehensive Plan. The County-Wide Comprehensive Plan identifies three general land use patterns for the planning area: urban, rural and commercial forest lands. The following sections identify a vision for each of these three general types of land use which details the progress and appearance that the Community Councils would like to see in the community by the year 2010. Goals and policies aimed at achieving the vision statement form the body of the Straits Regional Comprehensive Plan and will guide land use decisions made in this area over the next 20 years.

31.05.180 Urban growth areas – A vision for the Clallam Bay-Sekiu and Joyce urban growth areas.

We envision that the communities of Clallam Bay, Sekiu and Joyce have retained their small-town character by concentrating commercial development into compact commercial centers located at Clallam Bay, Sekiu, at Midpoint and in the central portion of the Joyce urban growth area. These commercial centers are separated or surrounded by areas of compact urban density development which provide convenient access for local residents to commercial conveniences and avoids the strip commercial blight which impacts many urban areas. The commercial core areas of Clallam Bay and Sekiu express the coastal village design guidelines first articulated by their Community Council. The commercial core of Joyce retains a small-town atmosphere and compatibility with historic buildings as articulated by its Community Council. Tree-lined streets and pedestrian-friendly village centers welcome local residents and tourists alike to stop and spend some time browsing through the locally produced merchandise or

dining at the local cafes. A new roadside park in the center of Joyce, the redesigned County Park in downtown Clallam Bay and the Sekiu waterfront are favored locations for many community organized events held throughout the warmer months which attract many visitors to these urban areas. The village center in Clallam Bay also has seen many improvements with an upgrading of visual appearance, the provision of a community stage for events, improvements to pedestrian amenities and integration of the County park into the village center. A boardwalk constructed along the shoreline in Sekiu and extending around the marina is a major regional attraction. Hotels and urban businesses have upgraded their facilities focusing efforts on conversion of the facilities from accommodations for fishermen into the eventual development of a high-quality destination resort community. The fishing industry has rebounded in the last 10 years and Clallam Bay and Sekiu have diversified their tourism base by promoting recreational events such as diving, windsurfing, mountain biking and low-cost urban getaway packages.

The town of Joyce has capitalized on its central location to host several trail events. Mountain biking enthusiasts enjoy the trail system on close-by Department of Natural Resources land; equestrian events make use of access to the Olympic Discovery Trail and connecting links to the Mt. Mueller trail system; and day hiking and backpacking in the nearby Olympic National Park and Sadie Creek Trail system remain popular destinations. Newly developed off-road motorized and non-motorized trails from Sekiu to Cowan Ranch State Park are well-used. Providing support for these users benefits the Joyce economic base.

Well-designed and landscaped manufactured home parks and multifamily developments provide an attractive low cost living environment in the urban area. Public access to Clallam Bay has been enhanced by redesigning the County Park to face downtown Clallam Bay. Clallam Bay and Sekiu are linked to the larger urban areas by an efficient local transit system and provisions are made for non-motorized transportation between the towns through development of a bikeway corridor along Highway 112. Watershed and stream restoration grants have been used to employ local residents and restore valuable fish and wildlife habitat.

The urban areas of Clallam Bay, Sekiu, and Joyce provide a mixture of employment, residential, commercial, cultural and recreational opportunities. Employment and prison-related facilities and industries continue to expand at the Clallam Bay Corrections Center. Much of the new urban type development that occurred after 1994 took place within the existing urban centers where infrastructure was in place or could be easily extended. The PUD and the County provide

services within the Clallam Bay-Sekiu urban growth area while Crescent Water provides service within the Joyce urban area.

31.05.190 Urban growth area issues.

(1) The Growth Management Act requires the designation of urban growth areas, within which growth will be encouraged and outside of which growth can occur only if it is not urban in nature. The Act defines urban growth as 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.

(2) Urban lands are the location of primary economic activities such as retail, wholesale, professional offices and industry. Commercial and industrial uses often encourage other urban development around it, and increase the need for extension or improvement of public services and facilities. Therefore, those types of commercial and industrial uses should generally be allowed only in urban growth areas.

(3) The communities of Joyce, Clallam Bay, Sekiu and Neah Bay are the major providers of urban services in the Straits Planning Region. Interim urban growth areas were established for Joyce and the Clallam Bay-Sekiu area in October of 1993. Neah Bay was not designated a UGA, because it is not under the jurisdiction of Clallam County. Other areas of commercial and high density residential growth characteristic of urban areas were not designated urban growth areas due to their small size, limited potential for expansion, and availability of land within designated urban growth areas to support the 20-year growth of the Straits Planning Region.

(4) The current Clallam County Comprehensive Plan and County-wide Planning Policies both work towards conserving rural and resource lands and providing efficient use of public resources through encouraging development within urban growth areas. County-wide Planning Policies coordinate planning efforts between the incorporated and unincorporated portions of the County. These policies provide the following guidance for designating and implementing urban growth areas:

Commented [MC101]: Should update this with any changes to policy language regarding implementation of urban growth areas in the updated CPPs.

(a) Urban growth areas should be established to avoid critical areas and designated resource lands. Where critical areas occur within the designated UGA, policies and regulations will be developed to ensure protection of such areas. (Landslide hazard areas exist between Clallam Bay and Sekiu. These areas should be designated as critical areas and building sites will be reviewed by a qualified engineer at the time of permit application.)

(b) Urban growth area designations shall consider the linkage with open space corridors within and between urban growth areas as required by the Growth Management Act.

(c) 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.

(d) 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.

(e) Establish 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. A range of densities should be provided for lands within the UGA, including some lands for relatively low density single-family development and some lands at a range of densities both allowing and encouraging multifamily development.

(f) Urban growth area designations 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.

31.05.200 Straits Region urban growth area goals and policies (general).

(1) Urban areas should provide for a balance between commercial growth, employment centers and residential development that ensures livability, preservation of environmental quality, open spaces, variety of housing, provision for high quality basic services at least cost, and orderly transitions between land uses within urban areas.

(2) Commercial, industrial and high density residential development make intensive use of land and should be located in urban areas where sewer and water facilities are already located or can be easily extended.

Except where commercial, tourist commercial, industrial and high density residential land uses are already well-established in rural areas or where resource-based industries locate within resource lands, all commercial, industrial and high density residential land use should be located inside urban growth areas where sewer and water are present or can be extended.

(3) In order to provide stability and predictability to where urban growth and services will occur, urban growth area boundaries should not be amended within the next 10-year period except in the cases of a new prison site, major prison expansion, or new major industry being approved in the immediate vicinity of the Clallam Bay and Sekiu urban growth area. The urban growth boundary would then be re-evaluated to determine if enough land for the facility were already located within the urban growth area as well as commercial and residential lands available to support the new facility and its employees.

31.05.210 Clallam Bay/Sekiu urban growth area policies and goals.

(1) *Physical Boundary Considerations.* [Goal No. 1] The Clallam Bay-Sekiu Urban Growth Area (UGA) should be the major provider of urban services for the western portion of the Straits Planning Region. The Interim Urban Growth Boundary adopted by the Clallam County Board of County Commissioners in October, 1993 should remain in place except for the following changes: (i) include the mobile home subdivision south of Snob Hill on Highway 112, and (ii) exclude landslide hazard areas on the bluffs north of Sekiu.

(2) *Urban Growth Area Land Uses.* [Goal No. 2] Residential, commercial and industrial land uses should be designated within the Clallam Bay-Sekiu urban growth area as a desirable means of preventing incompatible adjacent land uses. All new residential development within the urban growth area should be at urban densities or have the capability of being converted to urban densities.

(a) Designate areas currently characterized by a mix of commercial, residential, and other uses as urban center lands. These areas should include the Clallam Bay, Sekiu, and Middle Point business districts.

(b) Urban center lands should allow a mix of residential, commercial, and light industrial land uses that are compatible with the small town character of Clallam Bay-Sekiu.

(c) Lands adjacent to the Clallam Bay, Sekiu, and Middle Point business districts should be designated as urban residential lands.

(d) High density, multifamily development and mobile home parks should be located within the Clallam Bay/Sekiu urban growth area. Multifamily and mobile home park developments should provide landscaping/buffering.

(e) The residential parcel size for newly created lots within the urban growth area shall be either less than 22,000 square feet or larger than 10 acres in order to encourage urban densities and the possibility of urban density redevelopment within the urban growth area.

(f) Urban growth area lands adjacent to the Clallam Bay Corrections Center should be designated for industrial land use.

(g) That portion of the Clallam River flowing through the urban growth area should have an urban shoreline designation to allow reasonable setbacks to be established in the urban area bordering the river.

(h) Minimum lot sizes in the Clallam Bay/Sekiu urban growth area shall be: 7,000 square feet for single-family dwellings; 9,000 square feet for two-family structures; 14,000 square feet for three-family structures; 18,000 square feet for four-family structures; 19,500 square feet for five or more dwelling units, plus 1,000 square feet for each dwelling unit which exceeds five units; and 5,000 square feet for RV park lot units.

(3) *Joint Planning with the Clallam Bay-Sekiu Community Council.*

(a) [Goal No. 3] The compact commercial centers of Clallam Bay and Sekiu provide many desirable features which should be retained and improved upon through this planning period (1994 – 2014). These features include commercial cores with a walkable radius for visitors and residents, a business core with complementary uses in close association, and the flexibility of a mix of residential, commercial and light industrial in the core area.

(i) Clallam County should provide support to the Clallam Bay and Sekiu Community Council in developing a plan for a commercial core improvement district. The plan should encourage development of aesthetically pleasing downtown commercial core areas in each community to attract local residents, tourists and new business development. Components of the plan should include streetscape improvements, landscaping for existing businesses, business facade improvements, waterfront view corridors, water accessibility through boardwalk and trails, pedestrian access, re-development of the County park, building design guidelines and landscaping standards for new businesses. A series of conceptual drawings (Chris Nolan, 1993) illustrate many of the landscaping and design features which will be considered in the formulation of guidelines for the commercial core improvement district.

(ii) Clallam County should work together with the Clallam Bay and Sekiu Community Council to obtain funding through a variety of sources including grants and prison impact fees to finance formal implementation of the commercial core improvement district plan and to finance needed community facilities (e.g., recreation facilities, visitor information center).

(iii) The Clallam Bay and Sekiu Community Council should provide local review and recommendations for conformance of new business development with the commercial core improvement district plan to the Board of Clallam County Commissioners prior to the issuance of commercial or industrial building permits.

(b) *Goal 4.* Redesign the existing County Park in Clallam Bay to serve as a village green where community events can take place with dramatic views of Clallam Bay from the business district. Improvements should provide green spaces that front on the highway and encourage travelers to stop and enjoy the community. Bicycle trails should be provided and signed for access to local businesses and services. Shared parking agreements with adjacent businesses may be needed to allow portions of the existing lot to be converted to green spaces fronting on the highway.

(i) Clallam County should work together with the Clallam Bay and Sekiu Community Council to obtain funding through a variety of sources including grants and prison impact fees to finance redevelopment of the park. Proposed improvements should be subject to local review and recommendations of the Clallam Bay and Sekiu Community Council and should be coordinated with the commercial core improvement district plan.

(ii) Directional signing and visibility of the County Park should be improved to attract visitors. Informational kiosks should be constructed to explain the economic, forest management and natural history of the Clallam Bay and Sekiu areas and provide visitor information on local attractions, lodging, services, and events.

(4) *Public Facility Considerations.*

(a) [Goal No. 5] All new development in the Clallam Bay and Sekiu urban growth area shall be required to hook up to PUD or other public water systems and to the Clallam Bay and Sekiu sewage systems.

(b) [Goal No. 6] Urban services to be provided within the Clallam Bay and Sekiu urban growth area should include sewer systems, 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/community parks.

(c) [Goal No. 7] Should expansion of the Clallam Bay Correctional Facility take place, it shall be encouraged within or adjacent to the urban growth area.

(5) *Resource Lands Considerations.* [Goal No. 8] State forestlands designated for long-term commercial forestry were included in the urban growth area in order to allow for growth and to provide a logical connection between the community and the Correction Center. Commercial forestry management of these lands should be allowed to continue as a preferred land use until nonforestry uses consistent with the land use policies of this section are proposed.

(6) *Open Space and Environment Considerations.*

(a) [Goal No. 9] The Clallam Bay-Sekiu urban growth area includes marine shorelines, the Clallam River and other smaller drainages, classified unstable bluffs near Midpoint and elsewhere, wetlands, and associated marine and terrestrial fish and wildlife. Many of the

forested areas along shoreline bluffs are designated as priority habitat for bald eagles which are State and federally listed as threatened species. The area also provides important habitat as part of migration routes for salmon, waterfowl, raptors, and other species – several of which are listed as State and federal species of concern. Development of the urban growth area should mitigate impacts to these areas to ensure that the functions that such areas provide are retained and that human safety, property, and public resources are protected.

Clallam County and the Community Council should work with property owners to obtain grant funding or other monies in order to purchase the development rights from willing sellers to the landslide hazard areas located between Clallam Bay and Sekiu in order to more fully protect these critical areas from slides which could block roads or damage property.

(b) [Goal No. 10] Public park lands along the Clallam Bay waterfront should be designated as open space/public lands.

(c) [Goal No. 11] Clallam County should work with the Washington Department of Wildlife to develop an advanced Bald Eagle Management Plan for designated priority bald eagle habitat in the vicinity of Clallam Bay/Sekiu Urban Growth Area.

31.05.220 Joyce urban growth area policies and goals.

(1) The compact commercial center of Joyce provides many desirable features which should be retained and improved upon through this planning period (1994 – 2014). These features include a commercial core with a walkable radius for visitors and residents, a business core with complementary uses in close association, and the flexibility of a mix of residential, commercial and light industrial in the core area.

(a) The urban center zoning (formerly rural center) which allows a free mix of commercial, residential and light industrial land uses should be retained in the core area of Joyce. Only that portion of the Joyce urban growth area identified in urban residential and public land uses on the comprehensive plan maps is outside the core area. The core area extends along Highway 112 one-half mile to the west of the Joyce Museum and ends at Miller Road just over seven-tenths of a mile east of the Joyce Museum. The extent of urban center

zoning should be maintained through the planning period (1994 – 2014) or until 80 percent of the land is fully utilized in commercial, industrial and high density residential (one-half acre lots or smaller) land use.

(b) The Joyce Community Council should develop an advisory plan for Highway 112 streetscape, landscape and building design guidelines to encourage the development of a healthy and aesthetically pleasing downtown commercial core area.

(2) Grant funding and land donations should be sought for development of a roadside park within the core commercial area of Joyce. Development of a roadside park would provide a focus area for community activities and events. It would also serve to encourage the traveling public to stop and shop in the business district. Information kiosks could direct visitors to local attractions and advertise local events.

(3) Urban Center land use designations (formerly rural center) should allow a mix of land uses which provide limited goods and services needed by residents of the surrounding area and land uses which are compatible with the rural character of Joyce.

The urban center land use designation and zoning should allow for a variety of residential, commercial, and light industrial uses consistent with the current zoning for rural centers except as follows: (a) the types of permitted retail and wholesale uses should be small-scale operations which are compatible with the generally rural character of Joyce such as: general mercantile stores, grocery stores, gas stations, mini-marts, art and crafts stores, antique stores, lumber yards and hardware stores, feed stores, tack shops, nurseries and greenhouses, beauty/barber shops, day-care centers, liquor stores, laundromats, car washes, small professional offices (such as for lawyers or chiropractors), food service establishments, and taverns; (b) bed and breakfast inns should be permitted uses in the urban growth area; (c) special uses should include recreational vehicle parks, vehicular repair, and storage facilities, which uses should have special standards requiring off-Highway 112 location or heavy screening from the highway; (d) light industrial locations should not front directly on Highway 112; and (e) kennels, mineral extraction and mineral processing, car wrecking yards and metal recycling should not be allowed within the urban growth area.

(4) That portion of the Joyce urban growth area outside of the commercial core area should allow for high density residential development with a minimum of nonresidential land use in order to encourage high quality residential development.

That portion of the Joyce urban growth area which is outside of the commercial core area and not public land should be redesignated as urban residential land use and rezoned to urban residential zoning.

(5) Multifamily housing and manufactured home development should be located within or near commercial core area of Joyce in order to provide efficient access to the transit system and to serve as a transitional area between highway commercial development and lower density residential development.

(6) The maximum parcel size for newly created residential lots within the urban growth area shall be 22,000 square feet in order to encourage urban densities within the urban growth area.

(7) Clallam County will work with the Joyce Community Council, PUD, and/or private entity to identify community septic disposal options for the Joyce urban growth area in order to foster urban density growth. Should a community drainfield be developed it should be managed by a public entity such as the PUD.

(8) Public or private urban services provided within the Joyce urban growth area should include provisions for sanitary waste, solid waste community disposal systems, water systems, urban roads, pedestrian/bicycle pathways and facilities; transit, storm water systems; police, fire, and emergency services; electricity and communications, school and health care facilities, and neighborhood and/or community parks.

(9) Clallam County and the Joyce Community Council will work with local property owners to obtain grant funding to purchase high quality wetlands on the inside periphery of the urban growth area in order to provide open space and greenbelts within the urban growth area.

(10) The urban growth area for Joyce is larger than can be justified by the population within its boundaries. Joyce does provide regional services for a much larger regional population. Due to the large size of the urban growth area, no additions to this area should be considered within the planning period unless more than eighty (80) percent of the area becomes occupied by commercial, industrial and high density residential development. Should it become necessary to expand the core area, the area to the south of the commercial core should be examined for future growth.

(11) Commercial forest resource lands found in close proximity to Joyce are very important to the rural character of the urban growth area and should be retained in commercial forest use.

31.05.230 Rural element for the Eastern Straits region.

(1) A Vision for Rural Lands in the Eastern Straits Regional Planning Area. We envision the rural lands in the Straits planning area as a scenic patchwork of large open fields and woodlots interspersed with rural homesteads and serviced by neighborhood/tourist commercial clusters. Neighborhood/tourist commercial clusters are located at their present positions along the highway and have blended into the rural environment through the application of landscaping standards and rural design guidelines which emphasize the preservation of rural views. Recreational uses which promote open space values are encouraged to locate in rural areas along major highways to improve scenic vistas and buffer residential uses. Overly rigid development patterns which saw large areas of land divided up into uniform lot sizes with no provisions for intervening larger lot sizes or open space have largely been replaced by a more natural rural low density/mixed use development pattern in rural lands. This Comprehensive Plan designation encourages land owners to create a variety of lot sizes ranging from one-half acre residential lots to forty (40) acre woodlots and pastures. Allowing for a variety of lot sizes without increasing existing densities allows farmsteads, woodlots and affordable housing options to coexist in the same general area providing much more choice, affordability and variety than that which existed under uniform development patterns. The County's strategy for preserving rural character has focused on preserving productive rural open spaces, maintaining a diversity of lot sizes, allowing rural growth to occur on smaller lots without increasing current densities and concentrating rural commercial enterprises at existing locations along highways.

A clear boundary exists between rural and urban areas. Average density in the rural areas is less than one home per five (5) acres. Rural low density/mixed use and rural character conservation land use designations have been established in the rural areas which has allowed rural character to be preserved far into the future rather than allowing it to gradually degrade with development, as was occurring prior to adoption of the new Comprehensive Plan in 1994. Several preexisting urban density developments are found within the rural area. Infill development within these suburban pockets is encouraged. Many of the agricultural and open space resource lands have been permanently protected through purchase of development rights, rural low density/mixed use open space agreements and conservation easements. Forest resource lands, farms and important open space resource lands first identified in 1992 and 1993 remain in resource use.

Critical areas in the rural portion of the County are protected and environmental enhancement projects have restored many acres of wetlands and miles of steams to salmon runs. Both the Comprehensive Plan and its implementing ordinances recognize the need to allow natural systems to be the key determinant of planning and land use activity. Incentive-based programs and ordinances seek to link, protect and enhance natural systems through appropriate zoning, conservation easements, covenants or other innovative means. Structures, roads and utility systems are placed in such a way as to minimize the alteration of the landscape and to preserve the operation of the natural systems and wildlife corridors. Water is clean and abundant due to conservation efforts. Careful stewardship has ensured the conservation of our land, air, water and energy resources for future generations and has enhanced present day property values and public safety.

(2) *Rural Land Use Issues.* The Growth Management Act defines rural lands by identifying them as the areas which are not urban growth areas and are not identified for long term commercial production of agriculture, forest, and mineral resources. The intent of the Growth Management Act is that "rural lands" and what constitutes "rural character" are to be defined at the local level. Sprawling, estate-type lots, which are too small for woodlots or small-scale agricultural uses are to be discouraged in rural areas.

It has been maintained by land use researchers in Washington that, "A new rural sprawl is consuming large amounts of land, splitting wide open spaces into fragments that are useless for agriculture, wildlife habitat, or other rural open space purposes." Since the Growth Management Act requires the control of sprawl, this term must be defined. Sprawl development has the following characteristics:

(a) Sprawl development lacks the density needed to provide efficient urban services but is too dense to be considered rural;

(b) Sprawl is the ever outward extension of commercial development along main highways or arterials also known as "strip commercial development;"

(c) Sprawl blurs the distinction between urban and rural environments;

(d) Sprawl is a density of rural development which creates conflicts between agriculture, forest resource or mining operations and residential uses;

(e) Sprawl will occur from the application of uniform lot sizes at densities greater than one home per five (5) acres over large areas as is the case under conventional zoning.

The Clallam County County-wide Planning Policies provide guidance to the densities which are not rural in character. These policies identify a density of one unit per acre as urban/suburban indicating that one acre per home densities without offsetting provision of open space would not be considered as "rural" in character. Several locally conducted visual preference surveys, questionnaires and comments at various public meetings indicate that many local residents think of rural lands as areas exhibiting low residential densities (one home per five (5) acres or less) that provide a mixture of rural land uses. Local residents indicate that rural land uses include farms, woodlots, and natural open spaces which are clearly distinguished from urban/suburban areas that are characterized by uniform lot sizes, lack of open areas and higher densities. The County-wide Planning Policies also indicate that maximum densities should be set for areas outside of urban growth areas, provide that the County's Comprehensive Plan shall permit only those land uses that are compatible with the rural character of such lands and that the rural element 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. Lastly, the County-wide Planning Policies suggest that rural areas abutting urban growth areas should provide for reduced densities or cluster development options in order to allow for future expansion of urban areas.

The Straits Region current "rural character" is characterized large open spaces, small communities and pockets of concentrated residential development along the Straits of Juan de Fuca. Residential communities are separated by large contiguous areas of forest resource lands and a highly mixed rural development pattern of diverse lot sizes and land uses. "Rural character" consists not only of the visual appeal of farms, woodlots and homes but also encompasses people, their culture, traditional uses of natural resources and private property. Most people in the Eastern Straits Region live on parcels of five (5) or more acres in size and many directly or indirectly derive their income from timber, fishing, tourism and other industries that utilize natural resources. Many of those that commute to other areas for employment use their property for woodlots or small farming activities. The common threads that bind the community are a close attachment to the land and water, a commitment to good stewardship of resources, and a belief in self sufficiency and self determination.

The vision statement for rural lands in the Straits Region establishes the twenty (20) year vision for retaining rural character. Drawing from the vision statement "rural character" is defined as a

scenic patchwork of large open fields and woodlots interspersed with rural homesteads and serviced by neighborhood/tourist commercial clusters at existing locations. Density is less than one home per five (5) acres and uniform lot sizes developed over large areas are not encouraged. Rural character conservation and rural low density/mixed use designations would be established to ensure that rural lot sizes of five (5) acres or larger are interspersed throughout the rural area and that rural character could be maintained far into the future.

(3) *Current Trends.* Achieving the goals of the State Legislature contained in the Growth Management Act will require many changes to current County policies and regulations. Current policies, regulations and market structure encourage people to locate in rural areas while at the same time allowing development to occur in patterns which diminish the very character of the area that caused people to move there in the first place. Many studies document the trend of recent development practices to divide the landscape into uniform residential lots at densities in between traditional urban and rural densities leading to what the legislature defined as sprawl. This is certainly the case in Clallam County where the landscape is rapidly being divided into one acre, 2.4 acre, and five (5) acre lot sizes. These individual lots contain some private open area but with no significant open areas between development. Land use studies show that there are already many vacant parcels in these size ranges which could meet much of the land demand need for this type of lot size over the next twenty (20) years.

During the past ten (10) years, the unincorporated or rural areas of the Straits Region have experienced most of the decade's growth. It appears that many people moving to this County are looking for a rural lifestyle and do not see much advantage to choosing to live in urban areas. These rural growth trends and the pattern in which they are occurring do not satisfy growth management objectives of reducing rural sprawl or encouraging development in urban areas where adequate public facilities/services can be provided in an efficient manner. Without change, rural areas will continue to experience intense development pressures and a rapid decrease in rural quality of life.

(4) *Why Keep Rural Areas Rural?* There are many reasons for maintaining rural character in rural areas. Preservation of rural character has been a strong concern for residents of the Straits Region as evidenced by survey results. Some additional rationale is provided below:

(a) The designation of urban and rural areas allows efficient provision of public services and facilities when most growth is directed to compact urban centers. Studies have shown that the average annual cost to maintain services for developed land was thousands of

dollars per acre more than maintaining services to productive forest lands and agricultural open spaces.

(b) Rural areas have traditionally offered a retreat from the bustle of urban life and offer additional choices of living environments for residents.

(c) The presence of rural lands is attractive to residents and visitors. If rural character is diminished, new residents and visitors could choose to locate or spend their time and money in areas that have retained their scenic areas.

(d) Rural areas bordering cities provide for the logical, planned future expansion of urban areas.

(e) Rural areas adjacent to urban centers are susceptible to sprawl which can quickly overwhelm community character, County budgets and way of life.

(f) Urban and resource areas are dependent upon each other, but tend to be uneasy neighbors. Rural areas can buffer urban and resource or natural areas from each other, so that each area can function without interference from the other.

(g) Rural areas, although not designated for long-term commercially significant timber and agricultural resource use, are also appropriate areas for resource operations.

(h) Small-scale farms can thrive in rural areas near urban centers. Intensive farming can be workable on acreage as small as ten (10) to twenty (20) acres.

(5) *Controlling Sprawl.* If sprawl is to be controlled, then urban growth should be encouraged in urban areas and should not be encouraged in rural areas. Further application of current development patterns over large rural areas will not result in retention of rural character. Fully developed areas of one acre, 2.4 acre, and even five (5) acre zoning without larger lot sizes or open space to break up the pattern would look very suburban in nature. The majority of land will be devoted to large yards and a high percentage of the area utilized merely to provide road access to each lot. This plan contains several techniques to increase the diversity of lot sizes found in rural areas which works to maintain rural character, increase affordability of rural living, and protect critical areas.

(6) *What Happens to Rural Character under Conventional Development.* Further application of current development patterns allowed in rural areas will not result in retention of "rural

character" or a high quality of rural living. The typical one acre to five (5) acre lot in a conventional zoning district will seem "rural" only so long as it borders pasture lands or woodlots of neighboring properties. However this is "borrowed" open space, temporary in nature. When those abutting properties are also developed for home sites, the surroundings will be suburban in character and the feeling of "living in the country" will be lost. After viewing fully developed areas of one acre, 2.4 acre, and even five (5) acre zoning, Clallam County residents participating in visual preference surveys indicated that these areas did not look rural. The majority of land in these suburban density subdivisions will be devoted to large yards and a high percentage of the area utilized merely to provide road access to each lot. Crescent area residents voiced the opinion at community meetings that rural character was difficult to maintain at 2.4 acre densities under conventional development due to a large percentage of the land which must be cleared on each lot just to provide space for a home and outbuildings. While they felt that conventional 2.4 acre zoning should be retained in a few areas near the Strait of Juan de Fuca (i.e., where development had already occurred at these densities), they recommended the use of large lot-small lot development patterns in most rural areas with this density.

(7) *Conserving Rural Character by Utilizing a Rural Pattern of Development.* With these facts in mind, the Plan for the Eastern Straits Region calls for widespread utilization of rural character conserving development patterns when densities greater than one home per five (5) acres are allowed. The purpose of the rural low density/mixed use and the rural character conservation approach is to permit a reasonable amount of residential development while retaining the large lots, open spaces, sensitive natural areas, and rural community character that would be lost under conventional development at these same densities. Under the rural low density/mixed use and the rural character conservation approaches, densities available would usually remain the same as they were under earlier plans but residential lot sizes could be reduced to the one acre size range. By reducing the area required for the home site to that which is actually needed for residential use, the remaining acreage normally contained in individual lots would be utilized to create large lot rural vistas between residences, to reduce the perceived density of development, to provide privacy and neighborhood identity and to retain natural features, woodlots and pasture land. This large rural lot can be owned in several ways. It could be owned or sold as one large residential lot by the property owner or it could be owned and managed by a homeowners' association. Since all the development rights will have been utilized, it will not be further subdivided but will remain in a large lot size functioning to retain the rural character for those who bought the lots from the property owner. Should the property owner decide that

the rural low-density/mixed use or rural character conservation approach will not work for him, he may still divide the property down to a rural lot size of five (5) acres or larger in a rural low-density/mixed use area or to a ten (10) acre lot size in a rural character conservation area.

Design guidelines in a rural low-density/mixed use development would ensure that most properties fronted on the large residual lot for enjoyment of rural vistas and that individual housing clusters were limited in size to avoid the appearance of an urban housing development. Housing would be encouraged to locate in or near the timbered portion of the property to reduce its visual impact on adjacent properties and the exterior roads. The rural low-density/mixed use and rural character conservation approach ensures that large lot sizes vital to the retention of rural character will be retained in rural areas. It allows most rural property owners to use their current development rights. Smaller lots still under one ownership or joint ownership could be recombined to ensure that this option is available to many property owners.

The rural low-density/mixed use and rural character conservation approach has many positive features. Since the amount of land utilized in residential home sites is reduced to the actual amount needed for residential use, a significant percentage of each development could remain in open space tax classification and uses. This feature limits the tax penalties incurred by the developing property owner while allowing him the possibility of producing the same income from his property if he does a well-designed development. Case studies of existing open space developments in the Port Angeles area support the claim that buyers will pay as much or more for a lot in a well-designed open space development as they will for a five (5) acre lot. This development approach would minimize public expenses involved in maintaining roads since less roads would be needed to service compact, open space developments. Woodlots and farms retained under this approach would not only provide for productive use of the land and enjoyment for the residents of the developments but could be utilized in combination to protect critical areas, connect wildlife corridors, provide space for livestock keeping, and otherwise minimize the impacts of development on the natural systems in the watershed. Problems with cluster ordinances would be avoided by providing only minor increases in density for utilizing this approach and through careful application of design guidelines to ensure the maintenance of rural character within such development areas.

(8) *Flexible Zoning.* A second approach will also be utilized in rural areas outside of areas designated for rural low-density/mixed use and rural character conservation to allow for an increased diversity of rural lot sizes. Flexible zoning would allow the transfer of density within

the ownership boundaries subject to a proposed land division, with no new lot being created less than one acre, and total number of lots determined based on the underlying zoning density. For example, a twenty (20) acre parcel is designated as rural low (one home per 4.8 acres). This allows the owner four (4) dwelling units. The owner decides to divide the property into two (2) 2.5 acre lots, one five (5) acre lot, and one ten (10) acre lot. This flexible zoning technique may achieve some affordable housing goals and preserve the rural character by having a variety of housing lot sizes scattered throughout rural areas. While this approach encourages creativity, it does not ensure that the property owner retain any larger, rural sized lots which would retain rural character. The property owner is still free to develop a grid-like pattern of development which will not retain rural character at densities greater than one home per five (5) acres. For this reason this particular technique will not be utilized in rural low density/mixed use designations where current large land ownership patterns allow for rural character to be fully retained.

(9) *Controlling Sprawl by Limiting Public Services Provided in Rural Areas.* Public facilities and services to be provided in rural areas must be defined. Where densities are lower than one home per five (5) acres, individual wells should be utilized but public water should not be denied if community water systems are willing to provide service. Rural densities should not require extension of sewer. While police, fire and transportation systems will be provided in rural areas, expected levels of service will be much less than that found in UGAs.

(10) *Implementing the Twenty (20) Year Rural Vision.* Realizing the twenty (20) year vision for the rural lands of the Straits Region will require development of rural goals, policies, and implementing actions that both encourage and ensure preservation of rural character. Below is list of issues that need to be addressed to meet the twenty (20) year vision. Goals and policies to address these issues are included for review and discussion.

Goals and policies in the land use element should promote the protection of not only the physical environment, but also protect private property rights, protect traditional uses of property and natural resources, and maintain economic opportunities through self determination. In developing the rural land use element of this Plan, the following principles were utilized.

(a) Lot sizes of five (5) or more acres are considered rural. A five (5) acre lot size allows sufficient room for small-scale hobby farming activities or woodlots. Persons seeking rural

lots are more likely to share the traditional values and interests of the local community and thus reduce the conflict between "rural" vs. "urban" lifestyles.

(b) The visual appeal of rural areas is enhanced through a variety of lot sizes. Zoning should be flexible enough to allow property owners to divide their property into a variety of lot sizes and shapes.

(c) In consideration of the property rights of people who had higher densities prior to the implementation of the Growth Management Act, mechanisms for recapturing the higher densities through cluster development have been adopted. These mechanisms include flexible provisions for development contained within the land use designations of rural character conservation, rural low density/mixed use and commercial forest/residential mixed use. These options also allow property owners to provide building lots for their children or others without subdividing the entire property into uniform sized lots.

(d) In consideration of private property rights and the encouragement of economic opportunities, the Plan does not require conservation easements for the preservation of land when the rural low density/mixed use or rural character conservation development options are utilized. Clallam County is composed of eighty-five (85) percent State, federal and private commercial timberlands. The preservation of additional lands in conservation easements is not warranted unless the property owner would realize tax benefits from such a mechanism.

(e) Small land owners should not be required to provide buffer zones for State, federal and private timber lands. Utilizing low residential densities or cluster development at previous densities on lands adjacent to commercial forestlands should provide sufficient buffering of commercial forest lands as required under the Growth Management Act.

31.05.240 Rural land use issues in the Eastern Straits.

(1) *Retaining Rural Character in Rural Areas over the Long Term.* Problems of rural sprawl commonly associated with portions of eastern Clallam County and other localities in the State are only now becoming evident in certain locations in the eastern end of the Straits Region and are not commonplace in the western portion of the Straits Region. The absence of sprawl is not attributed to different policies or regulatory controls designed to protect "rural character," but

rather to: (a) remoteness of the area; (b) development of rural lands closer to employment centers in eastern Clallam County; and (c) large acreages being owned and managed by the government for timber, recreation, and wilderness protection and large ownerships managed by private timber companies.

The potential for rural type sprawl exists in the Straits Region because current rural designations allow rural residential densities of one acre, 2.4 acres, and five (5) acres over large contiguous areas. These allowable densities are the same as rural lands in the vicinity of Port Angeles and Sequim and similar to other Washington localities where rural type sprawl is occurring. The typical land use pattern resulting in areas developing under these allowable densities more closely resembles a large lot subdivision characterized by uniform lot sizes, large lawns, and limited rural uses; rather than the former mixture of large and small lot sizes and rural land uses.

One acre densities spread over large areas that are not rural in character promote a density of development which leads to demand for urban levels of service in terms of schools, roads, and emergency services and do not support efficient provision of urban services. While 2.4 and five (5) acre lot sizes can appear rural in nature when mixed with larger lots, the repetition of this pattern over large areas does not promote retention of rural character. Further development of this type over large areas will only diminish rural character over time, increase the costs for rural service provision and inhibit the function of natural systems as development occurs in this artificial pattern across streams, wetlands, landslide hazard areas and erosion hazard areas.

The area most at risk for rural type uniform sprawl is the area generally described as east of Low Point, west of the Elwha River and between the Olympic foothills and the Strait of Juan de Fuca. This area contains over 10,666 acres of rural lands with allowed densities of five (5) acres or below, seventy (70) percent of which is at 2.4 acre densities and below.

(2) *Urban Residential Density Development in Rural Areas.* Commercial uses, industrial uses, and residential densities (exceeding one unit per acre when allowed to spread over large areas) are identified in the Clallam County County-wide Policies as urban in nature. These types of intensive developments are better suited for development in the designated urban growth area of Joyce.

The Growth Management Act does provide for two (2) types of urban density growth outside urban growth areas. These include new fully contained communities and master planned resorts. New fully contained communities are large-scale developments (640 acres) including a

mix of residential, commercial and industrial land uses. Their establishment would require the formation of a new urban growth area and a corresponding decrease in established urban growth areas. Master planned resorts (240 acres) are self contained and fully integrated planned unit developments, in a setting of significant natural amenities, with a primary focus on destination resort facilities with developed on-site indoor and outdoor recreation facilities. The County can develop policies to guide the development of these type of facilities.

(3) *Rural Commercial Activities.* Tourist and neighborhood commercial development areas such as at the intersection of Camp Hayden Road and Highway 112 need to be carefully controlled in order to preserve rural character. While this type of development provides needed services to tourists and rural residents alike, it should be maintained within a set size limit or length along the highway and should occur only at existing locations to promote compact rural service centers. The visual impact of nonresidential land uses in rural areas should be reduced through the use of high quality landscaping and design guidelines. Likewise resort facilities at Whiskey Creek Resort, at Crescent Beach, and at the Lyre River Campground should be designated for tourist commercial or rural limited commercial. Commercial uses allowed in rural residential zones should be limited by size and type in order to encourage commercial growth in urban growth areas and in appropriately designated tourist commercial areas.

(4) *Retaining Scenic Corridors along State Highways.* State Highway 112 is the major travel route in the Straits Region. Retention of the scenic values and rural feeling of this travel corridor is important to both residents and tourists alike as they travel to communities for goods and services and to popular recreation destinations.

31.05.250 Rural land use goals in the Eastern Straits.

(1) *Goals and Policies to Retain Rural Character.*

(a) *Goal 1.* Rural areas should provide for a balance between human uses and the natural environment while permanently retaining the features of "rural character" such as clean water, clean air, open spaces, agriculture, forestry, low residential densities, wildlife habitats, quiet, rural lifestyles, outdoor recreation, and low traffic volumes which attract people to rural environments.

"Rural character" also should reflect the values of the local people, their culture and traditional uses of natural resources and private property.

Clallam County should coordinate with any federal or State agency on any proposal that would impact the rural character of the Straits Region. This would include joint planning and analysis of impacts to the environment, economy, customs and culture of the Straits Region.

(b) *Goal 2.* Rural character is best preserved through utilization of low density residential development with lots sizes of 10 acres or greater. Areas with properties in these size ranges should be retained to provide rural diversity and to encourage the continuation of rural land uses that generally require acreages larger than 10 acres.

(i) Areas zoned Forestry 1 in the 1982 plan may be appropriately redesignated for rural very low density (one unit per 20 acres) and retained at 20-acre densities to provide diversity of lot sizes in rural areas which promotes their use for woodlots as well as the retention of rural character.

(ii) Rural areas remote from County roads or with natural limitations (i.e., erosion hazard, landslide hazard, wetlands, streams) should be retained at one home per 20-acre rural densities to protect critical areas and foster diversity of parcel sizes in the rural areas. Rural densities in these areas would not be served by sewers or community septic systems but by individual septic systems. While police, fire and roads will be provided in low density rural areas, expected levels of service will be much less than that found in higher density rural areas or UGAs.

(c) *Goal 3.* Rural properties between 20 and 80 acres which are utilized primarily for pasture or small woodlots rather than commercial forestry, abut commercial forestlands, and which were zoned for conventional development at one home per 2.4 or five acres, should be designated Rural Character Conservation. The rural character conservation designation should allow the majority of the land to be in lot sizes larger than 10 acres, provide for additional diversity of lot sizes, and allow for homesites to be grouped in locations separated from the commercial forest area so that they will be less impacted by spraying, controlled burning or harvesting on nearby lands.

(i) Rural character conservation designations and implementing zoning should conserve rural character and rural quality of life by allowing development flexibility in

creating either large rural lot sizes (10-acre minimum), or smaller residential lot sizes combined with larger residential lots which will not be further subdivided.

(ii) Design guidelines for development in rural character conservation designations will be developed to ensure that the development has a rural appearance and to reduce the visual impact on adjacent properties. These guidelines should include, but are not limited to, encouraging location of smaller lots in such a manner as to ensure that they enjoy views of the larger retained parcel, minimize excessive grouping of houses to avoid an urban housing development appearance, minimize the amount of access roads, and land management plans for common facilities and open space lands.

(iii) The rural character conservation designation and its implementing zoning districts should recognize one unit per five-acre densities if the majority of the development site is retained in a large lot. This type of development essentially describes a type of planned unit development (PUD) that retains rural character through retention of large rural lot sizes. Lot size flexibility should be built into the rural character conservation development concept through the use of a sliding scale which determines the percentage of the development which can be developed in smaller residential lot sizes and the percentage of the site which must remain in an undivided rural lot size or open space as follows:

- Lots between 11 acres and 19 acres will utilize all but one of the density credits available to the site in smaller residential lot sizes (maximum size of one acre) with the one remainder housing credit utilized by the larger remainder lot.

- Lots between 19.1 and 60 acres would allow development of up to 30 percent of the site in small lots, with 70 percent of the site in the large remainder lot.

- Lots between 60.1 acres and 100 acres would allow development of 40 percent of the site in smaller lots, with 60 percent in the large remainder lot.

- Lots larger than 100 acres would allow development of up to 45 percent of the site, with 55 percent of the site in the large remainder lot or open space.

The large remainder lot will not be further subdivided as all the density of the site will have been utilized, and such restriction shall be permanently recorded on the plat maps at time of subdivision. The large remainder lot could be utilized for the mutual

benefit of the adjacent property owners as part of their amenity package; could be utilized as a residential lot and/or for forestry, pasture, agriculture, or other rural land uses by the original owner; or could be sold to others who would utilize it for similar purposes. Road standards will be a gravel standard unless higher standards are proposed by the developer. A density bonus of one additional housing unit per 40 acres will be allowed to encourage the use of rural character conservation PUDs on larger development sites.

(iv) The rural character conservation designation and implementing zoning district should allow creation of residential lots 10 acres or larger if the option above is not utilized or desired. Lots 10 acres or larger should only be able to further subdivide if all the newly created lots will be 10 acres or larger or meet the lot size provisions outlined above.

(v) Lots between 9.6 acres and 11 acres (contiguous ownership at the time of adoption of this Plan will be utilized to determine the 11-acre threshold) located within rural low density/mixed use designation should be allowed to subdivide to the underlying density of the zoning district in a large lot/small lot pattern (maximum size of small lot residential parcel is 1.5 acres).

(d) *Goal 4.* The residents of the Eastern Straits Region believe that five-acre lots in a heavily wooded environment will retain many qualities of "rural character." Area residents also believe that conventional development at densities greater than one home on five acres without larger lots to break up the pattern will diminish "rural character" in most areas, limit size of traditional rural land uses (e.g., large residential lots, forestry, animal keeping, crops, etc.), and result in more impacts to the environment. In many rural areas where residential densities greater than one home per five acres have been allowed in previous plans, a rural low density/mixed use designation should be developed that provides for a pattern of development which retains a majority of these lands in larger lot sizes while recognizing current development rights.

(i) The rural low density/mixed use designation and implementing zoning should conserve rural character by allowing flexibility in creating either large rural lot sizes five-acre minimum or smaller residential lot sizes combined with larger residential lots which will not be further subdivided. Lands designated as rural low density/mixed use should meet the following criteria: .

(A) Located outside of lands designated as commercial forestry or rural very low, and usually not include lands designated for densities lower than one unit per five acres.

(B) Lot size is generally larger than 10 acres, or vacant lots under one ownership that could be recombined to total 10 or more acres. Some lots smaller than 10 acres may be found within rural low density/mixed use designations.

(ii) Design guidelines for development in rural low density/mixed use designations will be developed to ensure that the development has a rural appearance and to reduce the visual impact on adjacent properties. These guidelines should include, but are not limited to, encouraging location of smaller lots in such a manner as to ensure that they enjoy views of the larger retained parcel, minimize excessive grouping of houses to avoid an urban housing development appearance, minimize the amount of access roads, and land management plans for common facilities and open space lands.

(iii) The rural low density/mixed use designation and its implementing zoning districts should recognize one unit per 2.4 acre densities if the majority of the development site is retained in a large lot. This type of development essentially describes a type of planned unit developments (PUD) that retains rural character through retention of large rural lot sizes. Lot size flexibility should be built into the rural character conservation development concept through the use of a sliding scale which determines the percentage of the development which can be developed in smaller residential lot sizes and the percentage of the site which must remain in an undivided rural lot size or open space as follows:

- Lots between 11 acres and 19 acres will utilize all but one of the density credits available to the site in smaller residential lot sizes (maximum size of one acre) with the one remainder housing credit utilized by the larger remainder lot.

- Lots between 19.1 and 60 acres would allow development of up to 30 percent of the site in small lots, with 70 percent of the site in the large remainder lot.

- Lots between 60.1 acres and 100 acres would allow development of 40 percent of the site in smaller lots, with 60 percent in the large remainder lot.

- Lots larger than 100 acres would allow development of up to 45 percent of the site, with 55 percent of the site in the large remainder lot or open space.

The large remainder lot will not be further subdivided as all the density of the site will have been utilized, and such restriction shall be permanently recorded on the plat maps at time of subdivision. The large remaining residential lot could be utilized for the mutual benefit of the adjacent property owners as part of their amenity package; could be utilized as a residential lot and/or for forestry, pasture, agriculture, or other rural land uses by the original owner; or could be sold to others who would utilize it for similar purposes. Road standards will be a gravel standard unless higher standards are proposed by the developer. A density bonus of one unit per 40 acres would encourage the use of retaining the majority of the development site in large lot sizes as an option on larger lots.

(iv) The rural low density/mixed use designation and implementing zoning district should allow creation of residential lots five acres or larger if the option above is not utilized or desired. Lots five acres or larger should only be able to further subdivide if all the newly created lots will be five acres or larger or meet the lot size provisions outlined above.

(v) Lots between 4.8 and 11 acres (contiguous ownership at the time of adoption of this Plan will be utilized to determine the 11-acre threshold) located within rural low density/mixed use designation should be allowed to subdivide to the underlying density of the zoning district in a large lot/small lot pattern (maximum size of small lot residential parcel is 1.5 acres).

(e) *Goal 5.* Maximum residential densities should be set for each Comprehensive Plan designation with the exception of rural low density/mixed use and rural character conservation designations. These maximum residential densities will be utilized in place of minimum lot size to control densities in order to create greater diversity of lot sizes in rural areas which contributes to retention of rural character.

(i) When land is subdivided, property deeds and plat maps should be recorded showing the number of development rights which have been utilized and the number which remain for each parcel created.

(ii) The presence of small lots in a rural area created utilizing a maximum density system should not be used as a justification for increased densities.

(f) *Goal 6.* Current densities allowed in the Straits Planning Region would meet the growth needs of the Region far beyond those identified for the next 20-year planning period. Rural densities should not be increased above current rural density levels during this planning time

frame (1994 – 2014) in order to preserve rural character and to limit demand for public services and facilities in rural areas. The conversion of rural areas into higher density rural designations or zoning districts will be discouraged.

(i) Continued development at densities of one home per acre or less without offsetting provision of open space is not a preferred rural development pattern and will be discouraged. Areas currently zoned for one-acre lots which have not developed at these densities over large areas should utilize a rural low density/mixed use development approach to allow rural character to be preserved through open space retention. One-acre lot sizes will be allowed in the rural area in areas formerly designated Quillayute residential, in subdivisions developed at this density and in areas where these lot sizes are already existent over large areas (50 acres). Existing, legal, nonconforming lots will be buildable.

(ii) Continued development at densities of 2.4 acres per home without offsetting provision of open space is not a preferred rural development pattern and will be discouraged in the eastern half of the Straits planning area. Areas currently zoned for 2.4-acre lots which have not extensively developed at this density should utilize a rural low density/mixed use development approach to allow rural character to be preserved through retention of permanently protected farmland and woodlots. Areas currently zoned for 2.4-acre lots that are characterized by a variety of development patterns should utilize a rural neighborhood conservation development approach which has a low base density subject to optional innovative zoning techniques triggered by either the size of the parcel (cluster technique) or the character of the surrounding neighborhood (overlay technique).

(iii) Development densities of 2.4 and five acres per home will be allowed in the western half of the Straits planning area where only small areas are available for rural type development and where livestock keeping is common. Development densities of 2.4 and five acres per home will also be allowed in rural areas where occupied lots in these lot sizes are already existent over large areas (50 acres). Existing, legal, nonconforming lots will be buildable under any change in zoning.

(g) *Goal 7.* Conversion of forest lands of long-term commercial significance located outside of urban growth areas into rural land uses other than master-planned resorts or for a State correction center expansion will be prohibited in order to retain the base of industrial forest lands that the County's primary industry is dependent on. These lands provide important

functions relating to the preservation of water quantity and quality, for protection of habitat, and to provide scenic vistas from rural lands and highways vital to the conservation of rural character. Forested landowners should be encouraged to support trail systems for hikers, bicyclists, and equestrians thus maximizing the value of these forest lands to the community for recreation and a healthy lifestyle.

(2) *Goals and Policies for Controlling Urban Densities and Commercial or Industrial Uses in Rural Areas.*

(a) *Goal 8.* Limit urban residential lot development outside of urban growth areas and critical areas. Lots of one acre or less may only be created through an approved master plan resort, or lands within rural character conservation, rural low mixed, and rural suburban community designations, provided that such development is consistent with the applicable goals and policies of the Straits Regional Plan.

(b) *Goal 9.* The preferred location for master planned resorts should be within urban growth areas. Master planned resorts may also be appropriate in rural areas with waterfront or other significant natural amenities. Several waterfront sites with commercial forest/residential mixed use designations are available with the Eastern Straits regional planning area and may be appropriate locations for master planned resorts. These sites should be fully evaluated for use prior to any proposal on sites designated commercial forest.

(c) *Goal 10.* Extension or existence of public water service in designated rural areas or resource lands shall not result in or be justification for higher densities than that anticipated by the regional land use plan. Water purveyor plans must demonstrate that new facilities are consistent with the Comprehensive Plan and won't require increased densities to finance planned facilities.

(3) *Goals and Policies to Control Rural Commercial Activities.*

(a) *Goal 11.* Development of existing tourist commercial lands at the exit to Salt Creek on SR 112, at Whiskey Creek Resort, at Crescent Beach, and at the Lyre River Campground should be allowed subject to the following standards:

(i) Allowable land uses should be limited to the following types of activities:

- Tourist facilities like snack bars, gift shops, antique stores and gas stations, RV parks/campgrounds and boat repair/sales.

- Services for the local neighborhood such as churches, barbers, etc.

- Small-scale retail serving the local neighborhood such as convenience grocery, etc.

- Small-scale motel and hotels (less than 60 rooms).

(ii) Standards should be set for the development of these properties, including:

- Limiting the percentage of impervious surface to maintain an "open" atmosphere.

- Requiring setbacks, buffers and screening to separate commercial from adjacent residential zones.

- Require high standards of street and building landscaping to protect rural character.

- Limiting the size of any one building (less than 5,000 square feet) to avoid large-scale facilities in rural areas.

(b) *Goal 12.* Commercial uses allowed in rural residential designations should be limited to those which would not impact rural character. Those commercial-type uses allowed in rural residential areas should meet the standards above. The following revisions should be made to the allowed uses in rural zones:

(i) Commercial outdoor oriented recreational use in rural residential designations shall be limited to boat launching facilities, golf courses and similar uses carried on outside of buildings in order to direct intensive commercial uses such as motels, hotels, restaurants, RV parks and variety stores to locate in appropriate areas including urban growth areas, tourist commercial designations or in master planned resorts.

(ii) Professional offices, exceeding the scope of home enterprises, shall locate in urban growth areas, tourist commercial designations, neighborhood commercial designations and limited commercial designations.

(iii) Research facilities that require rural locations due to the type of research conducted may be appropriately located in rural areas but those facilities whose research does not dictate a rural location shall locate in appropriate areas including urban growth areas or in rural commercial limited designations.

(iv) Communication broadcast stations, mini-storage and boat storage shall locate in urban growth areas (all three uses), tourist commercial (boat storage) and rural limited commercial (all three uses) designations.

(b) *Goal 13.* Home-based industries and businesses are an essential part of the economic vitality of rural areas and should be allowed to the extent compatible with surrounding land uses.

(4) *Goals to Retain Scenic Corridors along State Highways.*

(a) *Goal 14.* In order to preserve scenic rural corridors, the preferred land uses along State highways should include low density residential interspersed with neighborhood/tourist commercial at existing locations along the roadway. Further development of commercial uses outside of these existing locations would not be permitted in order to direct a majority of commercial and industrial development to urban growth areas.

Residential densities within a quarter mile of the State highways outside the urban growth area and rural suburban communities should be no greater than one home per five acres or develop using a rural low density/mixed use approach. Residential setbacks from the highway should be large (300 feet unless natural topography screens views of residences) in order to preserve rural character, minimize the effects of road noise on residences, to prevent commercial conversion pressures and to improve or maintain the visual appearance of these important scenic corridors. Where residential setbacks of 300 feet are not possible or would conflict with critical area protection, other screening options should be encouraged such as retention of trees and landscaping.

(b) *Goal 15.* In order to preserve scenic rural corridors, Clallam County should work with the Department of Natural Resources and other large forest land owners to make corridors along State highways a showcase for forestry practices such as commercial thinning, roadside forested buffers, shelterwood cuts and other modern silvicultural practices. A linear, non-motorized, multi-use trail should be included in the SR 112 scenic corridor to

allow bicycle traffic a safe route for pleasure and commuter travel. Where appropriate, use of the trail should include horses.

31.05.260 Rural element for the Western Straits Region.

(1) A Vision for Rural Lands in the Western Straits Regional Planning Area. We envision the rural lands in the western half of the Straits planning area as a scenic patchwork of large open fields and woodlots interspersed with rural homesteads and serviced by neighborhood/tourist commercial clusters. Neighborhood/tourist commercial clusters are located at their present positions along the highway and have blended into the rural environment through the application of landscaping standards and rural design guidelines which emphasize the preservation of rural views. Recreational uses which promote open space values are encouraged to locate in rural areas along major highways to improve scenic vistas and buffer residential uses.

(2) The western portion of the Straits area has only small areas which can be developed for rural land uses and these are interspersed with large areas in commercial forest production. These circumstances allow retention of rural character even under conventional development scenarios. The Community Council's strategy for preserving rural character has focused on preserving productive rural land uses, maintaining a diversity of lot sizes and concentrating rural commercial enterprises at existing locations along highways.

31.05.270 Rural land use issues in the Western Straits.

(1) *Retaining Rural Character in Rural Areas over the Long Term.* Problems of rural sprawl commonly associated with portions of eastern Clallam County and other localities in the State are only now becoming evident in certain locations in the eastern end of the Straits Region and are not commonplace in the western portion of the Straits Region. The absence of sprawl is not attributed to different policies or regulatory controls designed to protect "rural character," but rather to: (a) remoteness of the area; (b) development of rural lands closer to employment centers in eastern Clallam County; and (c) the presence of large timberland acreages being owned and managed by the government and large private timber companies.

The western portion of the Straits Region has small, mostly isolated areas of designated rural lands which are interspersed with large acreages in commercial forestry use. These circumstances allow retention of rural character even with conventional development scenarios of 2.4- and five-acre lots.

(2) *Urban Residential Density Development in Rural Areas.* Areas designated under the current Comprehensive Plan as Quillayute residential and mixed use allow urban sized residential lots where soils are well drained. The mixed use zones also allow urban uses such as commercial and industrial. The Quillayute residential areas are located west of Clallam Bay, along Highway 112, between Shipwreck Point and the mouth of the Sekiu River and in the vicinity of Bullman Creek. The mixed use areas are located along the Hoko-Ozette Road.

Many types of commercial land uses, industrial land uses and urban density residential lots are identified in the Clallam County County-wide Policies as urban in nature. These types of intensive use are better suited for development in the designated urban growth area of Clallam Bay/Sekiu. Residential uses in the Quillayute residential areas are fairly well established, immediately adjacent to the coast. Most of the bluffs behind the housing in these areas currently designated Quillayute residential are classified as landslide hazard areas and are owned by large private timber companies. Landslide hazard areas are not appropriate for urban type development. The mixed use area contains some residential development but is generally undeveloped and still in large lot sizes.

The Growth Management Act does provide for two types of urban density growth outside urban growth areas. These include new fully contained communities and master planned resorts. New fully contained communities are large-scale developments (640 acres) including a mix of residential, commercial and industrial land uses. Their establishment would require the formation of a new urban growth area and a corresponding decrease in established urban growth areas. Master planned resorts (240 acres) are self contained and fully integrated planned unit developments, in a setting of significant natural amenities, with a primary focus on destination resort facilities with developed on-site indoor and outdoor recreation facilities. The County can develop policies to guide the development of these type of facilities.

(3) *Rural Commercial Activities.* Tourist and neighborhood commercial development areas such as those at Cain's Marine south of Clallam Bay, at Chito Beach and at Bullman Beaches are not currently designated or zoned for commercial land use. This plan designates these areas for commercial development but recognizes that development standards are needed for new

commercial development in order to preserve rural character. While this type of development provides needed services to tourists and rural residents alike, it should be maintained within a set size limit or length along the highway and should occur only at existing locations to promote compact rural service centers. The visual impact of highway related tourist commercial land uses in rural areas should be reduced through the use of high quality landscaping and building design guidelines. Likewise resort facilities at Silver King Resort and at Snow Creek should be designated for tourist commercial land use. Commercial uses allowed in rural residential zones should be limited by size and type in order to encourage commercial growth in urban growth areas and in appropriately designated tourist commercial areas.

(4) *Retaining Scenic Corridors along State Highways.* State Highway 112 is the major travel route in the Straits Region. Retention of the scenic values and rural feeling of this travel corridor is important to both residents and tourists alike as they travel to communities for goods and services and to popular recreation destinations.

31.05.280 Rural land use goals in the Western Straits.

(1) *Goals and Policies to Retain Rural Character.*

(a) *Goal 1.* Rural areas should provide for a balance between human uses and the natural environment while permanently retaining the features of "rural character" such as clean water, clean air, open spaces, agriculture, forestry, low residential densities, wildlife habitats, quiet, rural lifestyles, outdoor recreation, and low traffic volumes which attract people to rural environments.

(b) *Goal 2.* Rural character is best preserved through utilization of low density residential development with lots sizes greater than five acres. Properties in these size ranges should be retained to provide rural diversity and to encourage the continuation of rural land uses that generally require larger acreages.

(i) Areas currently designated for forest land use at one unit per 20-acre densities should be redesignated as rural very low density (one unit per 20 acres) which recognizes that the major uses of this land is for woodlots and pasture. Large lot sizes retain rural character and provide for buffers between commercial forest lands and higher density rural development patterns.

(ii) Rural areas remote from County roads or with natural limitations (i.e., erosion hazard, landslide hazard, wetlands, streams) or those rural lands that could be used to buffer commercial forest lands should be retained at one home per 20-acre rural densities to protect critical areas and foster diversity of parcel sizes in the rural areas.

(c) *Goal 3.* Current densities allowed in the Straits Planning Region should meet the growth needs of the region far beyond those identified for the next 20-year planning period. Rural densities should not be increased above current rural density levels during this planning time frame (1994 - 2014) in order to preserve rural character and to limit demand for public services and facilities in rural areas. The conversion of rural areas into higher density rural designations or zoning districts will be discouraged.

(i) Continued development at densities of one home per acre or less without offsetting provision of open space is not a preferred rural development pattern and should be discouraged. One-acre lot sizes will be allowed in the rural area where existing subdivisions developed at this density by July 1, 1990, pursuant to the provisions of CCC 31.02.263. Areas characterized by a variety of development patterns should utilize a rural neighborhood conservation development approach which has a low base density subject to optional innovative zoning techniques triggered by either the size of the parcel (cluster technique) or the character of the surrounding neighborhood (overlay technique). Existing, legal, nonconforming lots will be buildable (Chapter 33.52 CCC).

(ii) Development densities of 2.4 and five acres per home will be retained in the western half of the Straits planning area where only small areas are available for rural type development and where livestock keeping is common. Development densities of 2.4 and five acres per home will also be allowed in rural areas where occupied lots in these lot sizes are already existent over large areas (greater than 50 acres). Existing, legal, nonconforming lots will be buildable under any change in zoning (Chapter 33.52 CCC).

(d) *Goal 4.* Maximum residential densities should be set for each Comprehensive Plan designation and should be utilized in place of minimum lot size to control densities in order to create greater diversity of lot sizes in rural areas which contributes to retention of rural character.

(i) When land is subdivided, property deeds and plat maps should be recorded showing the number of development rights which have been utilized and the number which remain for each parcel created.

(ii) The presence of small lots in a rural area created utilizing a maximum density system should not be used as a justification for increased densities.

(e) *Goal 5.* Clallam County should seek grant funding which will allow the County to refine the floodplain maps for the Clallam Bay area as the current maps contain many errors.

(f) *Goal 6.* Small land owners should not be required to provide buffer zones for State, federal and private timber lands. Utilizing low residential densities or cluster development at previous densities on lands adjacent to commercial forestlands should provide sufficient buffering of commercial forest lands as required under the Growth Management Act.

(2) *Goals and Policies for Controlling Urban Densities and Commercial or Industrial Uses in Rural Areas.*

(a) *Goal 7.* Urban residential lot development should be directed into urban growth areas and away from critical areas and rural areas.

(i) Lands currently designated and zoned as Quillayute residential will be redesignated as rural suburban community. Infill development of existing lots will be encouraged and creation of new lots will be allowed within the area limits set by the Clallam Bay/Sekiu Community Council. Rural residential communities and other areas that retain their one-acre densities will not be expanded beyond these initial limits in order to ensure that urban density development occurs within and not outside of urban growth areas.

(ii) Lots of one acre or less may only be created through an approved master plan resort provided that such development is consistent with the applicable goals and policies of the Straits Regional Plan.

(iii) Redesignate landslide hazard areas in lands currently designated as Quillayute residential for very low rural residential or commercial forestry uses.

(iv) Rural lands bordering the Hoko-Ozette Road currently designated as mixed use lands should be redesignated as rural low density (one home per five acres) or rural

very low density (one home per 20 acres) reflecting their current parcelization and rural character.

(b) *Goal 8.* The preferred location for master planned resorts should be within urban growth areas. Master planned resorts may also be appropriate in rural areas with waterfront or other significant natural amenities.

(c) *Goal 9.* Extension or existence of public water service in designated rural areas or resource lands shall not result in or be justification for higher densities than that anticipated by the regional land use plan. Water purveyor plans must demonstrate that new facilities are consistent with the Comprehensive Plan and won't require increased densities to finance planned facilities.

(3) *Goals and Policies for Rural Commercial Activities.*

(a) *Goal 10.* Development of existing tourist commercial lands at Cain's South of Clallam Bay, at Silver King Resort, near Chito and Bullman Beaches and at Snow Creek should be allowed within the area limits set by the Land Use subcommittee in its tourist commercial designation, and subject to the following standards:

(i) Allowable land uses should be limited to the following types of activities:

- Tourist facilities like snack bars, gift shops, antique stores and gas stations, RV parks/campgrounds and boat repair/sales.
- Services for the local neighborhood such as churches, barbers, etc.
- Small-scale retail serving the local neighborhood such as convenience grocery, etc.
- Small-scale motel and hotels (less than 60 rooms).

(ii) Standards should be set for the development of these properties, including:

- Limiting the percentage of impervious surface to maintain an "open" atmosphere.
- Landscaping should be utilized to blend the development into rural areas.

(b) *Goal 11.* Some of the commercial uses currently allowed in rural residential designations should be redirected to urban growth areas and rural commercial designations. This will encourage the growth of urban areas, limit incompatible uses in rural areas and provide for additional commercial opportunities in rural commercial designations. Those commercial type uses allowed in rural residential areas should be landscaped to blend into the rural environment. The following revisions should be made to the allowed uses in rural zones:

(i) Commercial outdoor oriented recreational use in rural residential designations shall be limited to boat launching facilities, golf courses and similar uses carried on outside of buildings in order to direct intensive commercial uses such as motels, hotels, restaurants, RV parks and variety stores to locate in appropriate areas including urban growth areas, tourist commercial designations or in master planned resorts.

(ii) Professional offices, exceeding the scope of home enterprises, shall locate in urban growth areas, tourist commercial designations, neighborhood commercial designations and limited commercial designations.

(iii) Research facilities that require rural locations due to the type of research conducted may be appropriately located in rural areas but those facilities whose research does not dictate a rural location shall locate in appropriate areas including urban growth areas or in rural commercial limited designations.

(iv) Communication broadcast stations, mini-storage and boat storage shall locate in urban growth areas (all three uses), tourist commercial (boat storage) and rural limited commercial (all three uses) designations.

(c) *Goal 12.* Home-based industries and businesses are an essential part of the economic vitality of rural areas and should be allowed to the extent compatible with surrounding land uses.

(4) *Goals to Retain Scenic Corridors along State Highways – Goal 13.* In order to preserve scenic rural corridors, the preferred land uses along State highways should include low density residential interspersed with neighborhood/tourist commercial at existing locations along the roadway. New commercial development would be directed to urban growth areas and to existing commercially zoned sites located in rural areas.

31.05.290 Resource lands element for the Straits planning area.

(1) *Growth Management Goals.*

(a) 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.

(b) 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. Maximize use of forested lands with user-maintained trail systems for hikers, bicyclists, and equestrians; i.e., supporting the presence and completion of the Olympic Discovery Trail as it proceeds to the coast.

(c) Protect the environment and enhance the State's high quality of life, including air and water quality, and the availability of water.

(2) *A Vision for Forest Resource Lands.* We envision the retention of forest resource lands and the maintenance of the forest industry as a major industry in the County. The forested foothills of the region remain in resource land use providing for jobs, clean and abundant water and forested vistas. Trail systems provide recreational opportunities for residents and tourists with minimal impact on forest production. New research in commercial forest practices has helped reduce conflicts between timber management and environmental protection. The steep ravines of the streams in the watershed retain their forested cover providing a filter for runoff and cover and movement corridors for wildlife and fish.

31.05.300 Forest land use issues.

(1) Community input through surveys, neighborhood meetings, and letters has indicated a strong interest in conserving our forest lands, open space and the quality of our environment. In 1992, Clallam County designated approximately 243,426 acres as forest lands of long-term commercial significance in the Straits Region, including approximately 3,277 acres of transitional forest lands. Retaining commercial forest resource lands in resource use is the major goal of the resource lands element. Retention of resource lands benefits the taxpayers of

the County in that this land use requires few County services while providing substantial income primarily in the form of harvest taxation.

(2) Commercial forestry in the west end of the County is and will continue to be our primary industry. There are sufficient public (federal and State) and private lands to provide the resource base for timber harvesting. Retention of this resource base should limit the loss of forestry related jobs.

(3) Additional benefits of forestland retention derive from the fact that these lands play a major role in protecting both water quality and quantity. Permanent clearing of forestlands associated with housing developments leads to rapid surface runoff as tree and other vegetation are no longer available to allow for slow infiltration of water into soils and aquifers. Construction of roads and housing greatly increases erosion as soils and cut slopes are exposed to rainfall. Roads, roofs and driveways increase impervious surfaces which directly contributes to surface runoff and to a decrease in water added to aquifers.

(4) One of the larger conflicts with commercial forest operations occurs when residences encroach into areas managed for commercial forestry. This type of encroachment is usually only seen in the eastern part of the Straits Planning Region. Commercial forestry zoning is utilized to limit the number of persons locating in areas of commercial forest operations so that conflict is minimized. Commercial forestry/residential mixed use zoning is utilized in areas currently managed for commercial forestry by smaller land owners in order to retain commercial forestry operations but to allow for some development to occur. Commercial forestry/residential mixed use zoning allows some development but creates a safety buffer which separates commercial forest operations from residences through the use of forest reserves and clustered development. Commercial forestry/residential mixed use zoning is also utilized in areas surrounded by commercial forestry zoning where a residential area of limited size is intermixed with commercial forestlands and where designation as rural land use would tend to create conflicts with commercial forestry. Rural very low density designations are utilized in areas not currently managed for commercial forestry to buffer commercial forest areas from more intensive rural density development. Conflicts with traditional forest management techniques will continue to increase but can be minimized by maintaining commercial forest areas in commercial forest uses.

(5) One of the methods that Clallam County adopted to conserve the resource base and ensure compatibility at the forest/rural interface in the eastern portion of the Straits Planning

Region was the use of a commercial-residential mixed use zones (CFM). Most of these zones were in the foothills on the east end of the County. Development within the CFM zones was allowed if developed in a cluster pattern (30 percent development/70 percent forest). In exchange for clustering, large density bonuses were possible. This plan responds to critics of these excessive bonuses by scaling back the bonus provisions to a reasonable level. Another legitimate criticism leveled at the CFM zones was the fact that forest reserves were only set aside for 20 years which is not enough time to provide for even one rotation of trees to reach maturity. This plan proposes that the forest reserve be set aside permanently for forest use since the development potential of the entire property will have been utilized in the development area.

31.05.310 Goals and policies to conserve commercial use of forest lands.

(1) Lands meeting the definition or criteria for commercial forest lands in the County General Plan should be designated as commercial forest lands of long-term commercial significance. In general, these lands should have a minimum parcel size of 80 acres or contiguous parcels under the same ownership can be grouped into 80-acre sizes, are currently forested, and have a forest land grade which is capable of growing trees at a commercial growth rate.

(2) Commercial forestry (CF) designation and zoning at 80-acre minimum lot sizes is the preferred form of protection for forest resource lands. Conversion of commercial forest (CF) zoning to zones which provide less protection of the forest resource such as commercial forestry/residential mixed use should not be permitted during this planning period.

(3) Lands designated in the Comprehensive Plan as commercial forestry and zoned as commercial forest/residential mixed use function to retain commercial forest land use in an area whose predominate use is commercial forestry but which may be experiencing some development pressure due to residences in the area. This designation also serves as a buffer between more intensively managed commercial forestlands and rural development patterns. Commercial forestry/residential mixed use zoning is also utilized in areas surrounded by commercial forestry zoning where a residential area of limited size is intermixed with commercial forestlands and where designation as rural land use would tend to create conflicts with commercial forestry. These areas are currently managed for commercial forestry but they

have been impacted by adjacent residential development. They provide for a mix of protected forest reserves and low density residential lots built in a clustered development pattern. The current commercial forest/residential mixed use zones should be modified in the following manner so that they may accomplish their intended purpose of protecting commercial forest uses in areas experiencing some growth pressures:

(a) Nonclustered development in all CFM zones is at one home per 80-acre densities, cluster development is at one home per 20-acre densities in CFM20 zones and one home per five-acre densities in CFM5 zones;

(b) Density bonuses will be deleted;

(c) Forest reserves will be permanently preserved for commercial forestry;

(d) The density provisions and forest reserve area provided for in commercial forest/residential mixed use lands specify the type of cluster development option which is appropriate for these lands. Other than a master planned resort, no other type of PUDs will be allowed in this designation.

(4) Areas not presently managed for commercial forestry which are found in close association with large blocks of commercial forest land should be utilized as a buffer between commercial forest lands and rural sized developments. These areas should be designated for very low density residential use at 20-acre densities.

(a) These transitional forest-residential lands should ensure compatibility with adjacent commercial forest land use through increased structural setbacks and recognition of the right-to-practice forestry ordinance on adjacent lands.

(b) Landowners within the transitional forest-residential lands should be notified of property tax options for conserving forest lands.

(5) Retention of all designated commercial forestlands in the Straits Planning Region is vital to maintenance of the forest industry as the regions leading industry. Given that development potentials of rural and urban lands in the region could accommodate much more than 20 years of population growth, designated commercial forest resource lands should be retained in the original commercial forestland designations and zoning proposed by the 1994 plan throughout the planning period.

(6) Retention of designated commercial forestlands is a key component to protection of water quality and water quantity when properly managed to protect water quality.

(7) Clallam County should assist private landowners with problems such as trespass, dumping, poaching, and vandalism in order to encourage large private commercial forest landowners to maintain and increase opportunities for public access, especially access across private lands to public lands.

(8) Master planned resorts should be visually compatible with rural areas and should not be located on forest resource lands when more than 50 percent of the proposed site would be covered by critical areas.

(9) Clallam County should work with private landowners to provide emergency access and improve safety along public roads.

(10) Traditional uses of public land and private resource lands (where allowed) should be recognized. These uses include thinning and harvesting of timber, brush picking, mushroom gathering, hunting, and recreation. These uses are necessary to the livelihood and well being of the citizens of the Straits Region. Clallam County should coordinate with any federal or State agency on any proposal that would impact these traditional uses of public or private lands. This would include joint planning and analysis of impacts to the environment as well as socioeconomic impacts.

(11) Public use of logging roads that connect Highway 101 and Highway 112, such as the Joyce Access Road, Sadie Creek Road, East Twin Road, etc., should be retained. Existing logging roads are utilized by the Olympic Discovery Trail west of the Mary Clark Road to access the community of Forks and extend a spur of the trail to the vicinity of LaPush. These roads should be available for recreational users such as hikers, bicyclists, and equestrians and only closed when harvesting practices necessitate. With the frequent closure of Highway 112, these roads provide important secondary and emergency routes for the Straits Region.

(12) RV parks and campgrounds should be allowed in commercial forest land use designations within the western portion of the Straits Planning Region.

The Clallam County Code is current through Ordinance 1021, passed July 9, 2024.

Disclaimer: The Commissioner's Office has the official version of the Clallam County Code. Users should contact the Commissioner's Office for ordinances passed subsequent to the ordinance cited above.

County Website: www.clallam.net

Hosted by General Code.

Chapter 31.06
WESTERN REGIONAL COMPREHENSIVE PLAN

Sections:

~~31.06.010~~

31.06.0120 RPCWestern Planning Region belief statements.

31.06.030 Mission statement.

31.06.040 Vision.

31.06.050 Transportation – Inventory and analysis.

31.06.060 Transportation Goals and policies.

31.06.070 Public facilities and services.

31.06.080 Public facilities and services – Policies.

31.06.090 Rural land – Vision.

31.06.100 Rural land – Principles.

31.06.110 Rural land – Classifications.

31.06.120 Rural land – Definitions.

31.06.130 Rural land – Use matrix.

31.06.140 Rural land – Private property rights and critical area protection.

SOURCE:	ADOPTED:
Ord. 583	11/07/95
AMENDED SOURCE:	ADOPTED:
Ord. 725	08/06/02
Ord. 804	12/19/06
Ord. 852	07/21/09

~~31.06.010RPC vision statement.~~

~~The Western Clallam County Regional Planning Commission (RPC) is a planning commission formulated by joint agreement of Clallam County and the City of Forks. Its mandate is to create a comprehensive land use plan for an area in Western Clallam County that is defined by the borders of the Quillayute Valley School District, as detailed in the attached map. This comprehensive plan will be submitted directly to the Clallam County Commissioners and the Forks City Council. The RPC serves as the first cooperative planning venture between Clallam County and the City of Forks.~~

Commented [MC1]: This entire section can likely be deleted if the RPC is a nonexistent entity for this update.

Commented [VE2R1]: RPC no longer exists, removing all mention

31.06.0120 Western Planning Region~~RPC~~ belief statements.

The residents of the ~~RPC planning area~~Western Planning Region believe that:

Commented [MC3]: To that effect, should any references to the RPC be deleted throughout? We could just call it the Western Planning Region or similar.

(1) Independence, private property rights and freedom from government intrusion are strongly valued within the RPC planning area. Land use regulation should incorporate these values and only compromise them when: (a) highly significant objectives essential to the public health, safety or welfare cannot be attained in any other manner, or (b) the other beliefs expressed herein cannot be furthered in any other manner.

(2) Development should be encouraged and facilitated by land use regulation that is simple, user friendly, and inexpensive in application for both government and property owners.

(3) The rural character of the RPC planning areas should be encouraged.

(4) Regulations that reduce the value or use of private property shall be minimized. All land owners shall be fully compensated for any such regulation.

(5) Proper planning should promote the efficient construction and use of capital facilities.

(6) Large development projects can place a strain on municipal services to the detriment of other users. Large developments should mitigate these impacts.

(7) Segregation of land uses into generally defined and flexible Residential, Commercial and Industrial zoning classifications is a desirable means of preventing incompatible adjacent land uses and stabilizing property values.

(8) Home-based industries are an essential part of the economic vitality of the planning area and should be permitted in all zoning classifications to the extent compatible with surrounding land uses.

(9) Land use regulation should not impose burdens upon existing land uses due to the subsequent development of adjacent, incompatible land uses.

(10) The "grandfathering" of land uses is fundamental to the protection of private property rights and is of the highest importance to the people of the RPC planning area. Existing land uses shall not be rendered invalid nonconforming uses by changes in land use regulation.

(11) Public lands make up a large part of the RPC planning area. How this land is managed impacts the citizens and communities of the area significantly. Local citizens shall be entitled to full participation and representation on the uses of public lands in their region in order to help ensure a more stable economy and environment for the local communities to preserve the local culture, heritage and customs.

31.06.030 Mission statement.

The Regional Planning Commission's mission is to formulate a comprehensive land use plan that strikes a responsible balance between private property rights, economic diversity and the quality of the environment.

31.06.040 Vision.

The ~~Regional Planning Commission Comprehensive Plan~~Western Clallam County Regional Plan ("Regional Plan") will serve as the foundation for land use regulation that will be simple, minimally intrusive and inexpensive to apply. This regulation will facilitate economic development. The ~~Comprehensive~~ Regional Plan will also serve to encourage the rural character of the ~~RPC~~ planning area and to segregate the planning area into residential, commercial and industrial uses in a manner that is compatible with existing land uses but also stabilizes property values and promotes compatibility of adjacent land uses. The ~~Comprehensive Plan~~Regional Plan will promote the efficient construction and use of local government capital facilities and the availability of affordable, quality housing for all. The

Commented [MC4]: This is not its own comprehensive plan, as that has no meaning under the GMA (the boundary of the Quillayute Valley SD or any other definition is not a GMA jurisdiction). Therefore it should be referred to like the other regional plans in your plan. This is what I'm proposing, but I'm open to suggestion.

~~Comprehensive~~ Regional Plan shall also serve as a tool to increase local input in the federal land use decision making process.

31.06.050 Transportation – Inventory and analysis.

(1) *Relevant GMA Goals.*

(a) Encourage efficient multimodal transportation systems that will reduce greenhouse gas emissions and per capita vehicle miles traveled, and are based on regional priorities and coordinated with County and City comprehensive plans.

Commented [MC5]: Updated GMA goal language for Transportation.

(b) 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.

(2) *Definition.* The transportation system is composed of air, water, and land transportation facilities and services, including highways and streets, paths, trails and sidewalks, transit, airports, and ports.

(3) *Circulation System.* The transportation and circulation system should function to serve the land use patterns established by the Comprehensive Plan. For example, rural areas should be served by a transportation system designed for rural uses while urban areas should be served by a circulation system designed to serve urban uses. The transportation system should also focus on connections, either between urban centers such as from Forks to Port Angeles, or from Clallam Bay to Forks, or between different "modes" of travel, such as automobiles to public transit. Some parts of the circulation system in this area serve County-wide and State-wide interests, such as Highway 101, Burnt Mountain Road, LaPush Road, and the Quillayute Valley Airport. It is imperative that the County-wide and State-wide interests are considered when making land use or facility decisions affecting these systems.

(4) *Land Use Coordination.* In the past, land use planning and transportation planning were not always coordinated. Impacts from growth on transportation facilities were seldom considered. Transportation planning was little more than remedying existing conditions rather than preventing deterioration of service. Conversely, roads and highways were built in rural areas which encouraged the conversion of these areas into higher densities or commercial centers.

The Clallam County Comprehensive Plan indicates that the transportation system should be consistent with the land use plan.

(5) *Level of Service.* Level of service standards measuring the degree of traffic congestion are used to serve as a gauge to judge the performance of the transportation system. Level of service is ranked from "A" (free flowing, uncongested) to "F" (highly congested, failing). When land use assumptions are made based on expected population growth and subsequent traffic demand, transportation engineers determine whether the transportation system can accommodate the increased demand by using level of service (LOS) standards. Level of service standards are based on average daily traffic (ADT), posted speed limits and characteristics of the area that the road serves (rural, suburban, and urban).

The minimum level of service established in the County-wide Comprehensive Plan for County roads is LOS "C." Minimum level of service for State Highways is LOS "D," as prescribed by the Peninsula Regional Transportation Planning Organization (PRTPO)[1] These minimum standards indicate a traffic condition where flow of traffic is generally stable, but speeds are controlled by volume of traffic. This condition confines the drivers speed and freedom to maneuver and results in a poor level of comfort for the driver. Figure 2 indicates that all County roads are currently operating at or above these standards.

The forecast of future traffic on County roads in this Plan are based on two (2) methods: projected population growth[2] and build-out[3] potential based on proposed land use designations and their corresponding allowed densities. The latter is determined by first, examining the number of existing residences, businesses and other traffic generating entities within the region, and relating this to the average daily traffic counts for the road(s) serving the area. Next, using Clallam County Assessor records, the number of potential residences, business and other traffic generating entities are determined by figuring out how many "potential" parcels may exist under the allowed minimum lot sizes of the proposed land use designations. The increase from existing developments to potential developments directly correlates with the potential increase in average daily traffic. The forecast of traffic and its potential impact on adopted LOS standards is used to determine if the transportation system is capable of handling the demand. If the system is not capable of handling the demand, the Comprehensive Plan must identify how the system will be improved and financed, or the land use plan must be revised to ensure that the minimum "level of service" standards are met.

Figure 3 indicates that the current system is designed to handle the projected twenty (20) year population growth of this region for rural County roads. Even at build-out, only Highway 101 near the Forks Urban Growth Area would experience demand placing it below adequate level of service. Table 1 lists those rural County roads which will approach the minimum standard (C) by the year 2010 or if full build-out is to be realized.

Commented [MC6]: Clallam Co, this info (including the table) needs to be updated.

Table 1. Rural County Roads Level of Service (Marginal or Failing)

Road Name	Current LOS	LOS Year 2045~~10~~	LOS Based on Build-out	Current ADT	ADT Year 2045~~10~~	ADT Based on Build-out	From Mile Post	To Mile Post
Burnt Mountain Rd.	B	C	C	1,~~931~~124	5,314	5,314	1.92	5.82
Hwy 101	D	D	E	6,128~~9,300~~	19,654	19,654	189.55	191.69
Hwy 101	B	C	D	~~4,950~~5,848	10,461	10,461	191.69	192.67
LaPush Rd.	B	C	C	2,012~~1,344~~	3,865	3,865	0.00	11~~3.186~~
Mora Rd.	B	B	C	529~~694~~	925	2,914	2.17	2.22
Shadow Lane	A	C	C	0	6,763	6,763	0.00	0.45

(6) *Road Standards.* Level of service standards are an essential part of transportation planning, but they fail to provide a complete inventory of transportation needs and deficiencies. Design standards relating to road and lane width are set forth in RCW 35.83.030 and RCW 43.32.020. Those standards are as follows:

Table 2. Design Standards for County Roads

ADT	Below 150 - 400	401 - 750	751 - 1,000	1,001 - 2,000	2,001 - plus
Road Width	24 ft.	26 ft.	28 ft.	34 ft.	40 ft.
Lane Width	10 ft.	10 ft.	10 ft.	11 ft.	12 ft.

Table 3 lists County roads with standard width deficiencies. As demonstrated, most of the roadways with width deficiencies have acceptable or better LOS ratings. This clearly describes the discrepancy between LOS standards and road width standards. For example, although Erickson Road is currently at LOS "A" and would remain that way even at full build-out, it is clearly deficient in road width (fourteen (14) feet). LOS measures how free-flowing a roadway segment is, but fails to recognize whether the road meets minimum safety standards.

Table 3. Deficient Road Widths with Corresponding LOS

Commented [MC7]: Need to update with current deficiency data.

Road Name	Pavement Width	Current ADT	Current LOS	LOS Based on Build-out	Road Width Deficiency
David Mansfield Rd.	11	15	A	A	13
Erickson Rd.	10	10	A	A	14
Heckle Rd.	10	2	A	A	14
Lucken Rd.	12	29	A	A	12

Road Name	Pavement Width	Current ADT	Current LOS	LOS Based on Build-out	Road Width Deficiency
Magnolia Rd.	12	11	A	A	12
Moriarty Rd.	12	17	A	A	12
Walgren Rd.	12	159	A	A	12

(7) *Private Roads.* The transportation system in the West End Planning Region also includes private streets and easements, often unimproved, design to serve lots within short plats and surveys. A mechanism to upgrade these roads to land division and fire protection minimum standards should be in place to assist property owners developing property which does not directly abut a public street.

(8) *Alternative Solutions.* Solutions to transportation deficiencies may include incentives to change patterns of transportation behavior, such as car pooling rather than single occupancy vehicles, and enhancements to alternative modes of transportation that would be efficient and less costly to maintain, such as transit or bicycle lanes.

31.06.060 Transportation goals and policies.

(1) *Highway 101.* Goal 1. Preserve and enhance the Highway 101 corridor for regional mobility to improve its functionality for business, area residents, tourists, nonmotorized transportation, freight and services.

(a) Policy 1. Encourage the Washington State Department of Transportation to retain all of their properties adjoining Highway 101 for future use as rest stops, scenic pullouts, roadside parks and future transit pullouts.

(b) Policy 2. Work with the Washington State Department of Transportation and other agencies to ensure that Highway 101 meets the goal that the corridor function regionally for the mobility of goods, services and passengers. Included in this goal would be review of

State access policy to ensure the direct access to the highway from individual properties is minimized.

(c) Policy 3. Adopt regulations prohibiting access to Highway 101 when access to County/City roads is available or when shared access points are available.

(d) Policy 4. Highway 101 should have adequate shoulders for bicyclists. Current deficiencies should be corrected to encourage bicycle commuting. Storage facilities for bicycles should be available in conjunction with transit shelters along the corridor.

(e) Policy 5. Park-and-ride lots and transit shelters should be conveniently located along the Highway 101 corridor in the Forks Urban Growth Area and at intersections of County arterials and Highway 101.

(f) Policy 6. Passing lanes should be planned along the highway corridor in rural areas.

(g) Policy 7. The proliferation of stoplights on Highway 101 should be discouraged. New development should be encouraged to locate at existing intersections where stoplights are already in place.

(2) *Rural Roads.* Goal 2. The County has agreed to allow the City of Forks to plan for the Forks Urban Growth Area. This includes establishing goals and policies for the transportation system. In lieu of this, the following policies will deal with rural County roads in the West End Planning Region and those arterial roads that connect the UGA with the rural areas of the region.

(a) Policy 8. The County should not pursue new County roads outside of the Forks Urban Growth Area except in those circumstances where roads are built within subdivisions with private funds and then turned over to the County for maintenance.

(b) Policy 9. Road systems in rural and resource areas should be at rural and resource land standards which preserve the essential character of the land use.

Improvements should be made to regionally significant roads such as LaPush Road, Burnt Mountain Road, Mora and Quillayute Road, in order to accommodate alternative modes of transportation including bicycles and transit, thus encouraging the reduction of single occupancy vehicle use and enhancing recreational opportunities in the West End Planning Region.

(c) Policy 10. The following road improvements have been identified based on LOS standards, improved circulation, and road width safety standards.

(i) Quillayute Road (Sol Duc River Bridge painting, engineering, construction);

(ii) Quillayute Road (Quillayute Weather Station to Mina Smith Road – regrade, drain, widen existing road and pave, engineering, right-of-way, construction).

(3) *Road Standards.* *Goal 3.* Improvements to County roads should consider the rural character of the West End Planning Region. Needed safety improvements should be the minimum necessary to address the safety problem, particularly in rural areas where country roads enhance the character of the area, as well as being a deterrent to speeding. In rural areas, limit the number of access points to County roads in order to limit impediments to traffic and to maintain open space qualities.

(a) Policy 11. When County roads are rebuilt in this area, forecasts of future traffic should be based on the following principles:

(i) If the road is on the regional transportation network (see Peninsula Regional Transportation Planning Organization – PRTPO), the road should be designed to accommodate transportation growth rates within the PRTPO plan.

(ii) If the County road is not on the regional transportation network, the road should be designed based on 50 percent of the potential build-out as indicated in the land use plan.

(b) Policy 12. Private road standards should allow for flexibility while meeting minimum safety requirements for emergency vehicles, except in those circumstances where it is in the best public interest to develop a public road. Right-of-way standards, improved widths, and surfacing of private roads should not be required at the same standard as public roads. The use of Road Improvement Districts (RIDs) should be encouraged to equitably share the cost of upgrading private roads to land division and fire protection standards.

(4) *Paths, Trails and Sidewalks.*

(a) Policy 13. Non-motorized travel should be promoted within the West End Planning Region for multipurpose recreation, when it is determined to be cost effective. The County should continue work on the design, construction, and maintenance of the Olympic

Discovery Trail (ODT) and other trail systems, including Kugel Creek Bicycle Loop, the Snyder-Jackson Trail connecting the Forest Service ranger stations via Rugged Ridge, the Pacific Northwest Trail, Elk Creek Mountain Bike Loop, Clallam Bay-Sekiu Trail, Sekiu to Owens Park, the Coastal Tsunami Evacuation Route, and other trails as identified by community members and other trail groups and work to provide connector trails between the ODT and these systems to provide companion facilities such as rustic campgrounds.

(b) Policy 14. The following are the designated bicycle routes. All roads on a designated bicycle route should have a minimum improved shoulder width of three to five feet, depending on the speed limit of the road. However, in all such improvements, the additional costs associated with meeting bicycle requirements should only be funded if the benefits of such improvements outweigh the costs when compared to both current and projected bicycle use.

Highway 101	Burnt Mountain
LaPush Road	Sol Duc Valley, Cooper Ranch and Clark Road Loop
Mora Road	Sol Duc Hotsprings Road

(5) *Multimodal.*

(a) Policy 15. First priority for transit service and facility improvements should be for designated urban growth areas, rural centers (including tourist commercial designations), and routes along the regional transportation system.

(b) Policy 16. Park-and-ride lots and transit shelters should be conveniently located along the Highway 101 corridor in Forks, Beaver, Sappho and Quillayute Prairie Airport, and at the intersections of County arterials or collectors and Highway 101. Design park-and-ride lots with transit shelters and bicycle storage facilities on site.

(6) *Airports.*

(a) Policy 17. Ensure that land uses adjacent to the Quillayute Prairie Airport are compatible with the continued use of the airport for air transportation needs of the region.

(b) Policy 18. If developed for commercial use, provide adequate roadway connections between the Quillayute Prairie Airport and the existing major arterial streets, roads and

highways serving the airport. Ensure that there are public transportation connections to the Quillayute Prairie Airport.

(7) *Level of Service.* Policy 19. The minimum acceptable level of service (LOS) standard for County roads in both rural and urban areas shall be LOS "C," using standard rating methodology.[4]

(8) *Financing.*

(a) Policy 20. Place high priority on investment and expenditure of limited public funds on the transportation system in urban growth areas and limit investment and expenditure in rural areas to arterial development connecting communities and neighborhoods.

(b) Policy 21. The existing transportation system should be maintained before expenditure of limited public funds on expanded facilities.

(c) Policy 22. Traditional funding sources should continue to be the primary funding source pay for improvements to County roads in the region.

(d) Policy 23. The County shall require new development to rectify and/or compensate for impacts to transportation facilities not meeting minimum safety standards or for developments expected to increase demand, such as average daily traffic (ADT), by more than 50 percent over current demand.

(9) *Emergency Transportation Planning.* Policy 24. The Clallam County Emergency Officer should coordinate with State and private timber land owners to draft an emergency road use compact. The intent of such a compact would be to provide alternative routes in the case of bridge failure or other road system failures that could potentially leave West End residents stranded from road access to the rest of the County and State.

31.06.070 Public facilities and services inventory and analysis.

Commented [MC8]: Added to be consistent formatting-wise with transportation section above.

(1) *GMA Goals.*

Commented [MC9]: County - Helpful to cite the new climate goal here?

(a) 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.

(b) Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

(c) Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.

(2) *Overview.* It is more cost efficient to provide some public facilities and services when the population is concentrated, such as in an urban growth area. Through the designation of urban growth areas, Clallam County and other service providers can plan more cost effective and efficient services.

Growth increases the demand for new and/or improved public facilities and services. New residential growth may impact school facilities by having more school aged children without a corresponding increase in school facilities. Development can increase traffic levels on County roads and transit systems. Connections to water and sewer systems diminish the available capacity for future growth.

The overall purpose of this growth management plan is to identify urban areas where public facilities and services keep pace with growth so that service levels are not diminished; and plan for where facilities and services will be located.

(3) *Definition.* The Growth Management Act defines public facilities as streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreation facilities, and schools. Public services include fire protection and suppression, law enforcement, public health, education, recreation, environmental protection, and other governmental services.

(4) *Schools.* The West End regional planning area is serviced by the Quillayute Valley School District No. 402. Facilities include one elementary school with grades pre- kindergarten through ~~five~~four, one middle school which includes grades ~~six~~five to eight, and one high school with grades nine through twelve~~, and one alternative school~~. These facilities are currently located within the incorporated City of Forks. With ~~1,680~~928 students currently being instructed in the 2024-2025 school year~~and a projected annual growth rate of two (2) percent~~,[5] there may be a

Commented [MC10]: Info will need to be verified by Quillayute SD

Commented [VE11R10]: Verified through Washington Office of Superintendent of Public Instruction 2024-2025 data

need for future increases in school capacity over the twenty (20) year planning period. Due to the large rural nature of the West End Planning Region, location of future facility sites may need to be considered outside of the Forks urban growth area.

(5) *Water.* The City of Forks provides water for the City and some outlying residents in the immediate vicinity. The City's reservoir storage capacity is 1.925 million gallons. With an estimated future peak load of 800,000787,223 gallons per day in 2041, the City has the capability to expand service to over twice its current customers. This exceeds the requirements of the Forks urban growth area far beyond the twenty (20) year planning period.

Commented [MC12]: Info will need to be provided by City of Forks.

Commented [VE13R12]: Info obtained from 2024 Comprehensive Water System Plan

(6) *Sewer.* ~~Only a small portion of the City of Forks is serviced by a municipal sewer system~~ The sanitary sewer collection system provides service to approximately 329 acres within a utility local improvement district located within the city limits of Forks. The remainder of the City is unsewered and served by on-site septic systems. Rural areas in the West End Region are served by both community and private septic systems.

(7) *Parks and Recreation.* Recreational opportunities are abundant in the West End Planning Region. The Olympic National Park forms the eastern boundary of the region and includes a strip along the Pacific Coast to the west. The Sol Duc, Calawah and Bogachiel Rivers all have boat launch facilities located throughout these river systems. Resort facilities like the ones located at Bear Creek and Three Rivers provide sports fishermen and recreationalists with ample opportunities to enjoy the outdoors in a resort type atmosphere. However, it is believed that these will be insufficient to meet the growing demand for such facilities as the tourist oriented sector of the economy continues to grow. Ball parks and other sports facilities are located at Beaver and within the incorporated City of Forks. Tillicum Park within the City of Forks provides fifteen (15) acres of ball fields, tennis courts and other recreational facilities serving the local community. There are no golf courses in the region. Resort facilities and golf courses are recognized as the only significant deficiencies over the twenty (20) year planning period.

Commented [MC14]: Verify whether any of the Forks info near the end needs updating.

(8) *Fire Protection and Suppression.* Fire protection in the West End Planning Region is provided by Clallam County Fire Protection District #1. Volunteer forces operate from stations in Forks, Beaver and Three Rivers. Response to emergency medical calls is provided by the hospital district which operates from Forks Community Hospital. The fire district has a mutual aid agreement with District #6, the Washington State Department of Natural Resources, and the U.S. Forest Service. The district also provides structure protection for Olympic National Park.

Fire protection districts, like hospital and library districts, are junior taxing districts. Funding for these junior taxing districts comes from property taxes.

(9) *Public Health.* The Forks Community Hospital located in the City of Forks provides a broad range of basic health services in the West End planning area. However, ~~no~~limited transitional senior care facilities exist on the West End. Additional care is provided through Clallam County's Home Health Care Program and the Quillayute Tribal Indian Health Services. These facilities are needed to care for area residents through the twenty (20) year planning period. It is foreseeable that the projected growth will require further expansion in this area of service.

Commented [MC15]: Has this changed?

(10) *Other Governmental Services.* Clallam County provides no other direct governmental facilities within the West End planning area. Due to remote geographic conditions, consideration has been made in the past for satellite offices for some of the County's services, such as law enforcement, health and community development. A satellite Sheriff's office has been developed in Beaver and District Court II is located within the City of Forks. ~~At~~ At this time, the most efficient use of the previously considered health and community development facilities is to continue basing them within Port Angeles.

Commented [MC16]: County - has this been revisited at all?

One alternative to facility expansion is to pursue electronic networking technology as a means of expanding governmental resources and services to the residents of the West End and enhance interaction between those residents and the County seat in Port Angeles. As the population grows in the West End, the need for satellite facilities and increased services needs to be closely monitored.

(11) *Financing.* 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 additional traffic, the County is able to require the developer to pay the costs of improving the County road (called "mitigation"). 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 extending those services.

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

This method of payment for public facilities and service extension is based on three (3) principles: (a) setting level of service standards for public facilities and services; (b) ensuring that public facilities and services necessary to support development are adequate to serve the development at the time the development is available for occupancy and use (called "concurrency"); and (c) 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.

31.06.080 Public facilities and services – Goals and PPolicies.

(1) *Schools.*

(a) Policy 1. Expansion of existing school facilities should be encouraged within the Forks urban growth area where public facilities and services (e.g., water, sewer, transportation, fire and police) can be provided in an efficient manner.

(b) Policy 2. School facilities necessary to support development should be adequate to serve the development at the time the development is available for occupancy and use, or a financial commitment is in place to complete the improvements within six years without decreasing current service levels below established minimum standards.

(c) Policy 3. The County, City of Forks, State of Washington and the Quillayute Valley School District should work cooperatively to identify funding sources needed for improvements to school facilities caused by new development.

(2) *Water.*

(a) Policy 4. Public water systems should be provided within designated urban growth areas, rural centers, and tourist commercial areas. Public or municipal water systems (i.e., PUD and the City of Forks) should be limited in rural lands to those areas that can demonstrate water quantity limitations, water quality problems or hydraulic continuity to rivers and streams.

(b) Policy 5. Extension or 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 subarea comprehensive plan.

(c) Policy 6. Level of service and facility standards should be developed by the water service provider, with standards set based on expected land use densities established by this Plan.

(d) Policy 7. Water systems necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use.

(3) *Sewer.* Please see County-wide Comprehensive Plan policies for specific reference to sanitary waste disposal within and outside of urban growth areas.

Commented [MC17]: Add hyperlink to this section.

(4) *Parks and Recreation.*

(a) Policy 8. Identify and provide for increased recreational and public access opportunities to natural resource lands and water where appropriate.

(b) Policy 9. Encourage further development of public access to freshwater areas, particularly the Quillayute, Sol Duc, Bogachiel and Calawah Rivers.

(c) Policy 10. Methods of ensuring public access to public lands should be developed that do not adversely impact private land owners and commercial forestry operations.

(d) Policy 11. Parks and recreational facilities necessary to support development shall be adequate to serve the development as identified in the County Capital Facilities Plan, as now or hereafter amended.

(5) *Fire Protection and Suppression.* Policy 12. Fire protection and suppression facilities in urban areas should receive first priority. Fire flow (e.g., fire hydrants) in rural areas should not be required of new development or extension of public water systems except for commercial/industrial uses and public facilities.

(6) *Other Governmental Services.*

(a) Policy 12. Clallam County and other governmental service providers should continually monitor the population growth, age and other demographic characteristics of the population to determine the need for new or expanded services.

(b) Policy 13. Clallam County should work cooperatively with the City of Forks in ~~pursuing a suitable location for a~~continuing to support the District II County courthouse ~~annex should the need arise~~located within Forks City Hall.

Commented [MC18]: Any change in this?

(c) Policy 14. Clallam County should ~~actively pursue~~continue to support electronic networking technology as an alternative means of providing extension of public services and expanding the availability of governmental resources to the residents of the West End.

Commented [MC19]: This has probably become much more pervasive especially during/after the pandemic, so recommend changing to "continue to support".

31.06.090 Rural land – Vision.

~~The mission of the Regional Planning Commission is to formulate a comprehensive land use plan that strikes a responsible balance between private property rights, economic diversity and the quality of the environment.~~ The plan will serve as the foundation for land use regulations that will be simple, minimally intrusive, and inexpensive to apply. These regulations will facilitate economic development within the Forks urban growth area. The Comprehensive Plan will also serve to maintain the rural character of the areas outside of the urban growth area.

The characteristics of rural areas that residents currently enjoy should be maintained in the Plan. Large lot sizes and minimal nuisances like noise, lights, odor or traffic should be found in rural areas. Small, home-based businesses and industries should be supported and encouraged.

The land base for private land use in this region is limited. Table 4 below demonstrates the actual acreage and percentage of lands within the planning area (Note: commercial forest lands in these tables indicate State and private lands. The Olympic National Forest has also been designated as commercial forest lands).

Table 4. Acreage and Percentage of General Land Use Designations

Commented [MC20]: These tables will need to be updated.

Designation	Acres	Percent
Rural Lands	15,133	5
Commercial Forest Lands	142,892	48
National Forest Lands	118,884	40

Designation	Acres	Percent
National Park Lands	15,323	5
Forks UGA	4,767	2

Table 5. Acreage and Percentage of Rural Land Use Designations

Designation	Acres	Percent
Rural	1,052	7
Rural Neighborhood Conservation	2,591	17
Rural Low	7,543	50
Quillayute Residential	1,268	8
Tourist Commercial	59	0.4
Rural Center	1,671	11
Tribal	949	6

31.06.100 Rural land – Principles.

Commented [MC21]: Some of these read as goals and some as policies. To discuss - change from principles to policies? Or leave as-is?

The following principles guide the designation of rural lands and the permitted uses within the Western regional planning area:

(1) Tourist-related businesses should be supported throughout rural areas, including such uses as bed and breakfast inns, tourist shops, recreational activities and convenience services;

(2) Home-based business and home-based industry should be supported throughout rural areas;

(3) Timber harvesting and agriculture are traditional activities and should be permitted throughout rural areas;

(4) Recognize the limited amount of private land for development and allow for greater flexibility in development regulations while still protecting adjacent landowners from impacts caused by land uses which may be objectionable;

(5) Residential structures should allow all types of housing opportunities with rural character protected by minimum lot size and maximum residential densities;

(6) Mini-day care centers or home schools should be permitted throughout rural areas;

(7) Commercial uses which are normally associated with rural areas should be permitted, such as horse arenas, commercial greenhouses, kennels and veterinarian clinics;

(8) Nuisances, e.g., noise, light, or odor, created by commercial or industrial uses in rural areas should be contained on-site through protection measures such as fencing, limited hours, reduction in traffic volumes, lighting standards, etc.;

(9) Accessory uses to the principal uses should be permitted in all zones;

(10) Planned unit developments or cluster subdivision options, where density of a parcel is transferred to a portion of a property, should be allowed in those circumstance where property is limited by natural constraints, such as wetlands, shoreline setbacks, geologic hazardous areas, and in areas designated rural low; provided, that lot sizes are not reduced below 2.4 acres;

(11) Major industrial and commercial development should be primarily focused into the Forks urban growth area, with some development as outlined allowed in rural areas;

(12) Rural centers and tourist commercial zones should be designated to allow for a mixture of commercial and residential uses in rural areas. These zones are where communities have been established historically and allowed for a variety of land uses.

31.06.110 Rural land - Classifications.

The following land use classifications outside of the Forks urban growth area and commercial forest designations are proposed:

(1) *Western Region Rural Center.* A land use classification intended for areas with a mixture of land uses, including commercial, residential and industrial.

(a) *Standards.* Minimum Lot Size - ~~One-half acre~~None;

Maximum Residential Density - One dwelling unit per one-half acre~~Based on health regulations~~;

Setbacks - Per existing Zoning Code;

(b) *Permitted Uses.* See matrix in CCC 31.06.130;

(c) *Location.* Proposed for Sappho, Beaver, Three Rivers, Quillayute Prairie Airport.

(2) *Tourist Commercial.* A land use classification intended for areas primarily devoted to providing services to the traveling public.

(a) *Standards.* Minimum Lot Size - One-half acre;

Maximum Residential Density - Based on health regulations;

Setbacks - Per existing Zoning Code;

(b) *Permitted Uses.* See matrix in CCC 31.06.130;

(c) *Location.* Proposed for Bear Creek, Bogachiel River Bridge.

(3) *Quillayute Residential.* A land use classification intended primarily for areas with existing lots less than one acre in size outside of the Forks urban growth area.

(a) Standards:

Minimum Lot Size - One-half acre;

Maximum Residential Density - Based on health regulations;

Setbacks - Per existing Zoning Code;

(b) *Permitted Uses.* See matrix in CCC 31.06.130;

(c) *Location.* Proposed for Salmon Drive area, Whitcomb-Diimmel, Lake Pleasant and Quillayute River, and Quillayute Prairie.

(4) *Western Region Rural.* A land use classification in areas where residential one-acre lots in rural areas are either currently the predominant land use or are proposed.

(a) *Standards.* Minimum Lot Size – One acre;

Maximum Residential Density – One dwelling unit per ~~2.4~~ acres;

(b) *Permitted Uses.* See matrix in CCC 31.06.130;

(c) *Location.* Proposed for various areas.

(5) *Rural Neighborhood Conservation.* A land use classification intended for those areas and persons who desire to live in a low density rural setting with limited encroachment of commercial and industrial activities.

(a) *Standards.* Minimum Lot Size – One acre (one-half acre if clustered);

Maximum Residential Density – One dwelling unit per five acres subject to optional innovative zoning techniques triggered either by the size of the parcel (cluster technique) or by the varying character of the many existing neighborhoods found within this zoning district (overlay technique);

(b) *Permitted Uses.* See matrix in CCC 31.06.130;

(c) *Location.* Proposed for various areas.

(6) *Rural Low.* A land use classification intended to provide homesites in rural forestry areas with limited encroachment of commercial and industrial activities.

(a) *Standards.* Minimum Lot Size – 2.4 acres (flexible zoning allowed);

Maximum Residential Density – One dwelling unit per 4.8 acres;

(b) *Permitted Uses.* See matrix in CCC 31.06.130;

(c) *Location.* Proposed for various areas.

31.06.120 Rural land – Definitions.

For the purpose of this chapter, certain terms or words herein shall be interpreted as specifically defined in this chapter. All other words in this chapter shall carry the meanings as specified in Webster's New Collegiate Dictionary of 1980.

(1) "Accessory dwelling unit" means a separate dwelling unit within or detached from a single-family dwelling that complies with the standards set forth in this chapter and is accessory in nature to the main dwelling on the property. Accessory dwelling units are not computed when calculating density or minimum lot size.

Commented [MC22]: Changed to address HB 1337.

(2) "Accessory improvements" means an improvement which is subordinate to or incidental to the main use of a parcel. Such improvements shall be, but are not limited to, fences, garages, storage sheds, walkways, driveways, utilities, sewage disposal systems, landscaping, off-street parking, guest houses and small buildings for workshop. Improvements which are detached from a dwelling unit located on the parcel and intended for overnight sleeping uses are an accessory improvement to a residential use.

(3) "Accessory uses" means a use which is normally subordinate to or incidental to the main use on the lot.

(4) "Agriculture" means improvements and activities associated with the raising and harvesting of crops and livestock.

(5) "Bed and breakfast inns" means a dwelling which is constructed or converted partially or entirely into an overnight, short-term boarding house which does not detract from the residential appearance of the structure.

(6) "Church" means a building or buildings intended for religious worship including ancillary activity and improvements such as religious education, assembly rooms, kitchen, reading room, recreation hall and may include a residence for church staff. This definition does not include schools devoted primarily to nonreligious education.

(7) "Club" means an association of persons for a common object, jointly supported and meeting periodically in a given place.

(8) "Commercial use" means any premises devoted primarily to the wholesaling or retailing of a product or service for the purpose of generating an income.

(9) "Conditional use" means an activity or structure which is allowed by this chapter in one or more land use classifications. Conditional uses are those uses often not compatible within the zone in which they might be located because at times they may create a nuisance which might not be capable of being mitigated. A conditional use permit requires a public hearing, notice to adjacent property owners and is either approved, approved with conditions or denied by the County Board of Adjustment (or Hearing Examiner), appealable to the Board of County Commissioners.

(10) "Day care center" means a person or agency that provides care for thirteen (13) or more children during part of the twenty-four (24) hour day.

(11) "Density" means the number of dwelling units per gross acre of land.

(12) "Duplex" means a building containing two (2) dwelling units and not otherwise defined as an accessory dwelling or guest house.

(13) "Dwelling unit" means any building or any portion thereof which is intended or designed to be used, rented, leased, let or hired out to be occupied for living purposes having independent living facilities for one family including permanent provisions for living, sleeping, eating, cooking, sanitation and including accessory structures and improvements.

(14) "Greenhouse or nursery" means a structure or land devoted to the cultivation and sale of plants.

(15) "Grocery store" means a structure devoted primarily to the sale of staple foodstuffs and household commodities.

(16) "Guest house" means living quarters which are located on the same parcel with a principal single-family dwelling for the impermanent use by personal guests of the occupants of the principal single-family dwelling and which may not be rented or used as a permanent residential dwelling.

(17) "Home-based industry" means 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 (2) part-time or full-time employees other than the owner. An attached garage is considered as a building separate from the dwelling.

(18) "Home enterprise" means a revenue-generating enterprise which is located in a dwelling and is subordinate to and incidental to the residential use of the dwelling.

(19) "Home school" means a person or agency providing instruction during part of the twenty-four (24) hour day to twelve (12) or fewer persons in a home.

(20) "Horse arena" means an outside area or facility greater than 2,000 square feet in area for the commercial boarding, care, instruction or riding of horses.

(21) "Industrial use" means any premises devoted primarily to the manufacturing of semi-finished products, finished products and the processing of materials, to a degree that exceeds the definitions of home-based industries and home enterprises. This definition includes accessory facilities such as, but not limited to, storage facilities, transfer facilities, warehousing, heavy vehicular storage and repair, log storage and sorting.

(22) "Kennels" means an establishment which is designed to accommodate the temporary boarding of six (6) or more household pets owned by persons other than the owner of the premises.

(23) "Labor camp" means facilities which are designed to provide overnight sleeping, waste disposal and one cooking facility to serve the entire facility for the construction industry, timber management, etc.

(24) "Medical service facility" means a medical physicians clinic or outpatient care clinic where overnight accommodations are not provided.

(25) "Mineral extraction" means activities involved in the extraction of minerals from the earth for industrial, commercial, or construction uses, excluding water. For the purpose of this chapter, removal of solid materials from the earth is not deemed mineral extraction until the activity collectively results in more than three (3) acres of land being disturbed or that results in pit walls more than thirty (30) feet high and steeper than one horizontal to one vertical. This definition does not include disturbances greater than three (3) acres of land if the accumulative area that has not been rehabilitated according to the State's reclamation requirements outlined in Chapter 78.44 RCW is less than three (3) acres. Farming, road construction, mineral exploration testing and site preparation for construction shall not be deemed mineral extraction activities.

(26) "Mini-day care center" means a person or agency providing care during part of the twenty-four (24) hour day to twelve (12) or fewer children in a facility.

(27) "Minimum lot size" means the smallest parcel size upon which a dwelling may be placed or constructed; provided, that roads and open spaces, dedicated to the public, and tidelands shall be excluded when calculating lot size.

(28) "Mobile home park" means a lot or parcel of land occupied by two (2) or more mobile homes on a rent or lease basis, and approved by Clallam County pursuant to County regulations.

(29) "Motel" means a structure which provides overnight, short-term boarding to transient guests and not defined as a bed and breakfast inn facility.

(30) "Multiple-family dwelling" means a building containing three (3) or more dwelling units.

(31) "Outdoor oriented recreation use" means improvements and land use activities which are intended to provide for recreation activity which is carried on outside of buildings or which involves the use and enjoyment of features of the surrounding environment to include but not be limited to campgrounds, boat launching facilities, golf courses, and ballfields.

(32) "Permitted use" means an activity or structure which is allowed in a zone pursuant to this chapter without conditions or formal action by the County, except as required by other chapters of the Clallam County Code. A permitted use includes uses and improvements which are customarily accessory to the use.

(33) "Professional offices" means a structure accommodating the following professional offices: medical, dental, chiropractic; accounting, consulting, cosmetologist, real estate offices or such other offices of persons required to be licensed by the State of Washington following completion of required training.

(34) "Public building" means a building which is used or owned by a governmental agency.

(35) "Race track" means an area devoted to the racing of motor and nonmotorized vehicles or animals, and all improvements normally associated with racing such as off-street parking, patron seating, and a fixed race track.

(36) "Recreational vehicle park" means a lot occupied by two (2) or more recreation vehicles as defined by State health laws for the purpose of lease or rent for overnight occupation.

(37) "Research facility" means an improvement devoted to or supporting research activities and having minimal nuisance characteristics related to odor, noise, glare and radiation. Research is an activity devoted to the obtaining of knowledge and does not include any product retailing or wholesaling activity. Testing for surface and subsurface minerals is not a research activity.

(38) "Retail use" means a land use devoted primarily to the sale of a product or service to the general public.

(39) "School". For the purposes of this chapter, a "school" is a building where instruction is given to persons to enhance their knowledge or skills. Buildings where instruction is given primarily on religious matters are not deemed to be schools.

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(40) "Single-family dwelling" means a dwelling unit detached from any other dwelling unit and intended for occupation by one family and including accessory improvements and uses. This definition includes manufactured homes such as mobile homes, modular homes and other homes manufactured in components or as one complete dwelling unit.

(41) "Solid or liquid waste disposal" means a facility typically owned and operated by a public entity for disposal of solid or liquid waste, including transfer stations, sewage facilities and biosolids.

(42) "Special use" means an activity, use or structure which is allowed in one or more land use classifications. Special uses are those uses normally compatible within the zone in which they are located but may at times create a nuisance which might be mitigated through issuance of the special use permit or denied if: (a) unable to be mitigated; or (b) found to be incompatible with other uses in the zone in which it is locating; or (c) is inconsistent with this chapter; or (d) is inconsistent with the comprehensive plan. A special use permit requires notice to adjacent property owners and is either approved, approved with conditions or denied by County planning staff, appealable to the Board of County Commissioners.

(43) "Storage facility" means a building or fenced open yard used solely for the storage of goods and materials; provided, that automobile wrecking or salvage facilities are excluded from this definition.

(44) "Tavern" means any establishment with special space and accommodation for sale by the glass and for consumption on the premises, of beer and/or wine.

(45) "Timber harvesting" means limited improvements and activities associated with the growing and harvesting of trees that will have only minimal impact on neighboring residential uses when undertaken in rural land use zones. Such activity includes timber harvesting; land preparation for tree planting; road construction; tree thinning; brush control; temporary storage of logs, materials, vehicles and equipment supporting timber growing on-site; temporary chipping and barking of timber harvested on site utilizing portable equipment; and minor extraction of gravel and rock necessary to support timber management activity on-site (and not otherwise defined as mineral extraction).

(46) "Timber management activity" means improvements and activities associated with the growing and harvesting of trees. Such activity includes land preparation for tree planting, road construction, tree thinning, brush control, log storage and sorting yards, tree nursery facilities, research activity related to timber growing, improvements required for environmental impact mitigation, temporary chipping and barking activity utilizing portable equipment, storage of materials, vehicles and equipment supporting timber growing, harvesting and transportation activities, staging areas and facilities, timber transshipment facilities, log scaling facilities, the extraction of gravel and rock necessary to support timber management activity and all other silviculture and associated practices which are recognized by and consistent with the regulations of the Washington State Forest Practices Act of 1974.

(47) "Tourist shop" means a facility devoted primarily to the sale of a product or service to the traveling public, including antique or curio shops, crafts, memorabilia.

(48) "Unclassified use" means an activity or land use not listed as permitted, special or conditional use, or prohibited in this Plan.

(49) "Utility" means a fixed, conveyance type improvement serving two or more ownerships. Said improvement conveys power, gas, water, sewage, surface drainage, and communication signals. This definition does not include intercounty or interstate transmission facilities.

(50) "Vehicular repair" means a structure or land use devoted to the repair of motor vehicles and not otherwise defined as a home-based industry.

(51) "Wrecking yard or junk yard" means an open area where scrap materials or motor vehicles are bought, sold, exchanged, recycled, stored, disassembled or handled, but which cannot be used again for the purpose for which it was originally intended.

31.06.130 Rural land – Use matrix.

The attached rural land use matrix identifies a range of land uses which may be permitted within one of the rural land use zones. Although there are six rural land use zones, the three zones of rural, rural moderate and rural low have been identified as similar in nature and therefore the permitted uses are proposed to be identical. There are three types of permitted land uses: permitted outright, special use, and conditional use. See definitions in CCC 31.06.120 for explanation of these terms.

Table 6. Rural Land Use Matrix

Use	Rural Center	Tourist Commercial	Quillayute Residential	Rural Neighborhood Conservation
Accessory dwelling units	Permitted	Permitted	Permitted	Permitted
Agriculture	Permitted	Permitted	Permitted	Permitted
Bed and breakfast inn	Permitted	Permitted	Permitted	Permitted
Cemetery	Permitted	Permitted	Permitted	Conditional
Churches	Conditional	Conditional	Conditional	Conditional
Clubs	Conditional	Conditional	Conditional	Conditional (Lodges)
Commercial greenhouse	Special	Special	Special	Conditional
Commercial storage facility	Permitted	Permitted	Conditional	Prohibited

Use	Rural Center	Tourist Commercial	Quillayute Residential	Rural Neighborhood Conservation
Day care center	Permitted	Permitted	Special	Family day care Permitted; Child day care center Conditional
Duplex dwellings	Permitted	Permitted	Permitted	Conditional
Gas stations	Permitted	Permitted	Conditional	Prohibited
Grocery stores	Permitted	Permitted	Special	Prohibited
Home enterprise	Permitted	Permitted	Permitted	Permitted
Home-based industry	Permitted	Permitted	Permitted	Conditional
Horse arena	Special	Special	Conditional	Permitted
Labor camps and staging areas	Special	Conditional	Conditional	Prohibited
Industrial use	Conditional	Conditional	Conditional	Prohibited
Medical service facility	Permitted	Permitted	Special	Prohibited
Mineral extraction	Conditional	Conditional	Conditional	Conditional

Use	Rural Center	Tourist Commercial	Quillayute Residential	Rural Neighborhood Conservation
Mini-day care center or home school	Permitted	Permitted	Permitted	Private schools with less than 50 students Conditional
Mobile home parks	Conditional	Conditional	Conditional	Prohibited
Motel	Permitted	Permitted	Conditional	Prohibited
Multiple-family dwelling	Special	Conditional	Conditional	Prohibited
Outdoor-oriented recreation use	Permitted	Special	Special	Conditional
Planned unit developments	Permitted	Conditional	Conditional	Prohibited
Power generation facilities greater than five megawatts	Conditional	Conditional	Conditional	Prohibited
Professional office	Permitted	Permitted	Special	Prohibited
Public buildings and facilities	Conditional	Conditional	Conditional	Conditional
Race track	Conditional	Conditional	Conditional	Prohibited
Research facilities	Conditional	Conditional	Conditional	Prohibited

Use	Rural Center	Tourist Commercial	Quillayute Residential	Rural Neighborhood Conservation
Restaurant	Permitted	Permitted	Conditional	Prohibited
Retail store	Permitted	Permitted	Conditional	Prohibited
Rock crushing and asphalt plants	Special	Conditional	Conditional	Prohibited
RV parks	Permitted	Permitted	Conditional	Conditional
Schools	Special	Special	Conditional	Prohibited
Single-family dwellings	Permitted	Permitted	Permitted	Permitted
Solid or liquid waste disposal	Conditional	Conditional	Conditional	Prohibited
Tavern	Conditional	Conditional	Conditional	Prohibited
Timber harvesting	Permitted	Permitted	Permitted	Permitted
Timber management activity	Special	Special	Conditional	Conditional (small scale); otherwise Prohibited
Tourist shops	Permitted	Permitted	Conditional	Prohibited
Unclassified use	Conditional	Conditional	Conditional	Prohibited unless

Use	Rural Center	Tourist Commercial	Quillayute Residential	Rural Neighborhood Conservation
				authorized as a similar use
Utilities and fire protection	Permitted	Permitted	Permitted	Conditional
Vehicular repair	Permitted	Permitted	Conditional	Prohibited
Veterinarian clinic and kennels	Special	Special	Special	Conditional
Wrecking yard	Conditional	Conditional	Prohibited	Prohibited

31.06.140 Rural land – Private property rights and critical area protection.

Commented [MC23]: Some of the framing here may be dated, but if the underlying principle of the transfer of density within a site may still be relevant. County to discuss.

Residents in the West ~~End~~ern Planning Region have historically enjoyed a rural lifestyle that, due to their remote location and traditional occupations, has been largely free from government regulations and intrusion. Industries such as commercial forestry and cattle farming have helped to foster a strong sense of independence throughout the West End community. This sense of independence is further strengthened by the remoteness of the region. The opportunities and options available in more metropolitan areas are not as readily available in the West End, making self-sufficiency more of an imperative.

In recent years, regulations aimed at protecting environmentally sensitive areas from degradation have been implemented throughout the region. While there is little debate over the need to protect environmentally sensitive areas, the methods employed to achieve this end are considered by many to be excessive and burdensome to affected property owners.

The residents of the Western Planning Region ~~West End Planning Commission~~ feels it is both possible and necessary to strike a balance between the protection of valuable environmental amenities and private property rights. The following policy is designed to help achieve this goal:

Zoning ordinances, when applied to real property subject to the Clallam County Critical Areas Ordinance, the Shoreline Management Act, or the Floodplain FIRM Map/Management Plan (e.g., wetlands, steep slopes, floodplains, etc.), shall permit the transferring of densities from that portion of the parcel subject to the applicable ordinance to the remaining non-critical area portion of the property. However, no density will be allowed on the noncritical area acreage that would exceed the density allowed for the entire parcel (both critical area portions and noncritical area portions). In addition, all densities shall be subject to prevailing health codes.

While this policy shall apply to all land use designations, it will only be utilized with lands designated as being subject to the Clallam County Critical Areas Code, the Shoreline Management Act, and/or the Floodplain FIRM Map/Management Plan.

An example of this transferring of densities would be as follows:

Developer owns a parcel of land that consists of a total of 15 acres in a zoning district that allows a maximum residential density of one dwelling unit per five acres. Under the zoning code, the property could be divided to create three lots for future single-family development. However, 10 acres are located within the FIRM 100-year floodplain, and one acre is designated as steep slopes (i.e., landslide hazard areas). Transferring of densities would allow the developer to still create three lots; provided, that each lot contains adequate potential building sites outside of the floodplain and steep slope areas, and that the land division complies with all applicable public health codes.

1 The PRTPO consists of representation from four (4) counties (Clallam, Jefferson, Kitsap and Mason), nine (9) cities, four (4) transit agencies, eighteen (18) port districts, ten (10) Tribal Nations, the Washington State Department of Transportation, and the private sector. The PRTPO has been working for the last four (4) years to develop a Regional Transportation Plan (RTP). The goal of the PRTPO is to coordinate the regional transportation planning activities for the Olympic and Kitsap Peninsulas.

2 Based on 1990 U.S. Census information.

3 Build-out analysis indicates what would happen if development was to occur at the maximum allowed density. It is useful in determining the adequacy of a facility in a "worst case scenario," but does not represent conditions likely to occur.

4 The standard rating methodology for Clallam County roads is the Highway Capacity Manual – Florida Model.

5 Based on 1990 U.S. Census figures.

The Clallam County Code is current through Ordinance 1021, passed July 9, 2024.

Disclaimer: The Commissioner's Office has the official version of the Clallam County Code. Users should contact the Commissioner's Office for ordinances passed subsequent to the ordinance cited above.

County Website: www.clallam.net

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