

AGENDA

Clallam County Planning Commission

Planning Commission Meeting of Wednesday, November 19, 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>

- A. CALL TO ORDER**
- B. PLEDGE OF ALLEGIANCE**
- C. ROLL CALL**
- D. WELCOME**
- E. APPROVAL OF MINUTES:** November 5, 2025
- F. ANNOUNCEMENTS:**
- G. PUBLIC COMMENT on AGENDA ITEMS (not subject of hearing) – Please Limit Comments to Three Minutes**
- H. UNFINISHED BUSINESS:** None
- I. PUBLIC HEARING/COMMISSION ACTION:** None
- J. WORK SESSION ITEMS:** Continued work on the Comprehensive Plan Update, including Capital Facilities Plan and Transportation Element
- 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 November 5, 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 Chair Steve Gale, Vice-Chair Ron Long, Ken Reandeau, Katina Hester, Tom Butler, Bonnie Booth, Warren Billups, and Jane Heilman. Bruce Emery, Director, Tim Havel, Deputy Director, and Donella Clark, Principal Planner, represented staff from the Department of Community Development.
- D. WELCOME: Chair Gale welcomed all in attendance. No public were present online or in the room.
- E. APPROVAL OF MINUTES: Commissioner Reandeau motioned to approve the minutes with Commissioner Hester seconding. Motion passed with two abstentions (Gale and Booth).
- F. ANNOUNCEMENTS: Mr. Emery informed the Planning Commission the consultants will be providing the Capital Facilities Plan and Transportation Element on November 14. Staff is recommending that the Commission open the public hearing that was advertised for this evening, hear public testimony, but continue the hearing until December 3, 2025 and discuss any testimony at that meeting. The Capital Facilities Plan and Transportation Element will be forwarded to the Planning Commission to be discussed at the November 19 meeting.
- G. PUBLIC COMMENT PERIOD: None.
- H. UNFINISHED BUSINESS: None.
- I. PUBLIC HEARING ITEM: Hearing was opened by the chair. No public was present, but two written comments were provided for the Planning Commission to review. Staff provided a brief presentation of the proposed changes. Commissioner Booth motioned to continue the hearing until December 3rd with Commissioner Butler seconding. Motion passed.
- J. WORK SESSION ITEMS: Commission continued their discussion of the changes to the Comprehensive Plan and the planned rezones within the Urban Growth Area of Sequim. Discussed the building heights that exist in the development regulations and why these development regulations are proposed with the Comprehensive Plan update. Planning Commission believes there should be more input from the public regarding these changes that may affect personal property.
- K. PUBLIC COMMENT PERIOD: None.
- L. DISCUSSION OF PUBLIC COMMENTS: None.
- M. GOOD OF THE ORDER: None.
- N. ADJOURNMENT: The meeting adjourned at __8:00p.m.__

Emery, Bruce

From: Ed B. <yellowbanks@hotmail.com>
Sent: Wednesday, November 5, 2025 12:55 PM
To: Emery, Bruce; French, Mike
Subject: Re: Planning Commission Hearing

 You don't often get email from yellowbanks@hotmail.com. [Learn why this is important](#)

My other email system is currently broken at the moment. Broadband last mile just isn't doing the job. You can still respond to that address but I can only respond via this one.

My comment for any government process, including the Planning Commission which I have zero confidence in their obligatory duties, is to leave the language in the Comp Plan alone in regards to CCC 31.06.010.

Though not currently active, the option is there to address the unique issues facing at least the designated borders of this committee when the need arises. If anything, since it is based on school district boundaries, it should be amended to include the boundaries of Cape Flattery School District; these issues are not just Forks centric (the mayor of Forks understands this perspective). And for Commissioner French, Clallam Bay Sekiu "unincorporated" isn't centric either to be representative of the issues and needs (no mayor available, maybe that's also the recommendation that should be considered).

The consultant paid-for-by-tax-dollars is clearly not using local data to make their plan verbiage changes, let alone reach out one iota to those affected like myself by their looking at Clallam County from 40,000 feet.

Ed Bowen



State of Washington
DEPARTMENT OF FISH AND WILDLIFE

Coastal Region • Region 6 • 48 Devonshire Road, Montesano, WA 98563-9618
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November 5, 2025

Clallam County

ATTN: Bruce Emery, Director, Department of Community Development
223 East 4th Street
Port Angeles, WA 98362

Subject: WDFW Comments on the Clallam County 2025 Draft Comprehensive Plan, Planview Case 2022-C-116

Dear Bruce Emery,

On behalf of the Washington Department of Fish and Wildlife (WDFW), we offer our comments on the 2025 draft Comprehensive Plan for Clallam County as part of the current periodic review under the Growth Management Act (GMA). WDFW is dedicated to preserving, protecting, and perpetuating the state's fish, wildlife, and ecosystems while providing sustainable fish and wildlife recreational and commercial opportunities.

In recognition of our responsibilities, we submit the following comments for Clallam County's 2025 [Draft Comprehensive Plan- Planning Commission Nov 5](#) version; acknowledging that other comments may be offered in the future. We strive to maintain contact throughout this update process and look forward to engagement opportunities in the future.

Chapter 31.02 – County-Wide Comprehensive Plan

Draft Policy Number and Language (with WDFW suggestions in red)	WDFW comment
31.02.120 – Agricultural and resource land use policies	
31.02.120 – Policy (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.	WDFW encourages the County to build out this language to explicitly state how agricultural lands users are being encouraged with this protection. For protection on agricultural lands, WDFW suggest enrolling in the Voluntary Stewardship Program (VSP) to create a non-regulatory approach to meeting the goals of the state of Washington's Growth Management Act by protecting critical areas on agricultural lands. Enrollment is open to new counties.

31.02.140 – Forest land use policies	
31.02.140 – Policy (1): Retain and prevent conversion of designated commercial suitable forest land in the County in commercial forest land use, because of general economic benefits to the people of the County derived from forests, including timber production and processing, watershed conservation, recreation, and fish and wildlife conservation.	WDFW encourages the County to retain and protect designated commercial forest lands from being rezoned to a different land use type such as rural residential. These areas can act as wildlife habitat and corridors with a multitude of benefits for the local ecosystem. We encourage local jurisdictions to use best available science to pursue efforts to create, maintain, and connect habitat corridors where possible for wildlife to use to prevent populations of species from isolation. Wildlife corridors, which can be found on forest lands, are important in promoting wildlife movement and preventing habitat fragmentation. The public benefits of integrating open space and corridor planning include increased opportunity for positive human-wildlife interactions, better management of stormwater, and more certainty for developers and landowners about where habitats will be protected over the long term. Land and habitat in Clallam County provide critical habitat connectivity for the Olympics as shown in the Washington Habitat Connectivity Action Plan. These areas should be considered to align with WAC 365-190-130(3)(a)(i) protections. Long-term Commercial Forestry, farmlands, preserves, and other parklands contribute to habitat connectivity and open space. Maintaining these land uses provides multiple benefits including habitat connectivity and preserving the rural character of the County. For resources for developing wildlife and open space corridors, please see: Landscape Planning for Washington's Wildlife: Managing for Biodiversity in Developing Areas, Land Use Planning for salmon, steelhead and trout: A land use planner's guide to salmonid habitat protection and recovery, Washington Wildlife Habitat Connectivity Working Group, WDFW's Habitat at Home, and WDFW's Habitat connectivity website.
31.02.140 – Policy (13): The primary land use within designated commercial forest land shall be commercial forestry. Other resource industries such	WDFW is supportive of this policy since it ensures that lands adjacent to commercial forest lands are

as extraction and agriculture shall be permitted within a designated forest resource area when managed to be compatible with forest management. New single-family dwellings shall be allowed in commercial forest areas as a conditional or special use when the home is not incompatible with commercial forestry, provided that a single-family dwelling on legal lots of record less than 80 acres in area should be allowed within designated commercial forest land, subject to applicable performance standards to ensure compatibility with adjacent commercial forest lands. Residential development shall be recognized as a compatible land use on lands designated as transitional from forestry to rural; provided, that measures are taken to ensure that the development is compatible with the adjacent commercial forest land use.	of a compatible zoning class to prevent land use conflicts.
31.02.140 – Policy (15): Lands designated as commercial forest shall remain in large parcels and ownership patterns conducive to forestry.	WDFW is supportive of this policy.
31.02.140 – Policy (19): Clallam County should offer incentives to encourage conservation of forested lands. Incentives should include property tax benefits, cluster subdivision options, right-to-practice forest practices in the accustomed manner, and technical assistance in harvest techniques, water quality and habitat protection. When conservation of a forest parcel is assured, adjacent land uses, utilities, and transportation should be designed to reduce conflicts with forestry.	WDFW is supportive of this policy.
31.02.140 – Policy (24): Land designated as commercial forest shall remain in this classification unless a strong case can be made that the zoning could be changed without affecting the commercial viability of the surrounding forest land on a countywide basis. Zone change applications shall meet one of the following criteria: (a) An error was made in application of the criteria establishing the zone; or	WDFW recommends adding that this review should be conducted on a countywide basis to align with <u>WAC 365-196-480 (2)(e)</u>. The GMA WAC recommends that the review of existing designations should be done on a countywide basis, and in most cases, be limited to the question of consistency with the comprehensive plan, rather than revisiting the entire prior designation and regulation process. However, to the extent that new information is available or errors have been

(b) The Board of County Commissioners after giving careful consideration to the value of the resource to the community finds that commercial forestry cannot generate a reasonable return on investment when compared to other forested properties and that growth could not be directed to other nonforested rural lands in the same vicinity.	discovered, the review process should take this information into account. Review for consistency in this context should include whether the planned use of lands adjacent to agricultural, forest, or mineral resource lands will interfere with the continued use, in an accustomed manner and in accordance with the best management practices, of the designated lands for the production of food, agricultural products, or timber, or for the extraction of minerals. Counties and Cities must defer reviews of resource lands until they are able to conduct a comprehensive countywide analysis consistent with WAC 365-190-040(10).
31.02.150 – Mineral resource land issues.	
31.02.150 – (3): Environmental impacts of mineral extraction can be substantial. Aggregate production temporarily obliterates entire minesite ecosystems, but this loss can be mitigated minimized with carefully sequenced reclamation. The effects of truck traffic can be a primary concern in designating construction aggregate mines. Damage to river beds can be another major impact of mining. Channel bar scalping can reduce the probability of flooding but can also change the river-bed morphology and result in cascading ecological impacts harming fish populations and aquatic habitat functions. Possible reduction of the quantity of groundwater is a concern in new mineral sites....	Alterations that affect habitats should follow the full mitigation sequence steps as defined in WAC 197-11-768. First and foremost avoid, then minimize impacts, followed by rectifying impacts, reducing or eliminating impacts over time, compensating for adverse impacts, and finally, monitoring the impact and taking appropriate corrective measures. Following the full mitigation sequencing steps is meant to ensure that development imposes no net loss of critical area functions and values as outlined in WAC 365-190-080 and WAC 365-196-830.
	WDFW also recommends that the County expand on the potential physical and temporal ecological impacts that mineral resource mining can have on fish and wildlife habitat conservation areas. These impacts can have drastic and long-term effects on the local ecosystems functions and values, especially during storm events. As these storm events become more common due to climate change, impacts from mineral resource sites may have more impacts to local fish and wildlife habitat conservation areas.
31.02.250 – Urban growth area implementation policies.	
31.02.250 – Policy (1) (e): In order to provide continuity in environmental protection, education and community outreach, the cities should continue to work with Clallam County and other agencies in implementation of watershed	In addition to the watershed plans, such as the Elwha-Dungeness Watershed Plan, WDFW also recommends the County reference the resources provided the Agency's Priority Habitats and Species (PHS) program. The PHS program is the Agency's

management plans and other environmental programs, if any.	primary means of transferring fish and wildlife information from our resource experts to local governments. The PHS program includes a list of <u>management recommendations</u> for habitat and species. WDFW's <u>Land-use planning priorities and resources</u> is another location to find a wide array of information ranging from best available science guidance to enhancing habitat and wildlife connectivity.
31.02.260 – Master planned resorts land use policies.	
31.02.260 – Policy (1) (d): An adequate buffer is required adequate to ensure that harvesting of timber or crops on adjacent resource lands is not precluded.	WDFW suggests rewriting this policy to improve clarity. This includes laying out how the buffer width is determined, such as based on the adjacent resource lands, and also clarifying whether this buffer is included on the resort parcels or on the adjacent resource land parcels.
31.02.260 – Policy (1) (h): The master planned resort is consistent with development regulations of the County to protect critical areas to ensure no net loss of ecological functions and values.	WDFW recommends that the County expand this policy to ensure the protection of all critical areas functions and values to align with the requirements of <u>WAC 365-190-080</u> and <u>WAC 365-196-830</u> .
31.02.260 – Policy (1) (i): On-site and off-site infrastructure impacts are fully considered and follow the full mitigation sequence mitigated.	WDFW recommends that developments follow the full mitigation sequence, as defined in <u>WAC 197-11-768</u> , when impacts to critical areas are unavoidable. First and foremost avoid, then minimize impacts, followed by rectifying impacts, reducing or eliminating impacts over time, compensating for adverse impacts, and finally, monitoring the impact and taking appropriate corrective measures. Following the full mitigation sequencing steps is meant to ensure that development imposes no net loss of critical area functions and values as outlined in <u>WAC 365-190-080</u> and <u>WAC 365-196-830</u> .
31.02.340 – Environment and open space policies.	
31.02.340 – (1) (c) (Policy 3): The critical areas ordinance shall be utilized by Clallam County to help achieve environmental objectives including no net loss of critical area functions and values, prevent environmental degradation, and to manage land use activities within the natural and intrinsic constraints of the landscape...	WDFW recommends the County include the suggested text in red into this policy to ensure the protection of all critical areas functions and values to align with the requirements of <u>WAC 365-190-080</u> and <u>WAC 365-196-830</u> .

31.02.340 – (1) (e) (Policy 5): Clallam County shall work with other agencies, tribes and individuals to prevent additional listing proactively protect populations of fish, wildlife and plants under the Endangered Species Act through pro-active (rather than reactive) planning and implementation of proper land use practices and conservation measures.	WDFW encourages the County to consider rewording this policy slightly since the goal of proactive protection of fish and wildlife species is to prevent them from being added to the at-risk State listing status. WDFW is supportive of the County taking a proactive approach to protection through thoughtful planning and land use implementation.
31.02.340 – (1) (f) (Policy No. 6): Clallam County shall prioritize culvert replacement and similar issues that presently result in identifying and removing barriers to fish passage including undersized or degraded culverts as part of the Six-Year Transportation Improvement Plan (TIP) process.	WDFW recommends that the County utilize the Washington State Fish Passage map along with the Fish Passage Inventory, Assessment, and Prioritization Manual, and the Comprehensive Statewide Strategy prioritization strategy, located on WDFW's Fish passage website, to help with the policy's goal. While addressing fish barriers, WDFW recommends that jurisdictions review the WDFW's climate-change-resilient culvert webpage and Incorporating Climate Change into the Design of Water Crossing Structures: Final Project Report for resources on how to incorporate climate-resiliency into water crossing designs. These resources should be used during the development of future water crossing designs.
31.02.340 – Policy (6): Marine Resources. (a) (Policy 16) Clallam County should will work to implement achieve alternatives for sewage treatment plant discharges to marine waters. (b) (Policy 17) Clallam County shall preserve the scenic, aesthetic and ecological qualities of the marine shorelines of Clallam County, in harmony with those uses which are deemed essential to the life and safety of its residents. Clallam County shall implement marine resource goals through the Clallam County Shoreline Master Program and/or critical areas ordinance, as now or hereafter amended. (c) (New Policy 18) Clallam County shall locate and designed new development to avoid	WDFW recommends a few edits to sub-policies a and b to strengthen policy language. WDFW recommends adding a new sub-policy that mirrors the County's Shoreline Master Program that highlights that new development projects should be planned to avoid the future use of shoreline stabilization to the extent feasible. The suggested language in the sub-policy C is paraphrased from Clallam County Shoreline Mater Plan Code 35.20.270 (4). To avoid locating new development in areas at risk of sea level rise, WDFW recommend planning take into consideration the Department of Ecology's protecting costal communities resources and WDFW's climate change resources. WDFW also encourages the City to follow the Department of Ecology's Shoreline Master Program guidelines and support the department's encouragement of soft shoreline stabilization techniques where possible. During WDFW Hydraulic Project Approvals (HPAs) reviews, we follow the shoreline stabilization

the need for future shoreline stabilization to the extent feasible.	alternative outlined in WAC 220-660-370(3) which states, "To ensure the protection of fish life, a person must use the least impacting, technically feasible shoreline stabilization alternative..."
31.02.340 – Policy (7): Habitat (a) (Policy 18) Land use practices should protect, connect, and enhance habitat corridors, diversity and richness, and ensure protection and connection of wildlife corridors and habitat for threatened and endangered species. Wildlife corridors and riparian areas should be maintained as important community infrastructure and to promote wildlife diversity across connected landscapes.	WDFW supports this policy. We suggest including corridor connections in this policy where possible for wildlife habitat and open space corridors. Improvements to habitat connectivity networks reduce habitat fragmentation and can reduce wildlife conflicts since wildlife have a movement corridor to avoid humans. We recommend jurisdictions work with local communities alongside intergovernmental and local partners to ensure that local corridors connect to regional corridors to support habitat connectivity across jurisdictional boundaries. Please see resources provided in WDFW comment for 31.02.140 – Policy (1).
31.02.320 – Policy (9): Floodplains (a) (Policy 22) Flood control should be undertaken in the context of varied uses including agricultural and residential, fish and wildlife habitat, water supply, open space, and recreation. Land use and related regulations and zoning should reflect the natural constraints of floodplains, meander zones, and riparian habitat zones and limit development within these areas. Flood control measures should reserve preserve ecological and community benefits such as floodplain functions and public access opportunities to the fullest extent possible. opportunities for other uses, including public access.	Protecting and supporting connected floodplains and riparian systems can assist with protecting the built environment by providing benefits such as water control, flood prevention, ground water recharge, and drought resistance. WDFW encourages the County to limit development within these areas since natural water infiltration and attenuation processes help retain, cool, and filter water which benefits people, salmonids and other species. Protecting and restoring natural assets can be more cost-effective than engineered solutions. The suggested text in this sub-policy aligns with the goals of sub-policy 31.02.320 – Policy (9)(c) which discourages land uses outside of agriculture and recreational land uses within floodplain areas.

Chapter 31 – Regional Plans

Draft Policy Number and Language (with WDFW suggestions in red)	WDFW comment
Chapter 31.03 - Sequim-Dungeness Regional Plan	
31.03.195 (5) (b) (Policy 6) Avoid and minimize the public costs and potential dangers associated with inappropriate development in frequently flooded areas, geologically hazard areas, wetlands, fish and wildlife habitat conservation areas, and areas with a critical recharging effect on aquifers.	Similar to comments above, WDFW recommends that developments follow the full mitigation sequence, as defined in <u>WAC 197-11-768</u>, to first and foremost avoid impacts to critical areas when possible. When impacts are unavoidable, then minimize impacts, followed by rectifying impacts, reducing or eliminating impacts over time, compensating for adverse impacts, and finally, monitoring the impact and taking appropriate corrective measures. Taking the step to first avoid impacts not only helps developers impose less impacts to critical areas, but it also promotes the safety of the public in these critical areas. Protecting and restoring natural assets can be more cost-effective than engineered solutions that may be needed for development in these areas.
Chapter 31.05 - Straits Regional Plan	
31.05.210 (6) (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 a 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. AND 31.05.210 (6) (c) Policy 23. Clallam County should work with the U.S. Fish and Wildlife Service Washington Department of Fish and 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.	Bald eagles are no longer a State listed threatened species by WDFW. Our Agency recommends that Clallam County work with the U.S. Fish and Wildlife Service to develop a management plan based on the federal Bald Eagle and Golden Eagle Management plan and associated recommendations.

Climate Element

Draft Policy Number and Language (with WDFW suggestions in red)	WDFW comment
Climate Element	
Policy 3.1: Develop or modify building standards to reduce the impacts of climate change on indoor and outdoor building features. This may include requiring low-impact development and retrofitting and stormwater runoff mitigation systems where appropriate, designing buildings for passive survivability in case of extended power loss, and adopting fire resilience standards such as venting and features designed to prevent ember ignition. Prioritize the preservation and weatherization of housing in overburdened communities and provide assistance for existing tenants at risk of displacement or additional cost burden from managed retreat or green gentrification.	WDFW is supportive of the County's efforts to address climate change in this chapter. While WDFW is supportive of the County requiring low-impact development in this policy, we recommend adding retrofitting existing developments to this requirement. Please see the Department of Commerce's Clean Building Performance Standards and the Sustainable Development Code website for removing code barriers, creating incentives, and filling regulatory gaps to support the pursuit of this policy. For examples on how other jurisdictions are pursuing green development efforts, please see the City of Shoreline's Deep Green Incentive Program, and the City of Issaquah's and the City of Bellevue's clean building incentive programs. WDFW also recommends that jurisdictions review the WDFW's climate-change-resilient culvert webpage and Incorporating Climate Change into the Design of Water Crossing Structures: Final Project Report for resources on how to incorporate climate-resiliency into water crossing designs. These resources should be used during the development of future water crossing designs. While Clallam County is considering how to develop or modify building standards to reduce impacts of climate change for building features, WDFW suggests avoiding new development or building in areas of high fire risk and sea level rise. We recommend that this planning take into consideration the Clallam County's Community Wildfire Protection Plan, the Department of Ecology's protecting coastal communities resources, and WDFW's climate change resources.
Policy 4.1: Work towards protecting ecosystem functions to uphold Tribal Treaty Rights and	WDFW supports this policy.

preserve culturally significant resources including but not limited to archaeological and sacred sites, ecosystems, traditional foods, plants, and resources at risk from climate change impacts. This may include incorporating riparian and stream habitat conservation measures into land use and infrastructure plans to protect salmonoid habitats (transportation, water, sewer, electricity) developed by the County in partnership with cities, Tribes, service providers, and state agencies.	
Policy 6.1: Review and update the County's Public Benefit Rating System and explore other ways to incentivize landowners to maintain ecosystem services, such as habitat restoration, forest management, and rainwater harvesting. This could include tax incentives, carbon credits, and financial assistance programs.	WDFW supports this policy.
GOAL 7: Prepare forests, wetlands, shorelines, and other ecosystems to be resilient to the impacts of extreme weather, invasive species, pests, diseases, and other impacts worsened by climate change.	WDFW supports this goal by the County since it covers a wide range of priority habitat ecosystems while being proactively prepared for climate change through climate resiliency and planning. Please see the resources provided in Policy 3.1 above to support this County goal.
Policy 7.2: Strengthen habitat and ecosystem resilience by inventorying and avoiding development in climate refugia and critical habitats to strive for no net loss of ecosystem attributes, with a focus on achieving net ecological gains. Expand habitat protection, quality, and connectivity through designations such as conservation areas, expanded buffers, maintaining large blocks of commercial and private forest lands, greenbelts, wildlife and open space bridges and corridors. Incorporate climate considerations in determining permissible activities within wetlands and wildlife habitats.	WDFW supports this goal by the County and has one suggestion to add in forest land to this policy. As mentioned in 31.02.140 – Policy (1), we encourage local jurisdictions to use best available science to pursue efforts to create, maintain, and connect habitat corridors where possible for wildlife to use to prevent populations of species from isolation. Wildlife corridors, which can be found on forest lands, are important in promoting wildlife movement and preventing habitat fragmentation. The public benefits of integrating open space and corridor planning include increased opportunity for positive human-wildlife interactions, better management of stormwater, and more certainty for developers and landowners about where habitats will be protected over the long term.

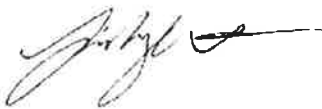
	Please see our comments on 31.02.140 – Policy (1) , 31.02.250 – Policy (1) (e) , and climate element Policy 3.1 for resources.
Policy 10.1: Explore options for designing new and expanded roads and multiuse pathways to minimize impacts on shorelines, accommodate sea-level rise, preserve ecological functions, and avoid disrupting water-related uses, public access, and habitat restoration...	WDFW supports this policy.
Policy 12.3: Identify and implement strategies to prepare for and mitigate the effects of sea level rise and saltwater intrusion into aquifers, drainage, sewer, and septic systems. Explore grant opportunities to fund initiatives aimed at monitoring and preventing saltwater intrusion to promote the reliability and sustainability of water supplies.	Our Agency supports this effort. and recommends that it explicitly address the need for relocation or conversion of septic systems at risk from saltwater intrusion, groundwater rise, and related flooding. Septic systems that flood can negatively affect water quality and pose a risk to fish and wildlife. The County should develop strategies to identify onsite septic systems vulnerable to flooding, including those located outside Urban Growth Areas (UGAs). The policy should also encourage interagency coordination and seek state or federal grant funding to assist homeowners and homeowner associations (HOAs) with relocating, elevating, or upgrading onsite systems where sewer extensions are not feasible.
Policy 13.1: Utilize the best available science and update codes as necessary to establish overlays, special zoning districts, and land-owner outreach zones to direct new development away from current and future high-risk areas and reduce risk in those areas. This may include: • Regularly updating vulnerability assessments of climate impacts and overburdened populations, using this information to determine if and where zoning changes are necessary. • Implementing development regulations and best practices to reduce risks from natural and climate-related hazards, including documenting climate-related risks in property records and considering financial safeguards or bonds for projects in high-risk zones.	WDFW supports the use of best available science to update this information. Please visit the Agency's PHS program since this is the primary means of transferring fish and wildlife information from our resource experts to local governments. The PHS program includes a list management recommendations for habitat and species. WDFW's Land-use planning priorities and resources is another location to find a wide array of information ranging from best available science guidance to enhancing habitat and wildlife connectivity. Additionally, WDFW is interested in the resources that are created as the County is documenting climate-related risk reports. We would like to collaborate with the County on these reports as technical advisors, please reach out to the WDFW local area habitat biologist for coordination.

Policy 13.2: Adopt standards that promote cohesive and complimentary conservation design and a land-first approach to development to prioritize healthy ecological functions, while still permitting rural development in appropriate locations. Center partnership with Tribes, nonprofits, and others to help implement this policy.	Planning on a land-first approach is supported by WDFW as this aligns with our land-use planning priorities since this type of planning delineates critical areas or other habitat features first, preserves them, and then develops in the least impactful way around critical areas.
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Additionally, we suggest utilizing the [Sound Choices Checklist](#) in further review of all Comprehensive Plan elements. This checklist utilizes broad priorities to help local jurisdictions protect and recover the Puget Sound.

Thank you for taking the time to consider our recommendations for your comprehensive plan to better reflect the best available science for fish and wildlife habitat and ecosystems. We value the relationship we have with your jurisdiction and the opportunity to work collaboratively with you throughout this periodic update cycle. If you have any questions, need our technical assistance or resources at any time during this process, please don't hesitate to contact me at 360-701-7705 or at Lindsay.Wourms@dfw.wa.gov, or Region 6's Regional Land Use Lead, Jessica Bryant, Jessica.Bryant@dfw.wa.gov.

Sincerely,



Lindsay Wourms
Assistant Regional Habitat Program Manager
450 Port Orchard Blvd., Suite 290
Port Orchard, WA 98366

Cc: Gwen Lentes, Regional Habitat Program Manager (Gwendolen.Lentes@dfw.wa.gov)
Amy Spoon, Assistant Regional Habitat Program Manager (Amy.Spoon@dfw.wa.gov)
Jessica Bryant, Regional Land Use Lead (Jessica.Bryant@dfw.wa.gov)
Danielle Zitomer, Area Habitat Biologist (Danielle.Zitomer@dfw.wa.gov)
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Marian Berejikian, Environmental Planner (Marian.Berejikian@dfw.wa.gov)



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Memorandum

Date: November 12, 2025
To: Clallam County Planning Commission
From: Bruce Emery, Director of Community Development
Re: Planning Commission CPU Work Session, November 19, 2025

Basic Intro and Packet Enclosures (includes revised CPU Substantive Change Summary).

- Draft Capital Facilities Plan
- Summary of Public Testimony and Corresponding Recommendations
- Written testimony received since opening of public hearing
- Updated Summary of Substantive Changes

Remaining Documents. As noted, the draft Capital Facilities Plan is included in your packet. Please review the draft and be ready with any related questions for next Wednesdays work session. Also, we are still expecting the Transportation Element by this Friday and will forward it to you promptly. The submittal of those remaining documents will complete the deliverables to be provided by the consultants for this CPU.

Public Testimony and Response. Enclosed, please find the Table titled *Summary of Public Testimony and Corresponding Recommendations*. This Table summarizes the written testimony received to date and provides staff-recommended responses similar to the public comments table we have been using up to this point. We will use this table from this point on to distinguish between *testimony* vs. *comment*. Also included are copies of the written testimony received to date. As the hearing progresses, we will incorporate both oral and written testimony into this format to summarily document the testimony received and considered.

Summary of Directed Changes. At the direction of the Planning Commission, I have updated the Summary of Substantive Changes (enclosed). The revised document includes accurate numbering, and demarking changes that tie directly to language within the GMA with an "**". I also incorporated the changes to the Public Comment Sheet and have included those changes in the Draft CPU Documents. To save paper and organization, I did not include additional copies of these documents. The changes are summarized as follows:

- Comment # 26: Amended CCC 31.08.380 to require initiation of CPU 36-months prior to due date.

- Comment # 44: Amended CCC 31.02.340(11)(b) to replace “encourage” with “require.”
- Comment # 47: Amended CCC 31.02.420(3)(h) to read (in part): “The supply of transit service shall be consistent with population and employment densities. More service should be provided to urban growth areas and the interconnection of urban growth areas, tribal centers and other population centers than to rural areas.”

Zoning Changes. The proposed Zoning Amendment Maps were first introduced to the public during the community outreach workshops we held in July. Specifically, the Clallam Bay/Seki Map was distributed during the workshop at the Clallam Bay Library on July 17th, and the two Sequim Map was distributed at the workshop at Guy Cole Center (Sequim) on July 23rd. The three Exhibit Maps were also included in the packet to the Planning Commission for the October 15th work session (mailed October 8th). I recognize that because we cancelled the October 15th work session, it’s likely not all members had the opportunity to review the packet; but I assure you, it was not intended to come as a surprise.

As we discussed, there were several compelling reasons to arrive at the locations we selected for the proposed changes in zoning. To begin with, The Lands Capacity Analysis identified the need for 147 needed units within the high-density residential category (10 DUs/acre or greater). There are approximately 15 unincorporated neighborhoods within the Sequim UGA. Of these, seven are already mostly built out and offer little to know additional development capacity, seven with an increase in zoning density. Of the remaining eight, municipal sewer, water, or both are not currently available or within close proximity. The E. Silberhorn property (Exhibit B) and Sequim Ave/Hendrickson property (Exhibit C) provide adequate vacancies or additional capacity on currently developed lots to meet or exceed the needed high-density units. The following table shows the development capacity within these two areas:

Sequim UGA High-Density Housing Focus Area					
	Gross	Developed or		Net After	Net Lots
Silberhorn (Map 1)	Acres	Precluded	Net Acres	Market Red.	(Capacity)
033030-220100	4.2	1.0	3.2		
043025-110000	<u>9.9</u>	<u>1.1</u>	<u>8.8</u>		
Subtotal:	14.1	2.1	12.0	<u>10.2</u>	<u>102</u>
Sequim Ave - Hendrickson (Map 2)					
033017-500000	1.8	1.8	0.0		
033017-339000	1.2	0.0	1.2		
033017-339010	1.2	0.0	1.2		
033017-339020	2.4	1.2	1.2		
033017-339030	2.4	0.8	1.6		
033017-330150	1.0	0.0	1.0		
033017-330100	1.2	1.2	0.0		
033017-330110	1.2	1.2	0.0		
033017-339050	2.4	2.4	0.0		
033017-339040	<u>2.4</u>	<u>0.0</u>	<u>2.4</u>		
Subtotal:	17.2	8.6	8.6	<u>7.3</u>	<u>73</u>
Total:				<u>17.5</u>	<u>175</u>

In addition to the above criteria, the two selected areas are situated next to the S(R-III) zone (Sequim Ave/Hendrickson) or the S(R-IV) zone (Silberhorn). In all cases, they also abut the R4-9 Zone within the Sequim City limits, which is compatible in density. They constitute the only neighborhood locations that include urban services and adequate capacity, making these locations the only viable candidates for meeting the housing target, which is required under RCW 36.70A.070(2)(c).

Thank you again for all your dedication and hard work. If you have any questions regarding this information, please contact me at 360-417-2323 or at bruce.emery@clallamcountywa.gov.

Sincerely,



Bruce Emery, Director
Clallam County DCD

Clallam County Comprehensive Plan Update Summary of Public Testimony and Corresponding Recommendations as of November 12, 2025.

The following summarizes public testimony received as of the opening of the Public Hearing for the Comprehensive Plan Update (CPU) before the Planning Commission. Also included are corresponding policy recommendations, where appropriate for consideration by the Planning Commission. All written and/or recorded testimony will be retained as part of the record for the CPU.

Summary of Testimony Received	Recommended Policy/Response
1.a) Clallam County Public Works, Suggestions regarding policy responses to public comment, 11/5/2025. Suggested edits concerning Public Comment #1, CCC 31.02.420(1)(c)(ii).	Recommended Policy, Public Comment #1: CCC 31.02.420(1)(c)(ii). Review need for new or alternative highway alignment to improve circulation and regional mobility in the Port Angeles subregion. Observe and track potential regional congestion points along the SR 101 corridor throughout Clallam County, and plan for new highway corridors and bypass alternatives as needed to address congestion and maintain arterial flow and efficient regional mobility. Suggested Language: <u>Communicate and coordinate with the Washington State Department of Transportation to identify and plan for US 101 Highway corridor improvements, new alignments, and bypass routes needed to improve circulation, address congestion, and maintain arterial flow and efficient regional mobility throughout the county.</u> Additional staff Recommendation: Include “<u>provide resilience</u>” in the objectives of this section for internal consistency with CCC 31.02.820.
1.b) Clallam County Public Works, Suggestions regarding policy responses to public comment, 11/5/2025. Suggested edits concerning Public Comment #2, CCC 31.02.420(1)(c)(iii). In their comment, it was noted that the recommended policy change is consistent with the 6-Year TIP that includes a	Recommended Policy, Public Comment #2: CCC 31.02.420(1)(c)(ii). Pursue the development of a new highway connection from Neah Bay to Ozette along or near the coast. Suggested Language: <u>Assess options and feasibility of alternative/emergency access routes for the SR 112 north coast area, including an alternative route from Neah Bay to Forks.</u>

project for a "Preliminary Study for Neah Bay to Forks Road."	
1.c) Clallam County Public Works, Suggestions regarding policy responses to public comment, 11/5/2025. Comments included context that the North Olympic Peninsula Lead Entity (NOPE) and the North Pacific Coast Lead Entity (NPCLE) have a process for prioritizing fish habitat improvement projects, including culvert replacements. The proposed language recognizes and incorporates this effort.	Recommend Policy, Public Comment #49, CCC 31.02.340(1)(f): Clallam County shall prioritize culvert replacement and similar issues that presently result in barriers to fish passage as part of the Six-Year Transportation Improvement Plan (TIP) process. <u>Suggested language: Consider culvert replacement for fish passage improvements associated with Clallam County managed roads prioritized by the Lead Entities and that have secured funding or where potential finding (e.g., grants) has been identified. Additional considerations should include other benefits such as replacement of conveyance infrastructure that is undersized, damaged, or at or near approaching normal design lifespan.</u>
2.a) Clallam County Public Works, Suggestions regarding policy responses to public comment, 11/6/2025. Application should be limited to local access roads. State and federal standards applies to collectors and arterials. Using "considered" allows for decision process under 6-Year TIP.	Recommended Policy, Planning Commission Recommendation # 6, CCC 31.02.420(1)(a)(vi): <u>For local access roads</u> Where there exists a clear public benefit and local circumstances support, traffic calming techniques, such as raised crosswalks, variation in horizontal alignments, and other design features, should be <u>considered</u> utilized consistent with adopted AASHTO Guidelines for the implementation of such features; provided, said design standards do not conflict with locally-adopted design standards.
2.b) Clallam County Public Works, Suggestions regarding policy responses to public comment, 11/6/2025. Proposed changes in recognition that large equipment (dump trucks, etc.) are not yet available in electric power. Also, implementing change as a resiliency strategy first requires establishing	Consider new subsection CCC 31.02.820(2)(c): Although Clallam County is not required under House Bill 1181 to reduce greenhouse gas emissions, opportunities to take such measures would nevertheless be in the public interest and could improve resiliency. Therefore, with following implementation of increased resiliency in energy generation and transmission, the County should explore grant funding and other resources for the transition of the County's small vehicle fleet from gas/diesel-powered to electric-powered or other renewable energy

local energy sources. Otherwise, it leaves the community vulnerable.	sources, where feasible and practicable. The same should be pursued concerning gas-powered maintenance equipment.
3) Emailed Testimony received from Ed Bowen, 11/5/25.	Requests retaining the PRC Vision Statement presently articulated under CCC 31.06.010. Staff agrees with approval of this request.
4. a) Washington Department of Fish and Wildlife, 11/5/2025. The VSP is a highly successful program that creates incentives and assistance through the Conservation District to increase protections for critical areas occurring on agricultural lands.	Proposed edits to CCC 31.02.120(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. <u>To achieve this, Clallam County will pursue enrollment in the Voluntary Stewardship Program (VSP) in partnership with the Clallam Conservation District, to create a non-regulatory approach to protecting critical areas on agricultural lands.</u>
4. b) Washington Department of Fish and Wildlife, 11/5/2025. The proposed change is consistent with tenants of the GMA. Note, “forest” was not stricken per comments as this appears to have been an error in the comment.	Proposed edits to CCC 31.02.140(1). Retain <u>and prevent conversion of designated commercial</u> suitable forest land in the County in commercial forest land use, because of general economic benefits to the people of the County derived from forests, including timber production and processing, watershed conservation, recreation, and fish and wildlife conservation.
4. c) Washington Department of Fish and Wildlife, 11/5/2025. The comments accurately cite WAC 365-196-480(2)(e) as requiring analysis of commercial forest lands <i>on a countywide basis</i> .	Proposed edits to CCC 31.02.140(24). Land designated as commercial forest shall remain in this classification unless a strong case can be made that the zoning could be changed without affecting the commercial viability of the surrounding forest land <u>on a countywide basis</u> . Zone change applications shall meet one of the following criteria:
4. d) Washington Department of Fish and Wildlife, 11/5/2025. Changes intended to better align with WAC 197-11-768, 365-190-080 and 365-196-830.	Proposed edits to CCC 31.02.150(3). Environmental impacts of mineral extraction can be substantial. Aggregate production temporarily obliterates entire minesite ecosystems, but this loss can be mitigated <u>minimized</u> with carefully sequenced reclamation. The effects of truck traffic can be a primary concern in designating construction

	aggregate mines. Damage to river beds can be another major impact of mining. Channel bar scalping can reduce the probability of flooding but can also change the river-bed morphology and result in cascading <u>ecological impacts harming fish populations and aquatic habitat functions</u>. Possible reduction of the quantity of groundwater is a concern in new mineral sites...
4.e) Washington Department of Fish and Wildlife, 11/5/2025. Suggested language to improve clarity.	Proposed edits to CCC 31.02.2560(1)(d). <u>An adequate</u> buffer is required <u>adequate</u> to ensure that harvesting of timber or crops on adjacent resource lands is not precluded.
4.f) Washington Department of Fish and Wildlife, 11/5/2025. Changes to align with WAC 365-190-080 and 365-196-830.	Proposed edits to CCC 31.02.2560(1)(h). The master planned resort is consistent with development regulations of the County to protect critical areas <u>to ensure no net loss of ecological functions and values</u>.
4.g) Washington Department of Fish and Wildlife, 11/5/2025. Implements full mitigation sequence per WAC 197-11-768.	Proposed edits to CCC 31.02.2560(1)(i). On-site and off-site infrastructure impacts are fully considered and <u>follow the full mitigation sequence</u>mitigated.
4.h) Washington Department of Fish and Wildlife, 11/5/2025. Reflects language and intent of WAC 365-190-080 and 365-196-830.	Proposed edits to CCC 31.02.340(1)(c). The critical areas ordinance shall be utilized by Clallam County to help achieve environmental objectives <u>including no net loss of critical area function and values</u>, prevent environmental degradation, and to manage land use activities within the natural and intrinsic constraints of the landscape...
4.i) Washington Department of Fish and Wildlife, 11/5/2025. Proposed language is internally consistent with prevention being less problematic than restoration.	Proposed edits to CCC 31.02.340(1)(e). Clallam County shall work with other agencies, tribes and individuals to <u>prevent additional listing proactively protect populations</u> of fish, wildlife and plants under the Endangered Species Act through pro-active (rather than reactive) planning and implementation of proper land use practices <u>and conservation measures</u>.

4.j) Washington Department of Fish and Wildlife, 11/5/2025. Given the process identified earlier under Comment # 1.c, staff does not support this change.	Proposed edits to CCC 31.02.340(1)(f). Clallam County shall prioritize culvert replacement and similar issues that presently result in identifying and removing barriers to fish passage <u>including undersized or degraded culverts</u> as part of the Six-Year Transportation Improvement Plan (TIP) process.
4.k) Washington Department of Fish and Wildlife, 11/5/2025. Proposed language that establishes consistency with CCC 35.20.270(4) and climate policies of CCC 31.02.820. Staff recommends Subsection (c) be amended to read: “...<u>locate and ensure the design of new development is conditioned to avoid...</u>” as a regulatory agency, Clallam County does not design a project, but ensures the project meets regulation.	Proposed edits to CCC 31.02.340(6). (a) <i>Policy 16.</i> Clallam County should<u>will</u> work to implement<u>achieve</u> alternatives for sewage treatment plant discharges to marine waters. (b) <i>Policy 17.</i> 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 <u>life and safety</u> of its residents. Clallam County shall implement marine resource goals through the Clallam County Shoreline Master Program and/or critical areas ordinance, as now or hereafter amended. (c) <i>(New Policy 18).</i> <u>Clallam County shall locate and design new development to avoid the need for future shoreline stabilization to the extent feasible.</u>
4.l) Washington Department of Fish and Wildlife, 11/5/2025. Maintaining habitat connectedness is a substantial part of ecosystem health.	Proposed edits to CCC 31.02.340(7)(a). Land use practices should protect, <u>connect</u>, and enhance habitat corridors, diversity and richness, and ensure protection <u>and connection</u> of wildlife corridors and habitat for threatened and endangered species. Wildlife corridors and riparian areas should be maintained as important community infrastructure <u>and to promote wildlife diversity across connected landscapes</u>.
4.m) Washington Department of Fish and Wildlife, 11/5/2025. Staff concurs.	Proposed edits to CCC 31.02.320(9)(a). Flood control should be undertaken in the context of varied uses including agricultural and residential, fish and wildlife habitat, water supply, open space, and recreation. Land use and related regulations and zoning should reflect

	the natural constraints of floodplains, meander zones, and riparian habitat zones <u>and limit development within these areas</u> . Flood control measures should reserve <u>preserve ecological and community benefits such as floodplain functions and public access opportunities to the fullest extent possible opportunities for other uses, including public access.</u>
4.n) Washington Department of Fish and Wildlife, 11/5/2025. Avoidance of impacts are preferable to minimizing or mitigating impacts.	Proposed edits to CCC 31.03.195(5)(b). <u>Avoid and Minimize</u> the public costs and potential dangers associated with inappropriate development in frequently flooded areas, geologically hazard areas, wetlands, fish and wildlife <u>habitat</u> conservation habitat areas, and areas with a critical recharging effect on aquifers.
4.o) Washington Department of Fish and Wildlife, 11/5/2025.	Proposed edits to CCC 31.05.210(6)(a). Eliminate reference to "state listed" with respect to bald eagles (no longer state-listed, only Federal).
4.p) Washington Department of Fish and Wildlife, 11/5/2025. Bald eagles are a federal issue, not state.	Proposed edits to CCC 31.05.210(6)(c). Clallam County should work with the <u>U.S. Fish and Wildlife Service</u> Washington Department of Wildlife to develop an advanced Bald Eagle Management Plan for designated priority bald eagle habitat in the vicinity of Clallam Bay/Seku Urban Growth Area.
4.q) Washington Department of Fish and Wildlife, 11/5/2025. Incorporating "retrofitting" is consistent with Subsection (3)(b).	Proposed edits to CCC 31.02.820(3)(a). Develop or modify building standards to reduce the impacts of climate change on indoor and outdoor building features. This may include requiring low-impact development <u>and retrofitting</u> and stormwater runoff...
4.r) Washington Department of Fish and Wildlife, 11/5/2025. Staff concurs that maintaining larger tracts of land is integral to ecosystem health and one of the key benefits provided by forest lots.	Proposed edits to CCC 31.02.820(7)(b). Strengthen habitat and ecosystem resilience by inventorying and avoiding development in climate refugia and critical habitats to strive for no net loss of ecosystem attributes, with a focus on achieving net ecological gains. Expand habitat protection, quality, and connectivity through designations such as conservation areas, expanded buffers, <u>maintaining large blocks of</u>

	commercial and private forest lands, greenbelts, wildlife and open space bridges and corridors. Incorporate climate considerations in determining permissible activities within wetlands and wildlife habitats.
5) Emailed testimony received from Phyllis Sprinkle, 11/8/25. Supports adoption of policies for the protection of nighttime sky from the impacts of glare, consistent with recommendations from DarkSky Olympic Peninsula (see Public Comment, # 44).	Changes already included under CCC 31.02.340(11)(b).
6) Emailed testimony received from Nancy Field, 11/8/25. Same as # 5, above.	Changes already included under CCC 31.02.340(11)(b).
7) Emailed testimony received from Pete Saari, 11/9/25. Same as # 5, above.	Changes already included under CCC 31.02.340(11)(b).
8) Emailed testimony received from John Gussman, 11/10/25. Same as # 5, above.	Changes already included under CCC 31.02.340(11)(b).
9) Emailed testimony received from Jan Standish, 11/10/25. Same as # 5, above.	Changes already included under CCC 31.02.340(11)(b).

November 5, 2025

Steve Gray, Deputy Director Public Works, suggestions:

Comment/Issue #1 Suggest considering the following alternative language:

Communicate and coordinate with the Washington State Department of Transportation to identify and plan for US 101 Highway corridor improvements, new alignments, and bypass routes needed to improve circulation, address congestion, and maintain arterial flow and efficient regional mobility throughout the county.

Comment/Issue #2 Suggest considering the following policy language:

Assess options and feasibility of alternative/emergency access routes for the SR 112 north coast area, including an alternative route from Neah Bay to Forks.

This language is consistent with comment received and the TIP adopted by the Commissioner's yesterday that added a project for a "Preliminary Study for Neah Bay to Forks Road." This study was added to the Planned (Unfunded) section of the TIP.

Comment/Issue #49 Prioritization of culvert replacement projects for fish passage improvements are done by the North Olympic Peninsula Lead Entity (NOPE) and North Pacific Coast Lead Entity (NPCLE). Clallam County's current adopted Six-Year TIP has 11 planned culvert replacement projects for fish passage improvements with funding for design, right-of-way (if needed) and/or construction phases secured or pending being secured. The TIP also has 12 fish passage improvements projects associated with County road in the planned (currently unfunded) section. Funding for design and construction is significantly reliant on state and federal grants. S

Suggest considering the following alternative policy language:

Consider culvert replacement for fish passage improvements associated with Clallam County managed roads prioritized by the Lead Entities and that have secured funding or where potential funding (e.g., grants) has been identified. Additional considerations should include other benefits such as replacement of conveyance infrastructure that is undersized, damaged, or at or near approaching normal design lifespan.

Received 11/6/2025

#2
Public Agency Comment Testimony
a-b

	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. Approved by PC, 10/01/25	Recommend new subsection CCC 31.02.050(32)(j), "Rural character." <u>(i) 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.</u>
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. Approved by PC, 10/15/25	Recommend new subsection CCC 31.02.283(3)(h): Advocate in the interest of reestablishing a functional balance between the landlord and renter communities with respect to local and state regulatory frameworks.
5) Address the proliferation of vacation rentals and their impact on the housing market. Approved by PC, 10/01/25	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. <i>not correct number 3 (a) For Lola Ave 655 Road 9</i>
6) Consider alternative design standards for rural roads, such as road width and alignment, in order to influence and address	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 horizontal alignments, and other design features, should be utilized consistent with <i>considered,</i>

Blue = Joe Comments

traffic speed and to be more reflective of rural character. Approved by PC, 10/1/25	adopted ASHTO Guidelines for the implementation of such features; provided, said design standards do not conflict with locally-adopted design standards.
7) Establish a two-year deadline for the completion of the market analysis concerning indicators that would support the success of the Transfer of Development Rights (TDR) Program. Rejected by PC, 10/15/25	Consider amending proposed language under subsection CCC 31.02.283(3)(h): "Temporarily suspend the Transfer of Development Rights (TDR) program identified under Subsection 31.02.115(2)(d), CCC, and monitor until such time as economic conditions emerge that are conducive to its success. To facilitate the program's reestablishment, seek grant funding or other resources to conduct a market analysis within two (2) years of this amendment to determine the appropriate market conditions and economic indicators that would provide for the program's utilization and success." check ✓
8) Include additional policy language under County-Wide CP Climate Element that: 1) encourages the transition of the County vehicle fleet to EVs, and 2) transitions gas-powered maintenance equipment to electrical. Approved by PC, 10/15/25	Consider new subsection CCC 31.02.820(2)(c): Although Clallam County is not required under House Bill 1181 to reduce greenhouse gas emissions, opportunities to take such measures would nevertheless be in the public interest and could improve resiliency. Therefore, with increased resiliency in energy generation and transmission, the County should explore grant funding and other resources for the transition of the County vehicle fleet from gas/diesel-powered to electric-powered or other renewable energy source, where feasible and practicable. The same should be pursued concerning gas-powered maintenance equipment. NOTE: In light of this more detailed policy, I suggest eliminating the proposed policy under Public Comment Response #95.
9) Public comments that request County commitment involving financial obligations for special-interest services/facility projects should be ignored.	Most comments of this nature were not provided with a policy update recommendation. The only one that comes close is Public Comment #60, that requests support for free community cultural centers. The policy language recommended does include an economic development

Emery, Bruce

From: Ed B. <yellowbanks@hotmail.com>
Sent: Wednesday, November 5, 2025 12:55 PM
To: Emery, Bruce; French, Mike
Subject: Re: Planning Commission Hearing

You don't often get email from yellowbanks@hotmail.com. [Learn why this is important](#)

My other email system is currently broken at the moment. Broadband last mile just isn't doing the job. You can still respond to that address but I can only respond via this one.

My comment for any government process, including the Planning Commission which I have zero confidence in their obligatory duties, is to leave the language in the Comp Plan alone in regards to CCC 31.06.010.

Though not currently active, the option is there to address the unique issues facing at least the designated borders of this committee when the need arises. If anything, since it is based on school district boundaries, it should be amended to include the boundaries of Cape Flattery School District; these issues are not just Forks centric (the mayor of Forks understands this perspective). And for Commissioner French, Clallam Bay Sekiu "unincorporated" isn't centric either to be representative of the issues and needs (no mayor available, maybe that's also the recommendation that should be considered).

The consultant paid-for-by-tax-dollars is clearly not using local data to make their plan verbiage changes, let alone reach out one iota to those affected like myself by their looking at Clallam County from 40,000 feet.

Ed Bowen

submitted prior to the public hearing will be considered by the Planning Commission, and oral testimony during the public hearing will also be considered. I understand your concerns regarding the draft changes to CCC 31.06.010, which appear to strike the Mission Statement promulgated by the Western Region Planning Commission. While this was a draft recommendation from the consulting team, I do not see any downside from maintaining the existing language and would support rejecting that proposed change.

Please keep in mind, these are only public hearing drafts that have been assembled through recommendations by the consulting team, recommendations by staff, responses to public comments received to date, and changes that have been promulgated by the Planning Commission during our series of work sessions.

As mentioned, you may provide written testimony prior to the hearing or attend the hearing in person or remotely and provide oral testimony. Please let me know if you have any questions regarding this information. I can be reached at 360-417-2323 or at this email.

Sincerely,

Bruce Emery, Director
Clallam County DCD



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State of Washington
DEPARTMENT OF FISH AND WILDLIFE
Coastal Region • Region 6 • 48 Devonshire Road, Montesano, WA 98563-9618
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November 5, 2025

Clallam County
ATTN: Bruce Emery, Director, Department of Community Development
223 East 4th Street
Port Angeles, WA 98362

Subject: WDFW Comments on the Clallam County 2025 Draft Comprehensive Plan, Planview Case 2022-C-116

Dear Bruce Emery,

On behalf of the Washington Department of Fish and Wildlife (WDFW), we offer our comments on the 2025 draft Comprehensive Plan for Clallam County as part of the current periodic review under the Growth Management Act (GMA). WDFW is dedicated to preserving, protecting, and perpetuating the state's fish, wildlife, and ecosystems while providing sustainable fish and wildlife recreational and commercial opportunities.

In recognition of our responsibilities, we submit the following comments for Clallam County's 2025 Draft Comprehensive Plan- Planning Commission Nov 5 version; acknowledging that other comments may be offered in the future. We strive to maintain contact throughout this update process and look forward to engagement opportunities in the future.

Chapter 31.02 – County-Wide Comprehensive Plan

Draft Policy Number and Language (with WDFW suggestions in red)	WDFW comment
31.02.120 – Agricultural and resource land use policies	
31.02.120 – Policy (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.	WDFW encourages the County to build out this language to explicitly state how agricultural lands users are being encouraged with this protection. For protection on agricultural lands, WDFW suggest enrolling in the <u>Voluntary Stewardship Program</u> (VSP) to create a non-regulatory approach to meeting the goals of the state of Washington's Growth Management Act by protecting critical areas on agricultural lands. Enrollment is open to new counties.

31.02.140 – Forest land use policies	
31.02.140 – Policy (1): Retain and prevent conversion of designated commercial suitable forest land in the County in commercial forest land use, because of general economic benefits to the people of the County derived from forests, including timber production and processing, watershed conservation, recreation, and fish and wildlife conservation.	WDFW encourages the County to retain and protect designated commercial forest lands from being rezoned to a different land use type such as rural residential. These areas can act as wildlife habitat and corridors with a multitude of benefits for the local ecosystem. We encourage local jurisdictions to use best available science to pursue efforts to create, maintain, and connect habitat corridors where possible for wildlife to use to prevent populations of species from isolation. Wildlife corridors, which can be found on forest lands, are important in promoting wildlife movement and preventing habitat fragmentation. The public benefits of integrating open space and corridor planning include increased opportunity for positive human-wildlife interactions, better management of stormwater, and more certainty for developers and landowners about where habitats will be protected over the long term. Land and habitat in Clallam County provide critical habitat connectivity for the Olympics as shown in the Washington Habitat Connectivity Action Plan. These areas should be considered to align with WAC 365-190-130(3)(a)(i) protections. Long-term Commercial Forestry, farmlands, preserves, and other parklands contribute to habitat connectivity and open space. Maintaining these land uses provides multiple benefits including habitat connectivity and preserving the rural character of the County. For resources for developing wildlife and open space corridors, please see: Landscape Planning for Washington's Wildlife: Managing for Biodiversity in Developing Areas, Land Use Planning for salmon, steelhead and trout: A land use planner's guide to salmonid habitat protection and recovery, Washington Wildlife Habitat Connectivity Working Group, WDFW's Habitat at Home, and WDFW's Habitat connectivity website.
31.02.140 – Policy (13): The primary land use within designated commercial forest land shall be commercial forestry. Other resource industries such	WDFW is supportive of this policy since it ensures that lands adjacent to commercial forest lands are

as extraction and agriculture shall be permitted within a designated forest resource area when managed to be compatible with forest management. New single-family dwellings shall be allowed in commercial forest areas as a conditional or special use when the home is not incompatible with commercial forestry, provided that a single-family dwelling on legal lots of record less than 80 acres in area should be allowed within designated commercial forest land, subject to applicable performance standards to ensure compatibility with adjacent commercial forest lands. Residential development shall be recognized as a compatible land use on lands designated as transitional from forestry to rural; provided, that measures are taken to ensure that the development is compatible with the adjacent commercial forest land use.	of a compatible zoning class to prevent land use conflicts.
31.02.140 – Policy (15): Lands designated as commercial forest shall remain in large parcels and ownership patterns conducive to forestry.	WDFW is supportive of this policy.
31.02.140 – Policy (19): Clallam County should offer incentives to encourage conservation of forested lands. Incentives should include property tax benefits, cluster subdivision options, right-to-practice forest practices in the accustomed manner, and technical assistance in harvest techniques, water quality and habitat protection. When conservation of a forest parcel is assured, adjacent land uses, utilities, and transportation should be designed to reduce conflicts with forestry.	WDFW is supportive of this policy.
31.02.140 – Policy (24): Land designated as commercial forest shall remain in this classification unless a strong case can be made that the zoning could be changed without affecting the commercial viability of the surrounding forest land on a countywide basis. Zone change applications shall meet one of the following criteria: (a) An error was made in application of the criteria establishing the zone; or	WDFW recommends adding that this review should be conducted on a countywide basis to align with <u>WAC 365-196-480 (2)(e)</u>. The GMA WAC recommends that the review of existing designations should be done on a countywide basis, and in most cases, be limited to the question of consistency with the comprehensive plan, rather than revisiting the entire prior designation and regulation process. However, to the extent that new information is available or errors have been

(b) The Board of County Commissioners after giving careful consideration to the value of the resource to the community finds that commercial forestry cannot generate a reasonable return on investment when compared to other forested properties and that growth could not be directed to other nonforested rural lands in the same vicinity.	discovered, the review process should take this information into account. Review for consistency in this context should include whether the planned use of lands adjacent to agricultural, forest, or mineral resource lands will interfere with the continued use, in an accustomed manner and in accordance with the best management practices, of the designated lands for the production of food, agricultural products, or timber, or for the extraction of minerals. Counties and Cities must defer reviews of resource lands until they are able to conduct a comprehensive countywide analysis consistent with WAC <u>365-190-040</u>(10).
31.02.150 – Mineral resource land issues.	
31.02.150 – (3): Environmental impacts of mineral extraction can be substantial. Aggregate production temporarily obliterates entire minesite ecosystems, but this loss can be mitigated minimized with carefully sequenced reclamation. The effects of truck traffic can be a primary concern in designating construction aggregate mines. Damage to river beds can be another major impact of mining. Channel bar scalping can reduce the probability of flooding but can also change the river-bed morphology and result in cascading ecological impacts harming fish populations and aquatic habitat functions. Possible reduction of the quantity of groundwater is a concern in new mineral sites....	Alterations that affect habitats should follow the full mitigation sequence steps as defined in <u>WAC 197-11-768</u>. First and foremost avoid, then minimize impacts, followed by rectifying impacts, reducing or eliminating impacts over time, compensating for adverse impacts, and finally, monitoring the impact and taking appropriate corrective measures. Following the full mitigation sequencing steps is meant to ensure that development imposes no net loss of critical area functions and values as outlined in <u>WAC 365-190-080</u> and <u>WAC 365-196-830</u>. WDFW also recommends that the County expand on the potential physical and temporal ecological impacts that mineral resource mining can have on fish and wildlife habitat conservation areas. These impacts can have drastic and long-term effects on the local ecosystems functions and values, especially during storm events. As these storm events become more common due to climate change, impacts from mineral resource sites may have more impacts to local fish and wildlife habitat conservation areas.
31.02.250 – Urban growth area implementation policies.	
31.02.250 – Policy (1) (e): In order to provide continuity in environmental protection, education and community outreach, the cities should continue to work with Clallam County and other agencies in implementation of watershed	In addition to the watershed plans, such as the <u>Elwha-Dungeness Watershed Plan</u>, WDFW also recommends the County reference the resources provided the Agency's <u>Priority Habitats and Species (PHS)</u> program. The PHS program is the Agency's

management plans and other environmental programs, if any.	primary means of transferring fish and wildlife information from our resource experts to local governments. The PHS program includes a list of <u>management recommendations</u> for habitat and species. WDFW's <u>Land-use planning priorities and resources</u> is another location to find a wide array of information ranging from best available science guidance to enhancing habitat and wildlife connectivity.
31.02.260 – Master planned resorts land use policies.	
31.02.260 – Policy (1) (d): An adequate buffer is required adequate to ensure that harvesting of timber or crops on adjacent resource lands is not precluded.	WDFW suggests rewriting this policy to improve clarity. This includes laying out how the buffer width is determined, such as based on the adjacent resource lands, and also clarifying whether this buffer is included on the resort parcels or on the adjacent resource land parcels.
31.02.260 – Policy (1) (h): The master planned resort is consistent with development regulations of the County to protect critical areas to ensure no net loss of ecological functions and values.	WDFW recommends that the County expand this policy to ensure the protection of all critical areas functions and values to align with the requirements of <u>WAC 365-190-080</u> and <u>WAC 365-196-830</u> .
31.02.260 – Policy (1) (i): On-site and off-site infrastructure impacts are fully considered and follow the full mitigation sequence mitigated.	WDFW recommends that developments follow the full mitigation sequence, as defined in <u>WAC 197-11-768</u> , when impacts to critical areas are unavoidable. First and foremost avoid, then minimize impacts, followed by rectifying impacts, reducing or eliminating impacts over time, compensating for adverse impacts, and finally, monitoring the impact and taking appropriate corrective measures. Following the full mitigation sequencing steps is meant to ensure that development imposes no net loss of critical area functions and values as outlined in <u>WAC 365-190-080</u> and <u>WAC 365-196-830</u> .
31.02.340 – Environment and open space policies.	
31.02.340 – (1) (c) (Policy 3): The critical areas ordinance shall be utilized by Clallam County to help achieve environmental objectives including no net loss of critical area functions and values, prevent environmental degradation, and to manage land use activities within the natural and intrinsic constraints of the landscape...	WDFW recommends the County include the suggested text in red into this policy to ensure the protection of all critical areas functions and values to align with the requirements of <u>WAC 365-190-080</u> and <u>WAC 365-196-830</u> .

31.02.340 – (1) (e) (Policy 5): Clallam County shall work with other agencies, tribes and individuals to prevent additional listing proactively protect populations of fish, wildlife and plants under the Endangered Species Act through pro-active (rather than reactive) planning and implementation of proper land use practices and conservation measures.	WDFW encourages the County to consider rewording this policy slightly since the goal of proactive protection of fish and wildlife species is to prevent them from being added to the at-risk State listing status. WDFW is supportive of the County taking a proactive approach to protection through thoughtful planning and land use implementation.
31.02.340 – (1) (f) (Policy No. 6): Clallam County shall prioritize culvert replacement and similar issues that presently result in identifying and removing barriers to fish passage including undersized or degraded culverts as part of the Six-Year Transportation Improvement Plan (TIP) process.	WDFW recommends that the County utilize the <u>Washington State Fish Passage</u> map along with the <u>Fish Passage Inventory, Assessment, and Prioritization Manual</u>, and the <u>Comprehensive Statewide Strategy prioritization strategy</u>, located on WDFW's <u>Fish passage</u> website, to help with the policy's goal. While addressing fish barriers, WDFW recommends that jurisdictions review the <u>WDFW's climate-change-resilient culvert</u> webpage and <u>Incorporating Climate Change into the Design of Water Crossing Structures: Final Project Report</u> for resources on how to incorporate climate-resiliency into water crossing designs. These resources should be used during the development of future water crossing designs.
31.02.340 – Policy (6): Marine Resources. (a) (Policy 16) Clallam County should will work to implement achieve alternatives for sewage treatment plant discharges to marine waters. (b) (Policy 17) Clallam County shall preserve the scenic, aesthetic and ecological qualities of the marine shorelines of Clallam County, in harmony with those uses which are deemed essential to the life and safety of its residents. Clallam County shall implement marine resource goals through the Clallam County Shoreline Master Program and/or critical areas ordinance, as now or hereafter amended. (c) (New Policy 18) Clallam County shall locate and designed new development to avoid	WDFW recommends a few edits to sub-policies a and b to strengthen policy language. WDFW recommends adding a new sub-policy that mirrors the County's Shoreline Master Program that highlights that new development projects should be planned to avoid the future use of shoreline stabilization to the extend feasible. The suggested language in the sub-policy C is paraphrased from <u>Clallam County Shoreline Mater Plan Code 35.20.270 (4)</u>. To avoid locating new development in areas at risk of sea level rise, WDFW recommend planning take into consideration the <u>Department of Ecology's protecting costal communities resources</u> and WDFW's <u>climate change resources</u>. WDFW also encourages the City to follow the Department of Ecology's <u>Shoreline Master Program guidelines</u> and support the department's encouragement of <u>soft shoreline stabilization</u> techniques where possible. During WDFW Hydraulic Project Approvals (HPAs) reviews, we follow the shoreline stabilization

the need for future shoreline stabilization to the extent feasible.	alternative outlined in <u>WAC 220-660-370(3)</u> which states, "To ensure the protection of fish life, a person must use the least impacting, technically feasible shoreline stabilization alternative..."
31.02.340 – Policy (7): Habitat (a) (Policy 18) Land use practices should protect, connect, and enhance habitat corridors, diversity and richness, and ensure protection and connection of wildlife corridors and habitat for threatened and endangered species. Wildlife corridors and riparian areas should be maintained as important community infrastructure and to promote wildlife diversity across connected landscapes.	WDFW supports this policy. We suggest including corridor connections in this policy where possible for wildlife habitat and open space corridors. Improvements to habitat connectivity networks reduce habitat fragmentation and can reduce wildlife conflicts since wildlife have a movement corridor to avoid humans. We recommend jurisdictions work with local communities alongside intergovernmental and local partners to ensure that local corridors connect to regional corridors to support habitat connectivity across jurisdictional boundaries. Please see resources provided in WDFW comment for 31.02.140 – Policy (1).
31.02.320 – Policy (9): Floodplains (a) (Policy 22) Flood control should be undertaken in the context of varied uses including agricultural and residential, fish and wildlife habitat, water supply, open space, and recreation. Land use and related regulations and zoning should reflect the natural constraints of floodplains, meander zones, and riparian habitat zones and limit development within these areas. Flood control measures should reserve preserve ecological and community benefits such as floodplain functions and public access opportunities to the fullest extent possible. opportunities for other uses, including public access.	Protecting and supporting connected floodplains and riparian systems can assist with protecting the built environment by providing benefits such as water control, flood prevention, ground water recharge, and drought resistance. WDFW encourages the County to limit development within these areas since natural water infiltration and attenuation processes help retain, cool, and filter water which benefits people, salmonids and other species. Protecting and restoring natural assets can be more cost-effective than engineered solutions. The suggested text in this sub-policy aligns with the goals of sub-policy 31.02.320 – Policy (9)(c) which discourages land uses outside of agriculture and recreational land uses within floodplain areas.

Chapter 31 – Regional Plans

Draft Policy Number and Language (with WDFW suggestions in red)	WDFW comment
Chapter 31.03 - Sequim-Dungeness Regional Plan	
31.03.195 (5) (b) (Policy 6) Avoid and minimize the public costs and potential dangers associated with inappropriate development in frequently flooded areas, geologically hazard areas, wetlands, fish and wildlife habitat conservation areas, and areas with a critical recharging effect on aquifers.	Similar to comments above, WDFW recommends that developments follow the full mitigation sequence, as defined in <u>WAC 197-11-768</u>, to first and foremost avoid impacts to critical areas when possible. When impacts are unavoidable, then minimize impacts, followed by rectifying impacts, reducing or eliminating impacts over time, compensating for adverse impacts, and finally, monitoring the impact and taking appropriate corrective measures. Taking the step to first avoid impacts not only helps developers impose less impacts to critical areas, but it also promotes the safety of the public in these critical areas. Protecting and restoring natural assets can be more cost-effective than engineered solutions that may be needed for development in these areas.
Chapter 31.05 - Straits Regional Plan	
31.05.210 (6) (a) Goal 9: The Clallam Bay-Seki 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 a 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. AND 31.05.210 (6) (c) Policy 23. Clallam County should work with the U.S. Fish and Wildlife Service Washington Department of Fish and Wildlife to develop an advanced Bald Eagle Management Plan for designated priority bald eagle habitat in the vicinity of Clallam Bay/Seki Urban Growth Area.	Bald eagles are no longer a State listed threatened species by WDFW. Our Agency recommends that Clallam County work with the U.S. Fish and Wildlife Service to develop a management plan based on the federal Bald Eagle and Golden Eagle Management plan and associated recommendations.

Climate Element

Draft Policy Number and Language (with WDFW suggestions in red)	WDFW comment
Climate Element	
Policy 3.1: Develop or modify building standards to reduce the impacts of climate change on indoor and outdoor building features. This may include requiring low-impact development and retrofitting and stormwater runoff mitigation systems where appropriate, designing buildings for passive survivability in case of extended power loss, and adopting fire resilience standards such as venting and features designed to prevent ember ignition. Prioritize the preservation and weatherization of housing in overburdened communities and provide assistance for existing tenants at risk of displacement or additional cost burden from managed retreat or green gentrification.	WDFW is supportive of the County's efforts to address climate change in this chapter. While WDFW is supportive of the County requiring low-impact development in this policy, we recommend adding retrofitting existing developments to this requirement. Please see the Department of Commerce's Clean Building Performance Standards and the Sustainable Development Code website for removing code barriers, creating incentives, and filling regulatory gaps to support the pursuit of this policy. For examples on how other jurisdictions are pursuing green development efforts, please see the City of Shoreline's Deep Green Incentive Program, and the City of Issaquah's and the City of Bellevue's clean building incentive programs. WDFW also recommends that jurisdictions review the WDFW's climate-change-resilient culvert webpage and Incorporating Climate Change into the Design of Water Crossing Structures: Final Project Report for resources on how to incorporate climate-resiliency into water crossing designs. These resources should be used during the development of future water crossing designs. While Clallam County is considering how to develop or modify building standards to reduce impacts of climate change for building features, WDFW suggests avoiding new development or building in areas of high fire risk and sea level rise. We recommend that this planning take into consideration the Clallam County's Community Wildfire Protection Plan, the Department of Ecology's protecting coastal communities resources, and WDFW's climate change resources.
Policy 4.1: Work towards protecting ecosystem functions to uphold Tribal Treaty Rights and	WDFW supports this policy.

preserve culturally significant resources including but not limited to archaeological and sacred sites, ecosystems, traditional foods, plants, and resources at risk from climate change impacts. This may include incorporating riparian and stream habitat conservation measures into land use and infrastructure plans to protect salmonoid habitats (transportation, water, sewer, electricity) developed by the County in partnership with cities, Tribes, service providers, and state agencies.	
Policy 6.1: Review and update the County's Public Benefit Rating System and explore other ways to incentivize landowners to maintain ecosystem services, such as habitat restoration, forest management, and rainwater harvesting. This could include tax incentives, carbon credits, and financial assistance programs.	WDFW supports this policy.
GOAL 7: Prepare forests, wetlands, shorelines, and other ecosystems to be resilient to the impacts of extreme weather, invasive species, pests, diseases, and other impacts worsened by climate change.	WDFW supports this goal by the County since it covers a wide range of priority habitat ecosystems while being proactively prepared for climate change through climate resiliency and planning. Please see the resources provided in Policy 3.1 above to support this County goal.
Policy 7.2: Strengthen habitat and ecosystem resilience by inventorying and avoiding development in climate refugia and critical habitats to strive for no net loss of ecosystem attributes, with a focus on achieving net ecological gains. Expand habitat protection, quality, and connectivity through designations such as conservation areas, expanded buffers, maintaining large blocks of commercial and private forest lands, greenbelts, wildlife and open space bridges and corridors. Incorporate climate considerations in determining permissible activities within wetlands and wildlife habitats.	WDFW supports this goal by the County and has one suggestion to add in forest land to this policy. As mentioned in 31.02.140 – Policy (1), we encourage local jurisdictions to use best available science to pursue efforts to create, maintain, and connect habitat corridors where possible for wildlife to use to prevent populations of species from isolation. Wildlife corridors, which can be found on forest lands, are important in promoting wildlife movement and preventing habitat fragmentation. The public benefits of integrating open space and corridor planning include increased opportunity for positive human-wildlife interactions, better management of stormwater, and more certainty for developers and landowners about where habitats will be protected over the long term.

	Please see our comments on 31.02.140 – Policy (1) , 31.02.250 – Policy (1) (e) , and climate element Policy 3.1 for resources.
Policy 10.1: Explore options for designing new and expanded roads and multiuse pathways to minimize impacts on shorelines, accommodate sea-level rise, preserve ecological functions, and avoid disrupting water-related uses, public access, and habitat restoration...	WDFW supports this policy.
Policy 12.3: Identify and implement strategies to prepare for and mitigate the effects of sea level rise and saltwater intrusion into aquifers, drainage, sewer, and septic systems. Explore grant opportunities to fund initiatives aimed at monitoring and preventing saltwater intrusion to promote the reliability and sustainability of water supplies.	Our Agency supports this effort. and recommends that it explicitly address the need for relocation or conversion of septic systems at risk from saltwater intrusion, groundwater rise, and related flooding. Septic systems that flood can negatively affect water quality and pose a risk to fish and wildlife. The County should develop strategies to identify onsite septic systems vulnerable to flooding, including those located outside Urban Growth Areas (UGAs). The policy should also encourage interagency coordination and seek state or federal grant funding to assist homeowners and homeowner associations (HOAs) with relocating, elevating, or upgrading onsite systems where sewer extensions are not feasible.
Policy 13.1: Utilize the best available science and update codes as necessary to establish overlays, special zoning districts, and land-owner outreach zones to direct new development away from current and future high-risk areas and reduce risk in those areas. This may include: • Regularly updating vulnerability assessment of climate impacts and overburdened populations, using this information to determine if and where zoning changes are necessary. • Implementing development regulations and best practices to reduce risks from natural and climate-related hazards, including documenting climate-related risks in property records and considering financial safeguards or bonds for projects in high- risk zones.	WDFW supports the use of best available science to update this information. Please visit the Agency's PHS program since this is the primary means of transferring fish and wildlife information from our resource experts to local governments. The PHS program includes a list management recommendations for habitat and species. WDFW's Land-use planning priorities and resources is another location to find a wide array of information ranging from best available science guidance to enhancing habitat and wildlife connectivity. Additionally, WDFW is interested in the resources that are created as the County is documenting climate-related risk reports. We would like to collaborate with the County on these reports as technical advisors, please reach out to the WDFW local area habitat biologist for coordination.

Policy 13.2: Adopt standards that promote cohesive and complimentary conservation design and a land-first approach to development to prioritize healthy ecological functions, while still permitting rural development in appropriate locations. Center partnership with Tribes, nonprofits, and others to help implement this policy.	Planning on a land-first approach is supported by WDFW as this aligns with our <u>land-use planning priorities</u> since this type of planning delineates critical areas or other habitat features first, preserves them, and then develops in the least impactful way around critical areas.
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Additionally, we suggest utilizing the Sound Choices Checklist in further review of all Comprehensive Plan elements. This checklist utilizes broad priorities to help local jurisdictions protect and recover the Puget Sound.

Thank you for taking the time to consider our recommendations for your comprehensive plan to better reflect the best available science for fish and wildlife habitat and ecosystems. We value the relationship we have with your jurisdiction and the opportunity to work collaboratively with you throughout this periodic update cycle. If you have any questions, need our technical assistance or resources at any time during this process, please don't hesitate to contact me at 360-701-7705 or at Lindsay.Wourms@dfw.wa.gov, or Region 6's Regional Land Use Lead, Jessica Bryant, Jessica.Bryant@dfw.wa.gov.

Sincerely,



Lindsay Wourms
Assistant Regional Habitat Program Manager
450 Port Orchard Blvd., Suite 290
Port Orchard, WA 98366

Cc: Gwen Lentes, Regional Habitat Program Manager (Gwendolen.Lentes@dfw.wa.gov)
Amy Spoon, Assistant Regional Habitat Program Manager (Amy.Spoon@dfw.wa.gov)
Jessica Bryant, Regional Land Use Lead (Jessica.Bryant@dfw.wa.gov)
Danielle Zitomer, Area Habitat Biologist (Danielle.Zitomer@dfw.wa.gov)
Brady Green, Habitat Biologist (Brady.Green@dfw.wa.gov)
Aleks Storvick, Habitat Biologist (Aleks.Storvick@dfw.wa.gov)
Kara Whittaker, LUCP Section Manager (Kara.Whittaker@dfw.wa.gov)
Marian Berejikian, Environmental Planner (Marian.Berejikian@dfw.wa.gov)

Emery, Bruce

From: sprink@olympen.com
Sent: Saturday, November 8, 2025 3:12 PM
To: Emery, Bruce
Subject: light pollution

You don't often get email from sprink@olympen.com. [Learn why this is important](#)

Subject Line: Constituent Input on Clallam County Code Lighting Plan and Dark Sky Protection

Dear Mr. Emery

I am writing in support of the protection of dark skies in Clallam County. I respectfully ask that you and your colleagues collectively take action that can result in a reduction of light pollution in Clallam County. I advocate for the Five Principles for Responsible Outdoor Lighting At Night, as found on the DarkSky Olympic Peninsula website: <https://darkskyopwa.org/5principles>. There are many reasons to support the reduction of light pollution, defined as the human-made alteration of outdoor light levels from those occurring naturally. Light pollution disrupts wildlife, impacts human health, wastes money and energy, contributes to climate change, and blocks our view of the natural night sky.

Excessive, poorly directed light at night is a form of pollution that is entirely preventable. With your leadership, Clallam County can set a strong example for other jurisdictions by adopting smart, health-conscious, and environmentally responsible lighting standards.

Birds, migrating or not, have so many more obstacles to contend with in the last twenty years that a simple thing of light reduction is a small act that we humans can do to help them. Please give this issue your support.

Thank you,
Phyllis Sprinkle

Emery, Bruce

From: Nancy Field <nefield@seanet.com>
Sent: Saturday, November 8, 2025 4:56 PM
To: Emery, Bruce; Ozias, Mark; French, Mike; Johnson, Randy
Cc: Havel, Tim; Gores, Loni
Subject: Clallam County Lighting Code

Some people who received this message don't often get email from nefield@seanet.com. [Learn why this is important](#)

Dear Commissioners and Director Emery,

I understand that Clallam County is currently reviewing its County Code Lighting Plan. In your involvement in this effort, please consider adopting Dark Sky objectives and a reduction of light pollution in Clallam County. Light pollution detracts from our enjoyment of our county's beautiful natural environment, it disrupts wildlife, wastes energy and blocks our view of the night sky. Lighting should be limited to its purpose. Other peoples' residential lighting should not impact their neighbors' enjoyment of their homes.

Please consider requiring shielding lighting and downlighting that does not spread beyond its useful purpose:

- In Clallam County, I live on the Sequim Prairie which is mostly agricultural in use but also residential on large lots. One of our neighbors is a professional security consultant and, from across a 10 acre field, his nearby house looks like a small town it has so much lighting. There is no science to support all this lighting to supposedly prevent crime.
- I understand a number of residents of Bell Hill were distressed when so much unshielded lighting was approved for the Lavender Meadows development.

Dark Sky policies I recommend you adopt and enforce on our community's behalf and that of wildlife:

- Define and prohibit nuisance lighting that spills into others' homes
- Require shielded, downward-facing fixtures on residential and commercial properties
- Prioritize dark-sky protections in planning and development review processes
- Enforce shielded lighting requirements

To address lighting issues that already exist I recommend the County:

- Educate the public on responsible lighting practices
- Create a clear process for residents to file and resolve lighting complaints
- Improve enforcement mechanisms and provide clear complaint pathways for residents

One example I can provide is from a community where we have a home in the San Juan Islands. Its Design Guidelines state:

EXTERIOR LIGHTING (Revised 12/09/20)

External lighting when viewed from adjacent parcels and Common Areas is to be fully shielded to eliminate glare and not be intrusive. Exterior uplighting is not allowed. Exterior lighting should be turned

Emery, Bruce

From: Pete Saari <pete.saari@mervin.com>
Sent: Sunday, November 9, 2025 9:15 AM
To: Emery, Bruce
Subject: Light management as a part of Clallam County planning review

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Hey Bruce

I am a business owner (Mervin MFG) in the Carlsborg business park and resident of Agnew.

We love Clallam county the people and its beautiful natural environment where historical tribals meet wildlife and western civilization. We want to advocate for less or more managed light pollution in the County.

Not a member of Dark Sky or any other group but received a letter from them that prompted me writing. A dark sky at light free of light pollution does matter to me and my family...we love gazing at the stars and feel more in awe of our connection to the universe when we can clearly see the galaxies. It also feels like the wildlife benefits from more natural conditions and less light at night...can't prove that but feels intuitive.

Clallam County business park where our business operates.

The weed growing operation there runs extremely bright lights 24/7 and lights up the entire neighborhood...you can see the glow of their lights for miles. The smell also engulfs the business park in one direction or another depending on how hard and which way the wind blows. We don't mind the smell but the light significantly impacts the night sky. It feels like they could easily cover their lights with curtain or removable roof system at night so the light would be contained to their plants and not impact the quality of life in the Carlsborg neighborhood. They could open it up again in day so they could have natural light streaming in while the lights are off.

Agnew home

Our neighbors recently installed two bright night lights high on poles that are on all the time on their property that brighten the entire night sky and diminish our ability to see the stars. I will talk with them but it feels like they could easily put them on a motion detector so they would come on when needed but not be on all the time.

Overall we are feeling the collapse of the natural environment on the peninsula and would like to advocate for some of the Dark Sky light pollution talking points when you are considering Clallam County planning comprehensive planning and ordinances.

- Useful – All light should have a clear purpose.
- Targeted – Light only where and when it's needed.
- Low-Level – Keep it low-level and shielded.
- Warm-colored – Use warm-colored light.
- Controlled – Control it with timers or motion sensors.

Thanks Pete Saari

Resident, business owner and passionate Clallam County parent.

Emery, Bruce

From: jgussman@dcproductions.com
Sent: Monday, November 10, 2025 2:34 PM
To: undisclosed recipients
Subject: Constituent Input on Clallam County Code Lighting Plan and Dark Sky Protection

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I am writing in support of the protection of dark skies in Clallam County. I respectfully ask that you and your colleagues collectively take action that can result in a reduction of light pollution in Clallam County. I advocate for the Five Principles for Responsible Outdoor Lighting At Night, as found on the DarkSky Olympic Peninsula website: <https://darkskyopwa.org/5principles>

There are many reasons to support the reduction of light pollution, defined as the human-made alteration of outdoor light levels from those occurring naturally. Light pollution disrupts wildlife, impacts human health, wastes money and energy, contributes to climate change, and blocks our view of the natural night sky.

Excessive, poorly directed light at night is a form of pollution that is entirely preventable. With your leadership, Clallam County can set a strong example for other jurisdictions by adopting smart, health-conscious, and environmentally responsible lighting standards.

Thank you for your time and your service,

JOHN GUSSMAN

Emery, Bruce

From: Jan Standish <standishj9@gmail.com>
Sent: Monday, November 10, 2025 3:52 PM
To: Emery, Bruce
Subject: Dark Sky!

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Dear Director Bruce!

Please support & enforce Dark Sky! Thank you! ❤️

Clallam County Comprehensive Plan Update, 2025
Summary of Substantive Changes
Updated November 12, 2025

The following summarizes the substantive changes incorporated into the draft Clallam County Comprehensive Plan Update (CPU) as required under the Washington Growth Management Act, RCW 36.70A (GMA), and as instructed by the Clallam County Planning Commission to date.

A. Future Land Use Map Amendment.

- Changing approximately 31.3 acres within the unincorporated Sequim Urban Growth Area from Sequim Urban Residential II (S(R-II)) to Sequim Urban Residential III (S(R-III)) Designation. These are proposed in two locations: 14.1 acres north of E. Silberhorn Road near 7th Ave., and 17.2 acres east of N. Sequim Ave., and north of E. Hendrickson Road (see Density Analysis Memo (9/12/25) and inset maps, attached).
- Changing all of the current Urban Residential High (URH) Designation to the Urban Moderate Density (MD) Designation within the Clallam Bay/Seki UGA. Note that a high percentage of this area is designated critical areas. Further, only 24 high-density residential units (30 total residential units) are projected to be needed in the UGA over the 20-year planning horizon. The need for the change is to meet the high-density target for low, very low and extremely low-income segments.

B. Text of the Countywide Comprehensive Plan. NOTE: Proposed changes that implement specific language within the GMA are highlighted by an “*”.

- * Generally, several sections were reorganized by sequence to match the sequence within the GMA.
- * CCC 31.02.050 *Definitions*. (17) Amend “Essential public facilities” to include “...opioid treatment programs including both mobile and fixed-site medication units, recovery residences, harm reduction programs excluding safe injection sites...” This matches current language under RCW 36.70A.200(1)(a).
- CCC 31.02.050 *Definitions*. (32) expands the definition of “Rural Character.”
- * New section CCC 31.02.100, General land use policies. Requires coordination with cities to ensure implementation of county-wide planning policies, identification of lands useful for public purposes, special consideration for achieving environmental justice, and reducing wildfire risk.
- CCC 31.02.115, Includes broad re-write to reflect current conditions. It also removes reference to TDR Program (see also CCC 31.02.283(3)(i)).

- CCC 31.02.120(8), Supporting the Clallam County Agricultural Commission in their efforts to strengthen farms in Clallam County.
- CCC 31.02.200 through .230, Updated recent data on population trends, and changing “citizens” to “residents” throughout.
- CCC 31.02.230, Eliminated time-specific population data in favor of including such data under the Land Capacity Analysis and County Profile, to be included as Appendices.
- CCC 31.02.240, Establishing policy on the development of urban design standards for unincorporated UGAs not affiliated with an incorporated city.
- CCC 31.02.280, Amended cited studies to eliminate past historic information and include updated studies and new data.
- * CCC 31.02.281, Update language to reflect current wording under the GMA and for internal consistency.
- * CCC 31.02.282, Updated to reflect requirements of RCW 36.70A.070(2), and to integrate current data. Eliminated listing of housing data in favor of adoption of the LCA as an Appendix.
- CCC 31.02.283(3)(b), included “zero lot line standards” as an alternative for expanding housing opportunities.
- CCC 31.02.283(3)(i), enacts the temporary suspension of the Transfer of Development Rights (TDR) program and requires monitoring to determine when economic conditions are right to reestablish the program to support its success.
- CCC 31.02.283(3)(j), requires the development of siting criteria in the Zoning Code for the placement of emergency housing and emergency shelters.
- CCC 31.02.283(3)(k), advocate for functional balance between landlord and renter communities with respect to local and state regulatory frameworks.
- CCC 31.02.283(3)(l), Policy supporting the establishment of a registry for vacation rentals.
- CCC 31.02.340(1)(c), removal of reference to the “interim critical areas ordinance.” It is now permanent.
- CCC 31.02.410, Table 7, Updated reference to ASHTO Highway Capacity Manual, 2018, for LOS methodology.
- CCC 31.02.415, Updated data on transportation facilities inventory.
- CCC 31.02.420(1)(vi), Policy supporting implementation of traffic-calming techniques where clear public benefit and local circumstances support.

- CCC 31.02.432, Updated data on Transit facilities and service inventory.
- CCC 31.02.435, Eliminated section in favor of transitioning to Zoning Code or Appendix.
- CCC 31.02.440, Modified introductory paragraph to include required GMA language concerning multi-modal transportation objectives.
- Table 31.02.610(B), updated with current development data.
- Figure 31.02.610(G) and (H), updated with current development data for unincorporated UGAs.
- CCC 31.02.620, Included a range of text edits for internal consistency and to promote economic prosperity. Policies could lead to growth in manufacturing, tourism, timber industry, and maritime, and agritourism. Tourism focus will include expanding peak tourism seasons by promotion of year-round recreational opportunities. Growth in infrastructure is also prioritized.
- New Section CCC 31.02.810, Climate Change and Resiliency Issues. The section sets forth a range of objectives and measures intended to strengthen the County's ability to meet the challenges and risks associated with climate change and reduce the impact of catastrophic events relating thereto.
- CCC 31.02.820(2)(c), supporting the transition of the County fleet, where feasible and practicable, to non-gas/diesel-powered to electric-powered or other renewable energy sources.

C. Text of the four Sub-Regional Comprehensive Plans.

Sequim-Dungeness Regional Plan, Ch. 31.03

- * Generally, incorporates updated language that is currently found under the GMA.
- CCC 31.03.140(2)(d), eliminated the listing of road segments by LOS, and instead referring the Six-Year Transportation Improvement Plan (TIP) where such decisions are appropriately made and periodically updated.
- CCC 31.03.170(2), Modified inventory language to reflect current data within the LCA States the need to consider industrial expansion within the region to promote living-wage employment.
- * CCC 31.03.190(1)(d), integration of climate element language for internal consistency and to implement new policies under the GMA.

- CCC 31.03.230(6), Reiterates the suspension of the TDR program, and establishes need for a market study to determine when economic conditions will support the TDR program for later implementation.
- CCC 31.03.290(3), amended to allow for modification of UGA boundary outside of the CPU schedule "...where clear public benefit exists in accordance with RCW 36.70A.110(8)." This language also appears under CCC 31.03.350(8),
- * CCC 31.03.310(8)(b), eliminated language concerning lot size that is no longer current with the provisions of the GMA concerning urban density.

Port Angeles Regional Plan, Ch. 31.04

- CCC 31.04.030, Edits were made updating data and inventory description.
- CCC 31.04.115, Updates to data to make current.
- CCC 31.04.115(2)(c), eliminated the listing of road segments by LOS, and instead referring to the Six-Year Transportation Improvement Plan (TIP) where such decisions are appropriately made and periodically updated.
- * CCC 31.04.115(6), expanding language concerning multimodal transportation consistent with current GMA requirements.
- CCC 31.04.120, update text with current housing data.
- * CCC 31.04.140, integration of climate resiliency language for internal consistency (also see CCC 31.04.150, .210(1)(d)).
- * CCC 31.04.230(3), eliminated language concerning lot size that is no longer current with the provisions of the GMA concerning urban density.
- CCC 31.04.310, included updates to data for current information.
- CCC 31.04.315(4)(e), eliminated language concerning TDR program, pending outcome of market analysis and reestablishment under the County-Wide Comprehensive Plan.

Straits Regional Plan, Ch. 31.05

- CCC 31.05.170(2), updated with current land use data.
- CCC 31.05.210 (3)(Policy 12), recognizes the existence of the Clallam Bay-Seki Community Advisory Committee.

Western Regional Regional Plan, Ch. 31.06

- CCC 31.06.010, Eliminated the RPC vision statement as the committee no longer exists. NOTE: This recommendation is not no longer supported by staff.

- CCC 31.06.040, amend vision statement to tie in as part of broader Comprehensive Plan (not stand-alone).
- Table 1 (CCC 31.06.050), updated with current data.
- Minor edits throughout to update to current data and use language that is internally consistent.

D. Changes to the Zoning Code required concurrently with CPU in accordance with RCW 36.70A.130(5)(b).

- * Most of the requirements of RCW 36.70A.681, setting new standards for Accessory Dwelling Units (ADUs) in UGAs, are being implemented under the Clallam County Zoning Code under a separate Ordinance and analysis under SEPA. This process predates the CPU, thereby meeting the adoption concurrency requirement of RCW 36.70A.680(1).
- * Changes to CCC 33.03.010, *Definitions*:
 - “Emergency housing.” Providing definition for new standards needed to implement RCW 36.70A.070(2).
 - “Emergency shelter.” Providing definition for new standards needed to implement RCW 36.70A.070(2).
 - “Household.” Expanding definition relative to occupancy to reflect requirements of Washington Housing Policy Act, RCW 46.63.220.
 - “Permanent supportive housing.” Providing definition for new standards needed to implement RCW 36.70A.070(2).
 - “Transitional housing.” Included in preparation should the BOCC choose to pursue the adoption of an expanded supportive, transitional, emergency and permanent housing (STEP) program. No plan adoption is proposed as part of the CPU.
- Suspending the implementation of the Transfer of Development Rights (TDR) program as required under CCC 33.13.030(9), 33.13.050(7), 33.13.070, 33.19.030(1 through 3), 33.19.050(2 and 3), and Table 33.19.050(2)(A). Note that new policy under CCC 31.02.283(3)(h) requires the monitoring of economic conditions and reestablishment of the TDR program once conditions are conducive to its success.
- * Including “family daycare provider” and “home enterprises” as allowed outright under CCC 33.15.060(1), Rural Limited Commercial (RLC), per Commerce Checklist items II.c and II.f, respectively.
- * Including “emergency housing,” “emergency shelter,” “permanent supportive housing,” and “transitional housing” under CCC 33.15.070(1), Urban

Neighborhood Commercial (UNC), and CCC 33.15.090(1), Urban Center (UC), allowed uses.

- * Including “emergency housing” and “emergency shelter” under CCC33.15.080(1), Urban Regional Commercial (URC), allowed uses.
- * Including “emergency housing,” “emergency shelter,” “permanent supportive housing,” and “transitional housing” under Table 33.20.040(A), Carlsborg Village Center (CN), Carlsborg Commercial (CC), and Carlsborg General Commercial (CGC), allowed uses.
- * Provide a new subsection (9) to CCC 33.50.010, that allows for the sale or conveyance of an ADU as a condominium, if located within an UGA.
- * Amend CCC 33.50.030(5) to allow for ADUs within designated UGAs to be sold or conveyed as a condominium in accordance with RCW 64.34.
- Amend CCC 33.50.040(4)(b) to require, where applicable (within UGA, greater than ½ mile from transit stop), one off-street parking space per ADU for lots smaller than 6,000 SF before any zero lot line subdivisions or lots splits, and two off-street parking spaces per ADU for lots greater than 6,000 SF before any zero lot line subdivisions or lot splits.

APPENDIX I

Capital Facilities Plan

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Introduction to Capital Facilities Plan

The Capital Facilities Plan is a six-year planning document showcasing existing conditions of the county's capital facilities, levels of service of each facility, and financing for new or expanding capital facilities that is updated annually. The Capital Facilities Plan is divided into county and non-county facilities and then grouped by type of facility within each division. Each grouping includes an inventory, forecast of future needs over the 20-year planning period, and reference to the financing plan for planned projects. Goals and policies specific to the Capital Facilities and Utilities element are within the County's Comprehensive Plan document.

Acronyms

RCW: Revised Code of Washington

WAC: Washington Administrative Code

CFP: Capital Facilities Plan

Planning Context

Growth Management Act

This document, along with the County's Capital Facilities and Utilities Element, implements Goal 12 of the Washington State Growth Management Act ("GMA"), which provides that the County must "[e]nsure 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."

The GMA ([RCW 36.70A.070](#)) specifically requires that the county's Comprehensive Plan include a Capital Facilities Plan Element consisting of the following:

- a) *An inventory of existing capital facilities owned by public entities, including green infrastructure, showing the locations and capacities of the capital facilities;*
- b) *a forecast of the future needs for such capital facilities;*
- c) *the proposed locations and capacities of expanded or new capital facilities;*
- d) *at least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes; and*
- e) *a requirement to reassess the land use element if probable funding falls short of meeting existing needs and to ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities plan element are coordinated and consistent.*

This Capital Facilities Plan—in addition to the transportation, parks and recreation, land use, and the economic development elements—will cover all the requirements listed above. The financing plans for all County-owned facility improvements can be found in the County Capital Plan and the County's Transportation Improvement Plan.

Limitations of the Capital Facilities Plan

This CFP covers all County-owned facilities to the best available knowledge. The financing plan is updated annually in collaboration with the Parks, Fair, and Facilities Department and Clallam County Public Works/Roads. Clallam County is a largely rural county with some facilities (schools, fire, private utilities) serving large portions of the county with very little population. Facilities not owned by the County may be difficult to collect due to the size and breadth of the provider network.

The GMA states:

"The county or city shall identify all public entities that own capital facilities/utility systems and endeavor in good faith to work with other public entities, such as special purpose districts, to gather and include within its capital facilities element the information required by this subsection. If, after a good faith effort, the county or city is unable to gather the information required by this subsection from the other public entities, the failure to include such information in its capital facilities element cannot be grounds for a finding of noncompliance or invalidity under chapter 228, Laws of 2023. A good faith effort must, at a minimum, include consulting the public entity's capital facility or system plans and emailing and calling the staff of the public entity."

Pursuant to this requirement, the information gathered and displayed within this document is the information that was gathered through a good faith effort in communication with each public entity that owns either capital facilities or utility systems.

Capital Facilities and Utility System Ownership Summary

County-Owned	Not County-Owned
Government Services	Schools
Parks and Recreation	Fire Protection
Solid Waste Management	Electricity
Storm Drainage systems	Natural Gas
Transportation	Telecommunications (partially County-owned)
Wastewater Systems	Water Systems (partially County-owned)

County Owned Capital Facilities

Government Services

Overview

The government of Clallam County operates several facilities, including court buildings, law enforcement, shelters, storage, and buildings for other administrative uses. Most County government services facilities are located in Port Angeles, with the single exception of a storage garage in Clallam Bay. Clallam County owns and operates twelve governmental and administrative facilities, which are listed in Table CF-1 below.

Existing Inventory

Table CF-1. Government Services Inventory

Building Name	Address	Location	Built	Square Feet	Condition
Clallam County Courthouse & Corrections Center	223 E Fourth St	Port Angeles	1979	113,200	Average
Juvenile & Family Services Facility	1912 W 18 th St	Port Angeles	1994	28,174	Good
Historic Courthouse	223 E Fourth St	Port Angeles	1914	23,808	Good
Third Street Professional Building	111 Third St	Port Angeles	1986	7,139	Average
Storage Facility/WSU Extension	1914 W 18 th St	Port Angeles	1965	6,458	Average
Office Building	216 S Francis St	Port Angeles	1945	5,244	Average
Station Building	663 E Frontier St	Clallam Bay	1905	3,584	Average
Annex Building	216 S Francis St	Port Angeles	1930	1,008	Average
Fuel Facility - Courthouse	223 E Fourth St	Port Angeles	1988	160	Average
Canopy	1914 W 18 th St	Port Angeles	1965	900	Average
Storage Garage	663 E Frontier St	Clallam Bay	1905	736	Average
Blue Mountain Transfer Station Office	1024 Blue Mountain Rd	Port Angeles	2014	792	Average

Source: Clallam County.

Levels of Service

Clallam County analyzes the need for improvements and the need for capacity increasing projects for government services on a yearly basis.

Future Needs

County-owned facility needs are outlined within the 5-year financial plan in the County's updated Capital Plan, found here: <https://www.clallamcountywa.gov/DocumentCenter/View/17699/Capital-Plan-PDF?bidId=>.

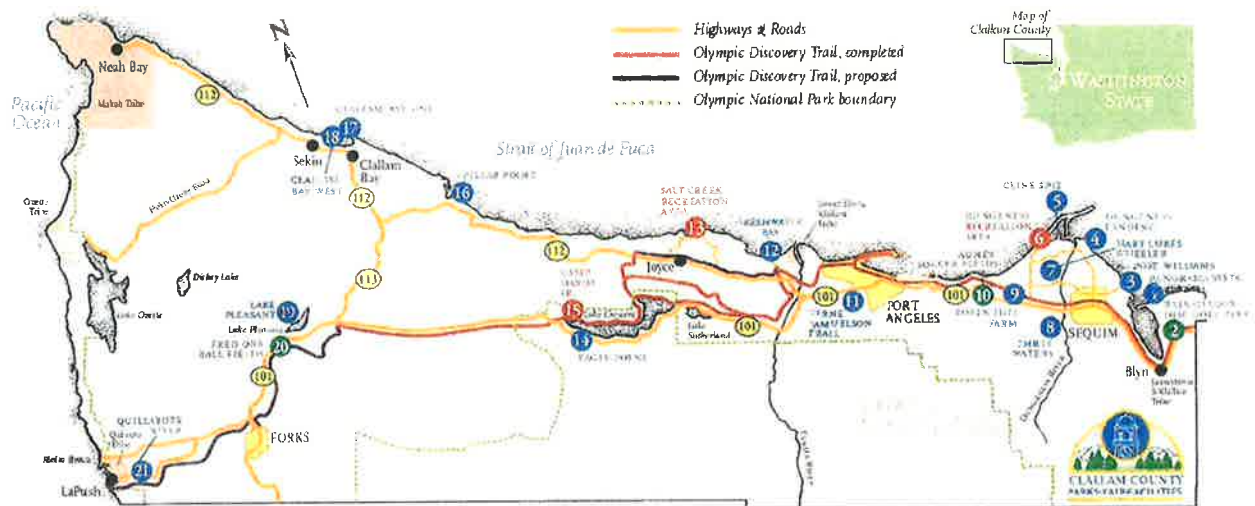
Park and Recreation Facilities

Overview

Clallam County contains several parks and recreation facilities, portrayed in Map CF-2. These facilities include parks operated by the federal government, Washington State Parks, Washington Department of Fish and Wildlife, Tacoma Power, Clallam County Public Utility District #1 (PUD), the incorporated cities of the county, and various other agencies.

Clallam County is unique in its diversity of outdoor recreation opportunities. Its widely divergent climate, topography, flora, and fauna provide the raw material for numerous recreational pursuits. The map below shows the twenty-one parks and recreational facilities owned and operated by Clallam County: those with overnight facilities (red dot), those which are day-use only (blue dot), and those which are designated as recreational sports parks (green dot). Further information about these facilities can be found in Table CF-2 below.

Figure 1. Map of Clallam County Parks and Recreation Facilities



Source: Clallam County, 2025

Existing Inventory

Table CF- 2. Parks and Receptions Inventory

Facility Name	Acreage	Location	Facilities
County Parks			
Panorama Vista	1.00	NW end of E. Sequim Bay Road of the Strait of Juan de Fuca	Stairway beach access, guardrail
Rainshadow Disc Golf	40.00	Off Old Blyn Highway, ~1 mile east of Blyn	
Marlyn Nelson	1.22	At the end of Port Williams Road on	Boat ramp and vault toilet

Facility Name	Acreage	Location	Facilities
County Park		the Strait of Juan de Fuca, 3 miles east of Sequim	
Dungeness Landing	19.63	North end of Oyster House Road, off Marine Drive, Sequim	Restroom, pier, storage building, boat ramp, dock, pump house, birding platform, entry sign
Cline Spit	1.00	At the end of Cline Spit Road, off Marine View Drive, Sequim	Vault toilet and boat ramp
Dungeness Recreation Area	216.00	554 Voice of America Road, Sequim	Restrooms (2 w/ showers), shop, manager residence, woodshed, pump house, group shelter, entry sign, dump station, automatic entry gate
Mary Lukes Wheeler	9.92	Off Woodcock Road, north of Ward Road, Sequim	Guardrails, picnic tables
Three Waters	8.25	Off Taylor Cut-Off Road, about ¾-mile south of Hwy 101	
Robin Hill Farm	196.65	Entrances off Dryke Road and Pinnell Roads, approx. 6 mi west of Sequim and 8 mi east of Port Angeles	Residence, shop, 2 storage buildings, water tower, pump house, kiosks, and footbridge
Agnew Soccer Fields	7.46	On the SE corner of the intersection of North Barr Road and Old Olympic Hwy	Open shelter w/ Men's/Women's restrooms, storage sheds (2), irrigation system
Verne Samuelson Trail	1.50 mi	Runs along Valley Creek just west of Port Angeles city limits	
Freshwater Bay	20.07	On the Strait of Juan de Fuca, 10 mi west of Port Angeles off State Hwy 112 and 3 mi north of Freshwater Bay Road	Restroom, boat ramp, picnic shelters (3), and vault toilet
Salt Creek Recreation Area	196.00	13 mi west of Port Angeles, off State Hwy 112, and 3 mi north on Camp Hayden Road on the Strait of Juan de Fuca	Restrooms w/ showers (2), manager residence, shop, office, picnic shelter, seasonal ranger cabin, kiosks, dump-station, fuel shed, woodshed, WWII bunkers, play equipment, vault toilets (2), beach access stairs (4), and storage building
Eagle Point Property	1.21	On the south shore of Lake Crescent between Hwy 101 and the shoreline	
Camp David Jr.	8.75	1452 Camp David Jr. Road, Port Angeles	Sleeping cabins (8), staff duplex, beach cabin (includes kitchen, bathroom, sleeping), log cabin, lodge w/ commercial kitchen/dining/bathrooms, staff cabin (employee housing) w/ kitchen, ranger residence, office, shop, restrooms (2),

Facility Name	Acreage	Location	Facilities
			fire system pump house, canoe shed and racks, swim docks, boat dock, fire circle, fountain, entrance sign, irrigation system
Pillar Point	6.83	Along Juan de Fuca, 35 mi west of Port Angeles, off State Hwy 112	Picnic shelter, vault toilet, boat ramp, storage building
Clallam Bay Spit	4.15	In the center of Clallam Bay community, 45 mi west of Port Angeles on the Strait of Juan de Fuca	Restroom, dumpster enclosure, footbridge, kiosks, picnic shelter, entry sign
Clallam Bay West	8.64	1 mi west of Clallam Bay Spit County Park, between the communities of Clallam Bay and Sekiu	Small wood bridge over ditch, entry sign
Lake Pleasant	1.60	West Lake Pleasant Road, Beaver, WA	Vault toilet, play equipment, boat ramp, and docks (4)
Fred Orr Ball Fields	7.92	Located in Beaver, 1/2 mile west of Lake Pleasant Grocery	Restroom/Concession stand, baseball backstops and dugouts, bleachers, storage shed
Quillayute River	10.55	Off Mora Road, 1 mi east of Olympic National Park entrance to Mora down Quillayute River Road	Vault toilet, guard railing
Dungeness Trails	~400	Near SW Sequim	Acquired by the County in 2024. Currently, it has over 10-miles of unpaved, single track natural tread trails open to equestrian, hiking, and biking, and other non-motorized trail uses. Limited off-road parking with access to property. Potential location of: Dungeness Off-Channel Reservoir and Stormwater Capture and Aquifer Recharge Infiltration Facility. Near-term targeted capital improvements targeted improved parking and restroom facilities.

Levels of Service

As determined by the County's Parks Recreation and Open Space Program creation, to be updated in 2025-2026.

Future Needs

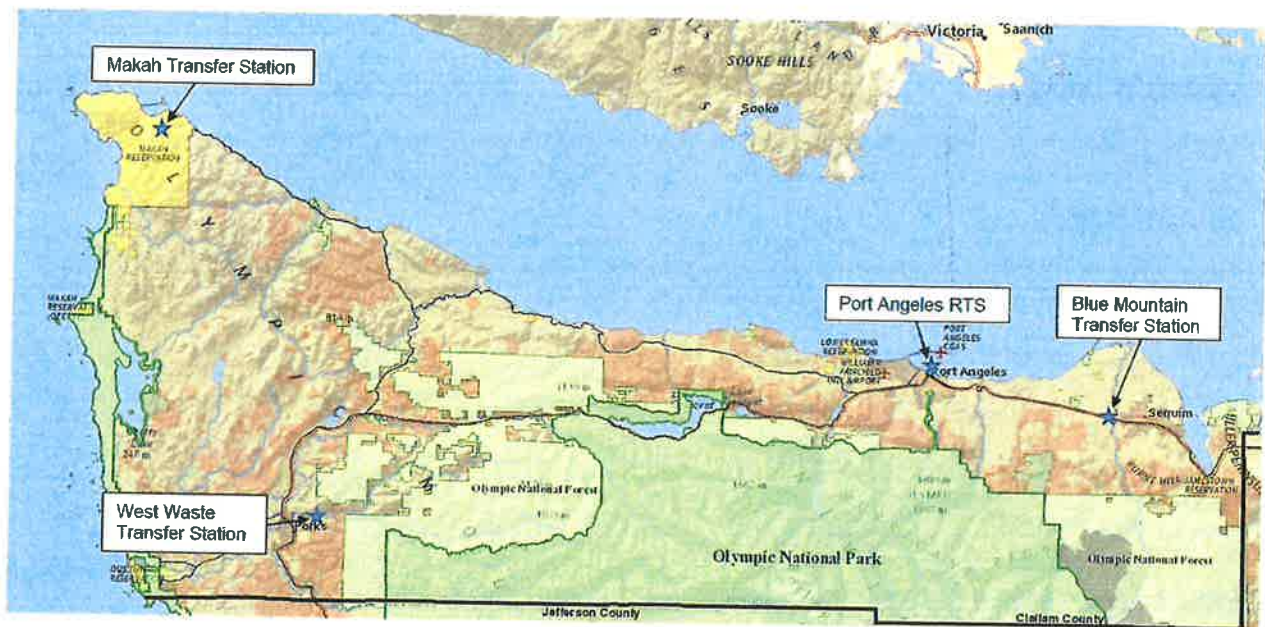
County-owned facility needs are outlined within the 5-year financial plan in the County's updated Capital Plan.

Solid Waste Management Facilities

Overview

The primary solid waste and recycling facility for Clallam County is the Port Angeles Regional Transfer Station. This facility includes a transfer station for municipal solid waste, a self-haul waste receiving site, a moderate-risk waste facility, a recycling drop-off center, and a composting facility that processes yard waste and biosolids. Three other transfer stations serve other parts of Clallam County, including the Blue Mountain Transfer Station, the Makah Transfer Station, and the West Waste Transfer Station.

Several private operations provide important additional opportunities for recycling and/or yard waste composting, including Johnston Farm in Agnew, Around Again in Carlsborg, and All Metal Recycling in Port Angeles.



Source: Clallam County, 2025

Existing Inventory

Table CF- 3. Solid Waste Facility Inventory

Facility Name	Address	Location	Site Area (Acres)
Port Angeles Regional Transfer System	3501 W 18 th St	Port Angeles	10.7
Blue Mountain Transfer Station	1469 Blue Mountain Rd	Between Port Angeles and Sequim	6.3
West Waste Transfer Station	272 La Push Road	Forks	18.3
Makah Transfer Station	Cape Flattery Rd	Neah Bay	

Source: Clallam County, 2025

Levels of Service

Levels of service are updated periodically in the Clallam County [Solid Waste Management Plan](#).

Future Needs

County-owned facility needs are outlined within the 5-year financial plan in the County's updated Capital Plan.

Transportation Facilities

Overview

Clallam County operates a variety of facilities that are utilized to maintain existing county transportation infrastructure. These facilities include shop buildings, sand sheds, and pits and quarries, which help to provide materials for area roads.

Existing Inventory

Facility Name	Address	Location	Built	Square Feet	Condition
Fuel Facility	384 Frontier St	Clallam Bay	1991	400	Average
Office/Truck Park & Compressor Room	384 Frontier St	Clallam Bay	1980	1,368	Average
Maintenance Shop #300	51 Bedrock Rd	Beaver	1973	4,550	Average
Equipment Shed #301	51 Bedrock Rd	Beaver	1972	3,336	Average
Equipment Shed #302	51 Bedrock Rd	Beaver	1985	4,000	Average
Fuel Facility	51 Bedrock Rd	Beaver	1992	400	Average
Storage Building #307	51 Bedrock Rd	Beaver	1994	200	Average
Storage Building #309	51 Bedrock Rd	Beaver	1994	160	Average
Storage Shed #306	51 Bedrock Rd	Beaver	1995	160	Average
Storage Building #304	51 Bedrock Rd	Beaver	1988	49	Average
Water Pumphouse #303	51 Bedrock Rd	Beaver	1972	72	Average
Building #201 Maintenance Shop	1033 W Lauridsen Rd	Port Angeles	1982	12,610	Average
Building #202 Equipment Shed	1033 W Lauridsen Rd	Port Angeles	1985	5,680	Average
Building #200 Utility Shop	1033 W Lauridsen Rd	Port Angeles	1936	3,680	Average
Building #206 Sign Shop	1033 W Lauridsen Rd	Port Angeles	1930	2,760	Average
Building #205 Equipment Shed	1033 W Lauridsen Rd	Port Angeles	1988	3,600	Average
Building #207 Fuel Facility	1033 W Lauridsen Rd	Port Angeles	1982	192	Average
Building #204 Equipment Shed	1033 W Lauridsen Rd	Port Angeles	1972	3,888	Average

Building #203 Wash Station	1033 W Lauridsen Rd	Port Angeles	1986	105	Average
Maintenance Shop #100	140 Grant Rd	Sequim	1978	5,750	Average
Equipment Shed #101	140 Grant Rd	Sequim	1978	3,375	Average
Equipment Shed #102	140 Grant Rd	Sequim	1976	4,800	Average
Fuel Facility #103	140 Grant Rd	Sequim	1985	400	Average
Lube Station #104	140 Grant Rd	Sequim	1968	208	Average

Levels of Service

Transportation-related facilities are built and leased on an as-needed basis to maintain the County's more specific road levels of service. Details and methodology can be found in the Transportation Element of the Clallam County Comprehensive Plan.

Future Needs

County-owned facility needs are outlined within the 5-year financial plan in the County's updated Capital Plan.

Water Systems

Overview

The Clallam County Public Utilities District (PUD) owns and operates six large water systems throughout the county. Clallam County owns and operates on large water system. All these systems are Group A water systems, meaning that each system includes at least fifteen existing connections and is sourced from groundwater well fields. The inventory list of Group A water systems can be found in Table CF-4 below.

Existing Inventory

Table CF- 4. Large Water System Inventory

System	General Information		Connections		Source
	Plan Date	Governance	Existing	Approved	Water Source
Island View (Clallum PUD)	2018	PUD/Muni Corp			
Clallam Bay-Sekiu (Clallam PUD)	2018	PUD/Muni Corp	376	595	Groundwater Well Field
Panoramic Heights (Clallum PUD)	2018	PUD/Muni Corp	19	32	Groundwater Well
Port Angeles Composite (Clallam PUD)	2018	PUD/Muni Corp	3771	Unspecified	Morse Creek & Groundwater Wells
Carlsborg (Clallam PUD)	2018	PUD/Muni Corp	236	Unspecified	Groundwater Well
Evergreen (Clallam PUD)	2018	PUD/Muni Corp	743	Unspecified	Groundwater Well Field and Well
Bullman Beach Water System*		Clallam County Public Works		22	

Source: Clallam Public Utility District & Department of Health Sentry System.

*Clallam County is the "current receiver" by Court Order of the Bullman Beach Water System (BBWS) for a small development located along SR 112 between Sekiu and Neah Bay. The BBWS is a transient non-community (TNC) water system. County Public Works is the responsible Department for BBWS operation and maintenance and for bringing this water system back into compliance.

Levels of Service

The Clallam County PUD [Water System Plan](#) outlines specific levels of service for each Clallam County PUD owned service area. Clallam County levels of services will be periodically updated with the General Sewer and Wastewater Facilities Plan.

Future Needs

County-owned facility needs are outlined within the 5-year financial plan in the County's updated Capital Plan. Clallam County PUD has their own facility and needs analysis within their Water System Plan.

Wastewater Systems

Overview

Clallam County reviews the sewer plans of jurisdictions and districts within the county. Review of these plans considers the growth forecasts used to project future wastewater flows and the management of areas that are outside incorporated communities and their urban growth areas. County-owned wastewater facilities are listed in Table CF-5 below.

Existing Inventory

Table CF-5 Clallam County-Owned Wastewater Facilities Inventory

Facility Name	Address	Location	Built	Square Feet	Condition
Aerobic Digester/Biodisc Tank	410 Frontier St	Clallam Bay	1975	806	Average
Aerobic Digester/Biodisc Tank	176 Front St	Sekiu	1975	806	Average
Carlsborg Conveyance System		Sequim			Average
Carlsborg Olympic Pump Station	935 Carlsborg Rd	Sequim			Average
Carlsborg Gupster Pump Station	194 Gupster Rd	Sequim			Average
Clallam Bay-Sekiu Sewer System	410 Frontier St	Clallam Bay	1975		Average
Control Building	410 Frontier St	Clallam Bay	1975	1,140	Average
Control Building	176 Front St	Sekiu	1975	918	Average
Process Piping	410 Frontier St	Clallam Bay	1972	-	Average
Process Piping	176 Front St	Sekiu	2004	-	Average
Primary Sedimentation Basin	176 Front St	Sekiu	1975	430	Average
Secondary Sedimentation Basin	176 Front St	Sekiu	1975	430	Average
Blower Building	176 Front St	Sekiu	2004	270	Average
UV Building	410 Frontier St	Clallam Bay	2004	280	Average
UV Building	176 Front St	Sekiu	2004	280	Average
Blower Building	410 Frontier St	Clallam Bay	2004	2070	Average
Primary Sedimentation Basin	410 Frontier St	Clallam Bay	1975	304	Average
Secondary Sedimentation Basin	410 Frontier St	Clallam Bay	1975	304	Average
Influent Barscreen Structure	410 Frontier St	Clallam Bay	1975	108	Average
Influent Structure	176 Front St	Sekiu	1975	108	Average
Sampler Pump House	176 Front St	Sekiu	2004	112	Average
Sampler Pump House	410 Frontier St	Clallam Bay	2004	64	Average
Plant Sewage Lift Station	410 Frontier St	Clallam Bay	1972	13	Average
Effluent Channel	410 Frontier St	Clallam Bay	1972	48	Average

Levels of Service

Levels of service will be updated periodically in the Clallam County General Sewer and Wastewater Facilities Plan.

Future Needs

County-owned facility needs are outlined within the 5-year financial plan in the County's updated Capital Plan and the County's General Sewer and Wastewater Facilities Plan.

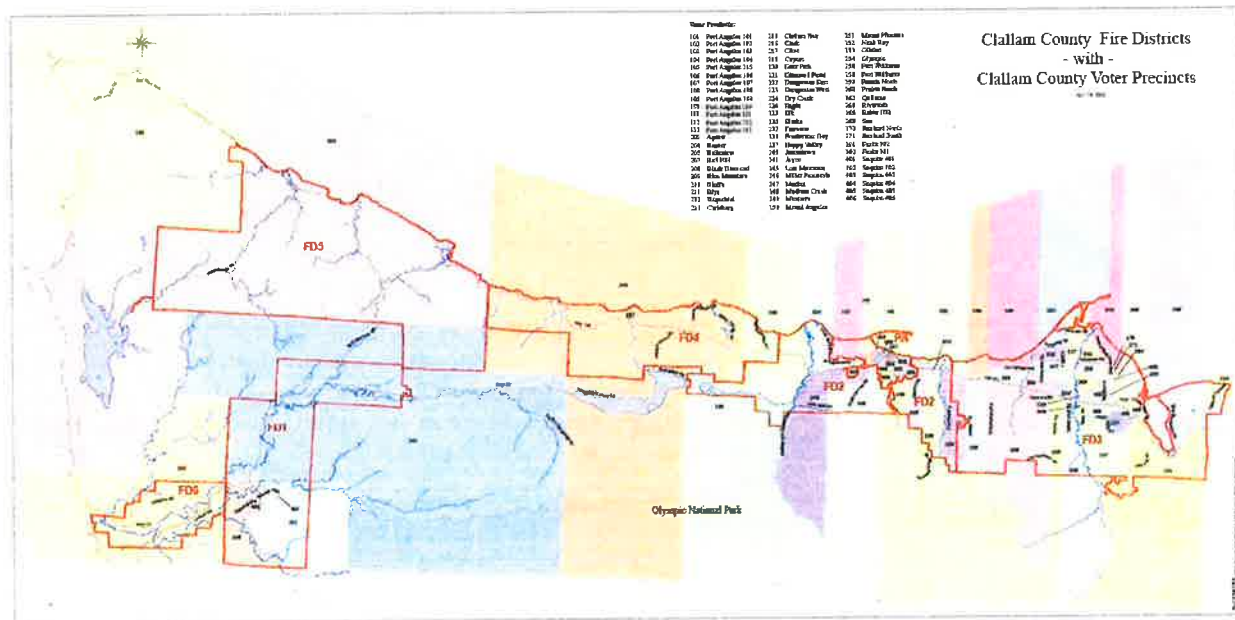
Plans Used for County-Owned Facilities

- Clallam County [5 Year Capital Plan, 2024-2028](#)
- Clallam County [Comprehensive Park and Recreation Master Plan, 2023-2026](#)
- Clallam County [Six Year Transportation Improvement Program, 2025-2030](#)
- [Clallam Bay/Seki General Sewer/Wastewater Facilities Plan](#)
- Clallam County [Solid Waste Management Plan 2021](#)

Non-County Owned Capital Facilities

Fire Districts

Overview



Source: Clallam County

Port Angeles Fire Department

The Port Angeles Fire Department serves the City of Port Angeles. The department has one station on 5th Avenue and is responsible for handling any fires within city limits. The department publishes annual update reports, available on the [City's website](#).

Fire District No. 1

Fire District No. 1 serves the City of Forks and surrounding unincorporated areas. The district has two fire halls and employs more than twenty firefighters. The district also operates a Wildland Fire Special Operations Team.

Fire District No. 2

Clallam 2 Fire-Rescue covers 85 square miles surrounding the City of Port Angeles. District 2 also responds to both fire and emergency medical calls throughout Olympic National Park from Hurricane Ridge to Sol Duc Hot Springs. The district conducts its operations through four fire stations. According to the district's [Strategic Plan 2022-2027](#), the two primary response stations are in need either total replacement or significant capital improvements.

Fire District No. 3

Fire District No. 3 serves 142 square miles in total, with a portion of the service area extending into a small part of Jefferson County. 3 of the 6 stations in this district are staffed every hour of every day of the year, while the other three are operated by volunteer members. More information can be found on their [website](#).

Fire Protection District No. 4

Headquartered in Joyce, Fire Protection District No. 4 spans roughly 87 square miles of Clallam County along Highway 112. The district serves approximately 3,500 residents year-round, but this figure nearly doubles during the fair-weather months. The district has 2 fire stations and 1 administrative building. More information can be found on their [website](#).

Fire District No. 5

Fire District No. 5 covers the northwesternmost portion of the county and operates two stations.

Fire District No. 6

Clallam County Fire Protection District No. 6 operates as the Three Rivers Fire Department, and operations are conducted in a single fire station.

Quillayute Valley School District 402

Quillayute Valley School District operates one elementary, middle, and high school in the municipality of Forks and its adjacent environs. Voters in the district's jurisdiction is currently voting on whether to approve an Educational Programs and Operations Levy that will provide the district with over \$20 million over the next four years to support performing arts, school facility repairs and equipment, and athletics.

Levels of Service and Future Needs

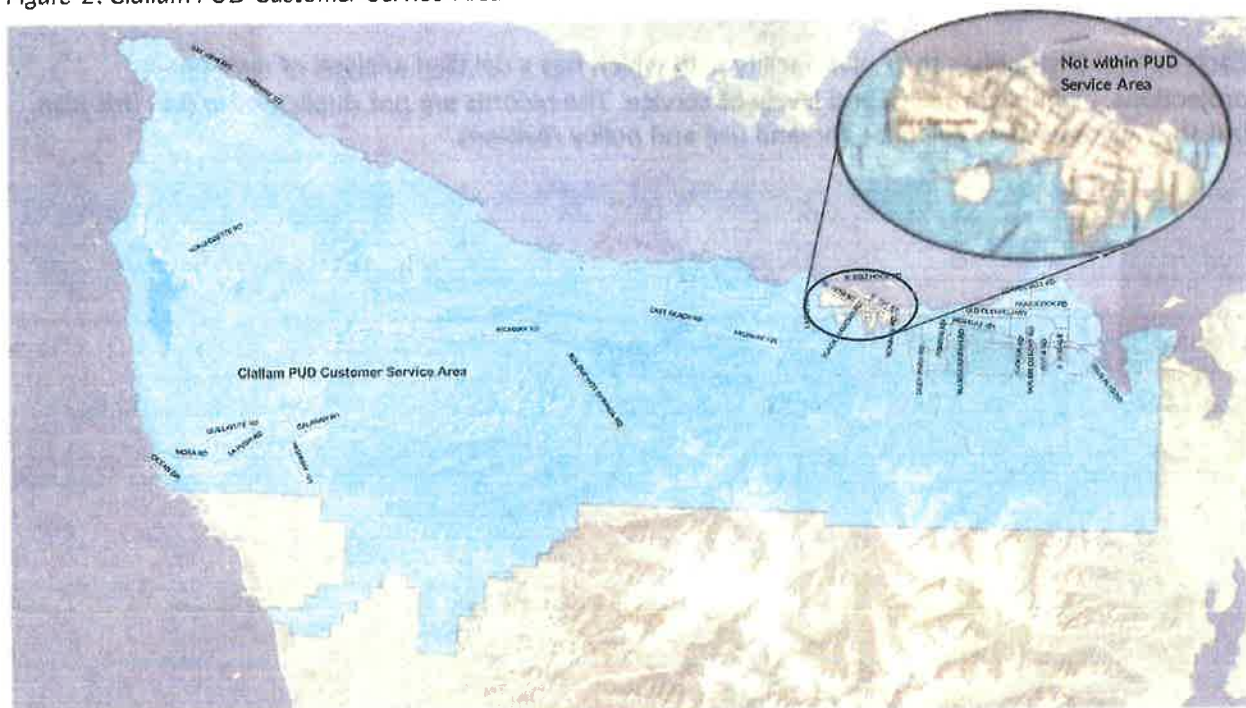
Each School District has their own facility plan which has a detailed analysis of enrollment projections, planning projects, and levels of service. The records are not duplicated within this plan, but they were used as guidance for land use and policy revisions.

Electricity

Overview

Clallam County's Public Utility District (PUD) provides all electrical service to the county, with the exception of a portion of the City of Port Angeles. As of 2023, Clallam County PUD serves 33,700 customers with electric service. The service area includes small portions of Jefferson County.

Figure 2. Clallam PUD Customer Service Area



Source: Clallam County PUD. Retrieved from clallampud.net.

Clallam PUD operates a transmission and distribution system consisting of 145 miles of 69 KV and 115 KV transmission lines, 24 Distribution Substations, and 1778 miles of 12 KV and 25 KV distribution lines.

The PUD's 2023 Strategic Plan states, "Our PUD is fortunate to have access to clean hydroelectric power for the bulk of our power needs. On average, we are over 95% carbon-free." The PUD's power is acquired from hydroelectric (78.22%), nuclear (11.15%), and other BPA purchases (10.63%).

Level of Service

As a load-following customer of Bonneville Power Administration (BPA), Clallam PUD relies upon regulatory standards from BPA to evaluate resource adequacy. The PUD prepares a resource plan every two years, and the most recent plan is expected to meet future power loads, using a combination of hydroelectric output, energy efficiency programs and methods, and supplemental purchases from BPA.¹

¹ Clallam PUD Clean Energy Implementation Plan. Published August 12, 2021.
Clallam County Capital Facilities Plan 2025

Natural Gas

Overview

Clallam County is not within the service area of any regulated Gas Companies certificated by the Utilities and Transportation Commission (UTC). The Clallam County PUD does not provide natural gas services, as the PUD is sourced mostly from hydroelectric sources.

Telecommunications

Overview

The Public Utility District (PUD) is authorized by the legislature to offer wholesale telecommunications service. Below are the participating Internet Service Providers (ISPs).

- Computer Solutions – Phone: (360) 683-2535
- CresComm – Phone: (360) 928-0000 or (800) 562-0036
- Jamestown Networks – Phone: (360) 683-2025
- Nikola – Phone: (360) 582-1051
- North Olympic Data Centers – Phone: (360) 385-4686
- Olypen – Phone: (360) 683-1456 or (800) 303-8696

Figure 3. Top Fixed Broadband Providers in Clallam County

Rank	Provider	Residential Coverage
1	Hughes Network Systems, LLC	100%
2	Viasat, Inc.	99.96%
3	Space Exploration Technologies Corp.	99.95%
4	Lumen Technologies, Inc.	78.52%
5	Radiate Holdings, LP	66.99%
6	T-Mobile USA, Inc.	57.45%
7	Nikola Engineering, Inc.	34.15%
8	Verizon Communications Inc.	19.53%
9	Cresscomm WiFi, Inc.	17.21%
10	AT&T Inc.	15.46%

Source: FCC National Broadband Map. Data as of Dec 31, 2024.

Figure 4. Top Mobile Broadband Providers in Clallam County

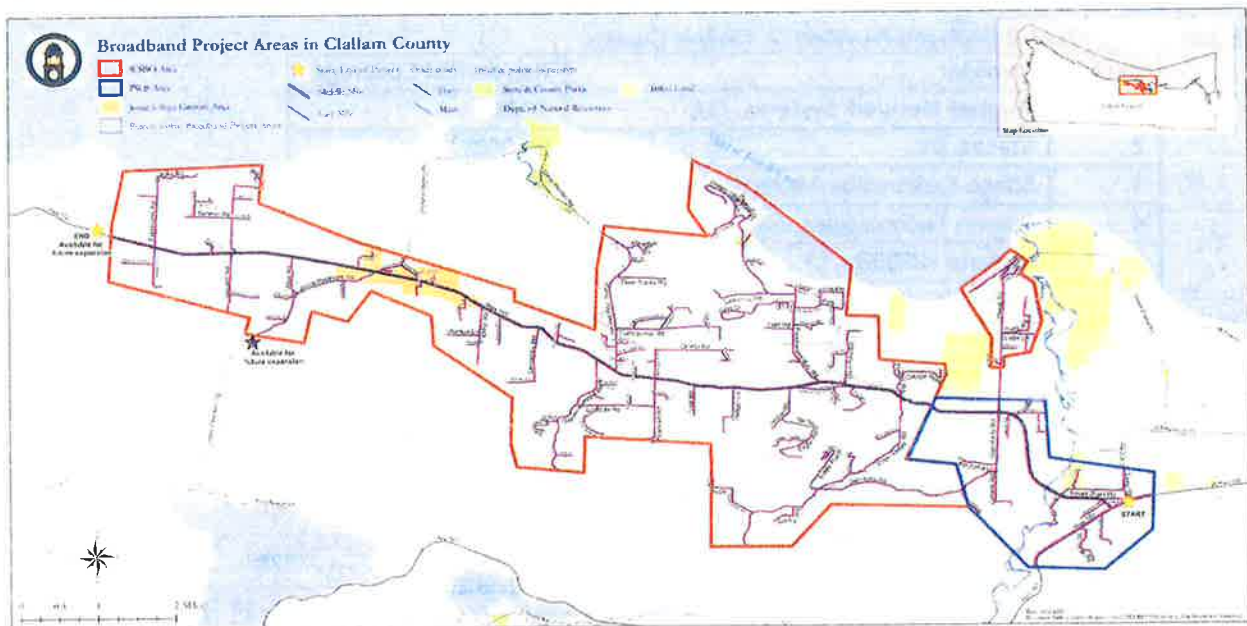
Rank	Provider	Residential Coverage
1	Verizon Communications Inc.	77.45%
2	AT&T Inc.	31.22%
3	T-Mobile USA, Inc.	20.90%
4	Dish Network Corporation	0.99%

Source: FCC National Broadband Map. Data as of Dec 31, 2024.

In 2024, Clallam County was awarded two grants for rural broadband infrastructure improvements covering areas between Lairds Corner (US 101 & SR 112 intersection) and extending west of Joyce.

- o \$16,074,985 grant from the WA. State Broadband Office (WSBO). The County is contributing a 10% project match of \$1,786,109 to be funded by ARPA funds allocated to the County. Construction commenced in 2025 and will be completed by October 2026.
- o \$4,525,174 grant from the WA. State Public Works Board (PWB) to support engineering, permitting, materials, construction, and related work. Construction commenced in 2025 and is currently anticipated to be completed in the first quarter of 2026.

Clallam County Public Works Department has been designated to lead the broadband infrastructure improvements. Public Works will collaborate with Clallam County PUD for assistance with project management and grant administration. Additionally, the county will work with Astound to design and construct the broadband improvements within the project area. Per the Public Works Board and Washington State Broadband Office grants, Clallam County will retain ownership of the improvements for at least 15 and 25 years, respectively. Following the construction, Clallam County will make the improvements but will have agreements with Astound and Clallam County PUD for operations, maintenance, and repairs. Under these agreements, Astound and PUD have the first rights to purchase after 25 years.



Clallam County PUD constructed a 24 mile fiber optic loop between Port Angeles and Sequim. This broadband infrastructure has helped with efficiency and security of internal operations. This is part of a larger fiber network called NoaNet. This fiber optic loop is an essential element of regional security and open broadband access. The PUD also offers excess capacity to local Internet Service Providers (ISPs) who sell directly to the public.

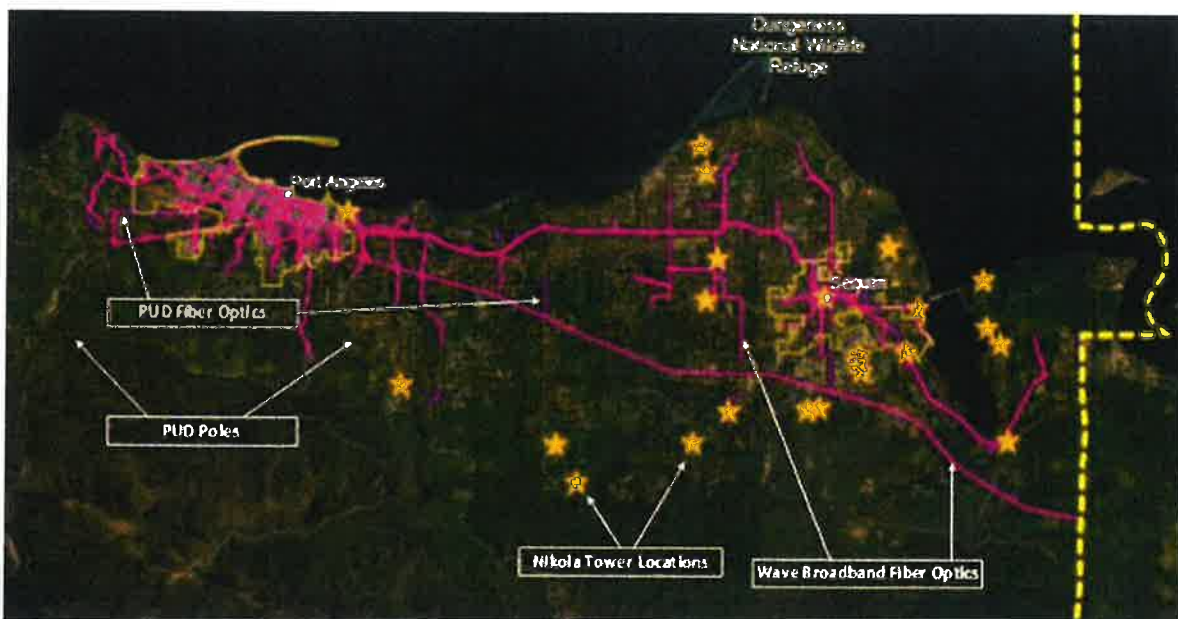
However, service is not uniformly available, which has caused many challenges for residents, businesses, organizations, and institutions alike. As stated by the North Olympic Development Council: "While urban areas of the United States enjoy broadband speeds of up to 1 GB,

geographically isolated and economically disadvantaged rural areas like the North Olympic Peninsula are being left behind. Large areas of the North Olympic Peninsula lack access to even minimum broadband speeds of 25 mbps. This makes it nearly impossible for students to use the internet for schoolwork, for employees to telework, or for farmers and small businesses to use new technologies and develop online marketing. Lack of access is particularly common in the sparsely populated, geographically rugged west end of the Olympic Peninsula. Surprisingly, though, even areas near or within the city limits of the Peninsula's major towns can lack access. Attempts to address the situation have been challenged by the high costs of infrastructure in our rugged rural terrain and the need for a coordinated, collaborative and sustained effort."²

Service Areas

The Clallam County Broadband Team was established through the North Olympic Development Council to "build on local and regional broadband expansion efforts to ensure that all residents, businesses, schools, libraries, medical facilities, governments, non-profits, and tribal partners have access to affordable, high-capacity broadband infrastructure and services." The following exhibits are existing coverage maps and proposed extensions of infrastructure, retrieved from the 2021 *Clallam County Broadband Feasibility Study Report*.

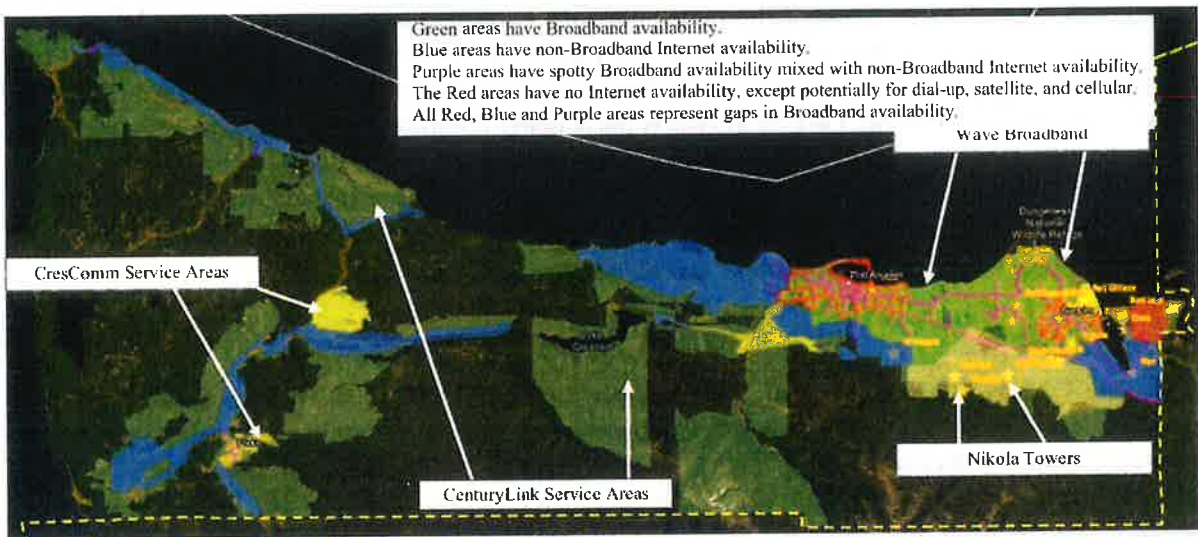
Figure 5. Locations of Nikola towers and fiber optic cables owned by the PUD and Wave Broadband.



Source: Clallam County Broadband Feasibility Study Report. Exhibit H. CBG Communications, Inc. Prepared April 30, 2021.

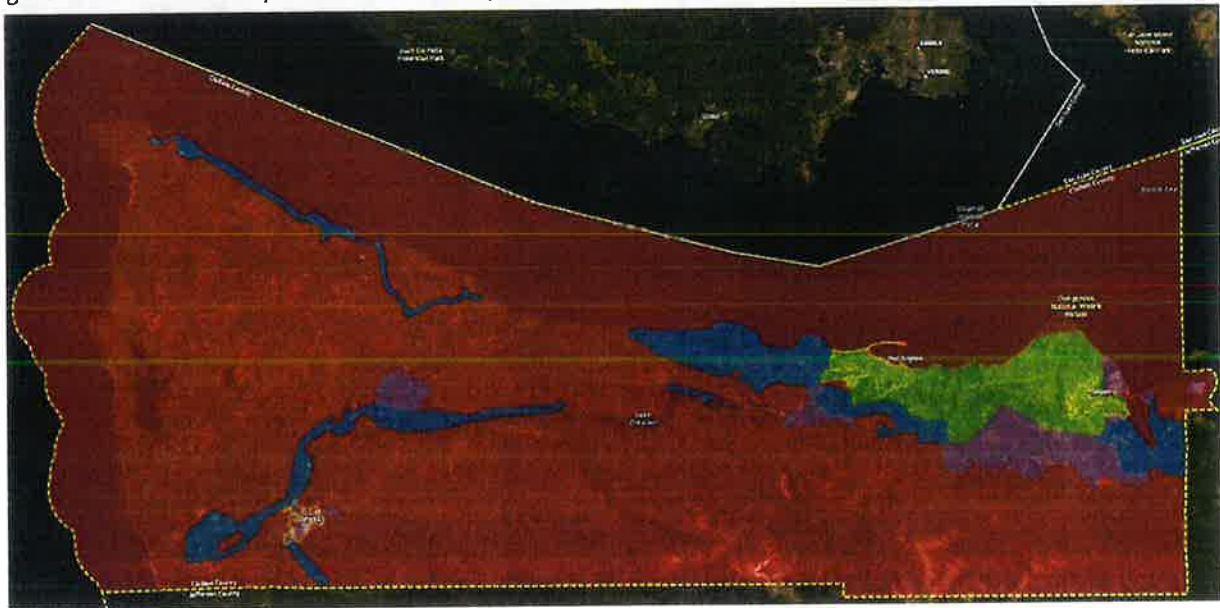
² "Broadband Initiative". North Olympic Development Council. <https://www.noprcd.org/noprcd.org/broadband-initiative>
Clallam County Capital Facilities Plan 2025

Figure 6. Coverage Map of Known Providers.



Source: Clallam County Broadband Feasibility Study Report. Exhibit H. CBG Communications, Inc. Prepared April 30, 2021.

Figure 7. Broadband Gaps in Clallam County



Source: Clallam County Broadband Feasibility Study Report. Exhibit I. CBG Communications, Inc. Prepared April 30, 2021.

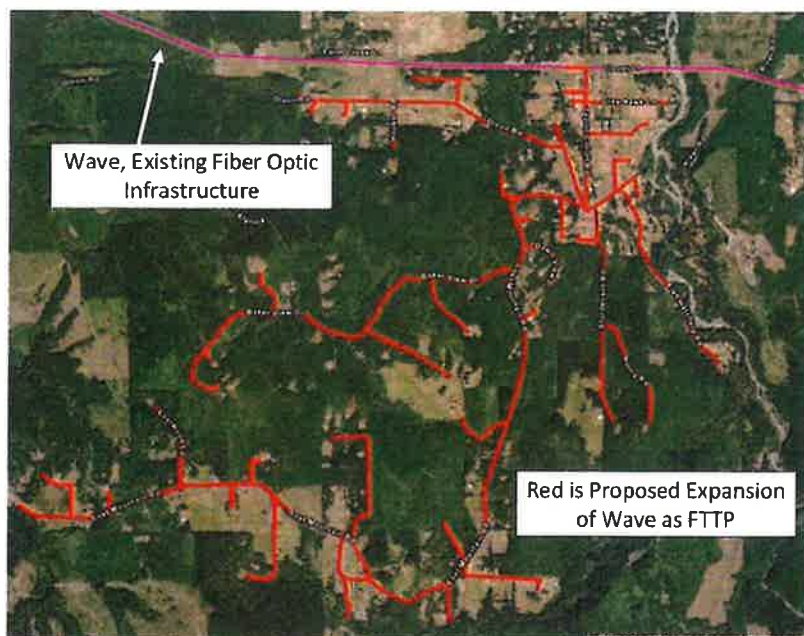
Figure 8. Proposed Fiber Optic Infrastructure Scenario (Middle Mile Build Scenario)



Purple is the PUD's existing fiber optic infrastructure; red is the proposed expansion of the network as a middle mile expansion.

Source: Clallam County Broadband Feasibility Study Report. Exhibit K. CBG Communications, Inc. Prepared April 30, 2021.

Figure 9. Proposed Wave FTTP Expansion Scenario.



Wave, Existing Fiber Optic Infrastructure

Red is Proposed Expansion of Wave as FTTP

Source: Clallam County Broadband Feasibility Study Report. Exhibit L. CBG Communications, Inc. Prepared April 30, 2021.

Moving into the future, improvements to telecommunication infrastructure and services will play an increasingly important role in strategies for transportation demand management and rural economic development in Clallam County. These strategies will require continued commitment to the development of telecommunications technology throughout the County, especially in areas outside of major towns.

Telecommunication providers are regulated by federal, state and local jurisdictions, and the County often reviews components of the service provision through the development review process.



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: November 14, 2025
To: Clallam County Planning Commission
From: Bruce Emery, Director of Community Development
Re: Additional Agency Comments and Draft Policy Changes

Enclosed are draft changes to the County-wide Comprehensive Plan in response to agency comments received from the Peninsula Regional Transportation Planning Organization (PRTPO), and integration of specific comments received from the Hoh Indian Tribe and Quileute Indian Tribe. The comments were received on October 15th and earlier, but I have not had capacity to incorporate as part of a draft change until this point. My hope is to include these items for discussion during our November 1st work session.

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

Sincerely,

A handwritten signature in blue ink, reading "Bruce W. Emery". The signature is fluid and cursive, with the first name "Bruce" being the most prominent.

Bruce Emery, Director
Clallam County DCD

Draft Changes from Comments Received from the PRTPO, and Review of Tribal Comments, 10/30/2025

Proposed Section CCC 31.02.280(3)(c), paragraph 3, amended to read as follows: In accordance with Washington State law, the Homelessness Task Force is responsible for developing a five-year homeless housing plan. In July 2024, a dedicated workgroup, consisting of Homelessness Task Force members and key community stakeholders, developed the 2025-2030 Homeless Housing Plan (Appendix G), which was formerly adopted by the Clallam County Board of Commissioners on May 27, 2025. The 2025–2030 Plan highlights the importance of a coordinated, community-wide approach to making homelessness in Clallam County rare, brief, and non-recurring. It seeks to strengthen the county’s homeless response system through five core objectives:

CCC 31.02.340(1)(c): (c) [Policy No. 3.] The critical areas ordinance and the Shoreline Master Program shall be utilized by Clallam County to help achieve environmental objectives, prevent environmental degradation, and to manage land use activities within the natural and intrinsic constraints of the landscape and shoreline. ~~The interim critical areas ordinance which classifies, designates and protects critical areas shall be adopted as the County’s final critical areas ordinance.~~ The ordinances shall be amended as necessary to implement watershed or special area studies and to maintain consistency with the Comprehensive Plan. Practices under this chapter should be evaluated periodically to ensure regulatory effectiveness in achieving stated objectives and fair notification to affected property owners.

NOTE: the removal of the sentence starting with “The interim critical areas ordinance...” was a recommendation from the consultants and approved by the Planning Commission as part of the public hearing draft edits.

New Section CCC 31.02.340(14)(g): Prioritize the citing of sanitary waste facilities and information kiosks at recreational sites, shoreline accesses and other natural amenities that demonstrate a high level of recreational and tourism interest in order to protect resources from degradation and impacts from human waste and improper use.

CCC 31.02.350(3): Clallam County shall recognize tribal nations as co-managers in adoption of the Comprehensive Plan and development regulations. Affected tribal nations shall be notified of development applications prior to action and be given the opportunity to comment on the project’s impact to tribal rights, as required by the State Environmental Policy Act.

New Section CCC 31.02.420(1)(c)(iv): Continue to participate in coordinated transportation planning through the Peninsula Regional Transportation Planning Organization to ensure regional consistency with other government agencies.

New Section CCC 31.02.420(1)(d)(vii): ~~In collaboration with Peninsula Regional Transportation Planning Organization, adopt a multimodal level of service policy for state Highways of Regional Significance that is compatible with the WSDOT multimodal level of service policy for Highways of Statewide Significance.~~

CCC 31.02.420(3)(i): ~~Continue to coordinate with Clallam Transit to support implementation of the agency's long-range system plan, with emphasis on primary routes serving urban areas and regional transportation corridors, consistent with its currently adopted Service Standards. Transit level of service should be evaluated according to Clallam Transit System performance criteria and Peninsula Regional Transportation Planning Organization methodology which analyzes supply and demand in terms of passengers per seat, headway, and comparison travel time. Refer to "Transit Demand and Supply LOS Tables in CCC 31.02.430.~~

CCC 31.02.425, Paragraphs 3, 4 & 6:

The Highway Capacity Manual (1985) software is the methodology to determine highway level of service as revised by the Florida Department of Transportation to accept rural, transitioning, and urban land uses. This software was selected for two reasons: (1) the reference to land use and (2) to achieve consistency with State highways and regionally significant roads. ~~The Peninsula Regional Transportation Planning Organization (PRTPO) is using the same software to determine level of service on regionally significant highways and roads.~~ The County Comprehensive Plan endorses the regional transportation planning of the PRTPO and assumes the level of service standards, deficiencies and system needs of the State highways.

A sophisticated traffic computer modeling package, Tmodel II, will be used by the County in cooperation with local jurisdictions. The model will contain the federal classified roads that qualify for ~~ISTEA Surface Transportation Program~~ funds which are rural major collectors, urban collectors, minor and principal arterials. The model will forecast the allocation of traffic to the network of collectors and arterials. Case by case, the new traffic generated from a development can be loaded onto the network to see if the level of service remains adequate. The traffic model will be the best tool available to monitor concurrency.

The PRTPO has selected a menu of transportation growth rates based on the ~~2022 OFM Medium Growth forecast wide range of census data~~ from the four-county region: Mason, Kitsap, Jefferson and Clallam. The regional road system is analyzed with 1.5 percent, three percent and 4.5 percent transportation growth rates. Clallam County should plan for future regional transportation needs (County arterials) using the lowest transportation growth rate of 1.5 percent, realizing that east and west County will not experience the same growth. For major collectors and streets, the County should plan for future transportation needs using 50 percent of potential build-out as indicated on the County comprehensive land use plan.

31.02.410 Transportation – Background issues.

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

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

Level of service (LOS) standards are the gauge to measure whether transportation facilities are performing at acceptable levels and a way to identify capacity deficiencies. Please see Table 7 for description of level of service and Figure 31.02.410(A) for a graphic example. When level of service standards are adopted, they are used to gauge whether transportation improvements and strategies required to serve development are in place, or there is a financial commitment to have them in place within six years of development. This is otherwise known as concurrency: having necessary transportation facilities available to serve new development no later than the impacts of the new development.

When it is determined that a transportation facility will be deficient due to future development, there are five ways of complying with concurrency:

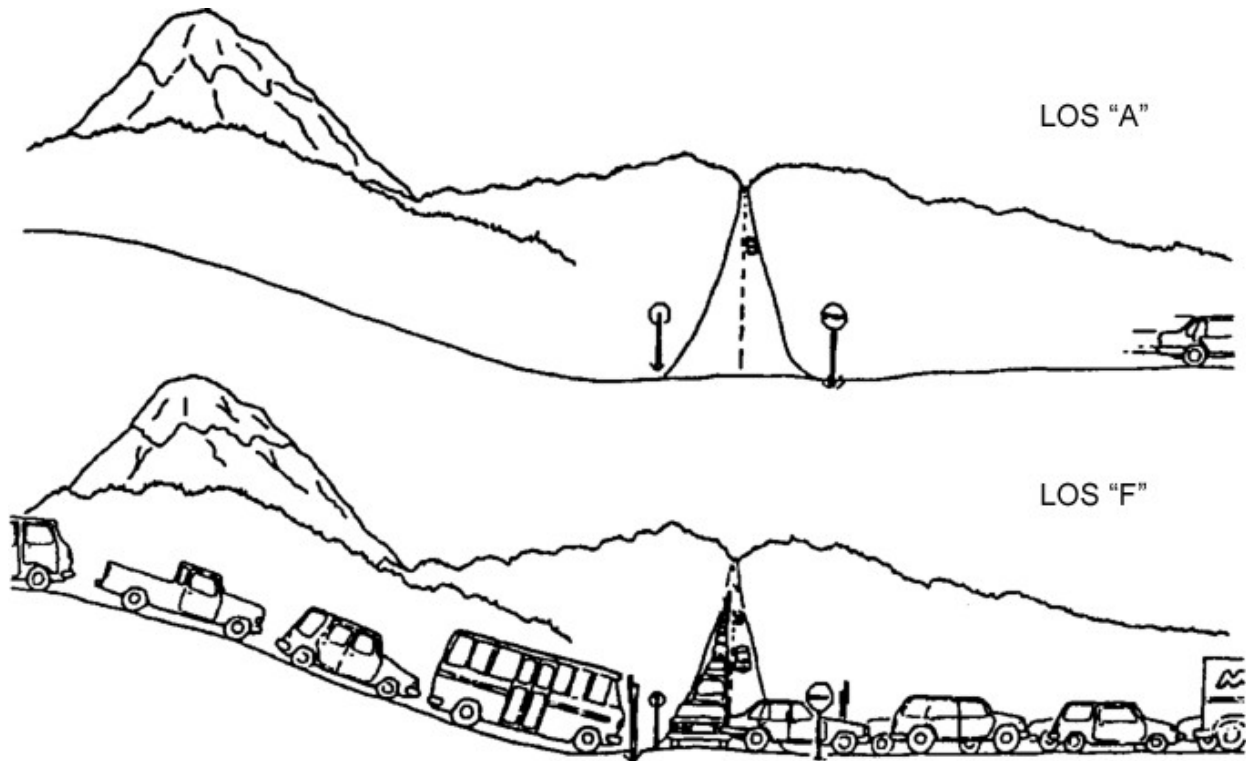
- (a) Program funding within six years to maintain the facility at performance standard;
- (b) Require the developer to bring the facility up to standard;
- (c) Adjust land use plans to reduce demand caused by growth;
- (d) Deny the individual development permit; or
- (e) Implement alternative transportation demand management strategies, such as multimodal enhancements which reduce the demand on the transportation facility.

It is also possible to change the standards through amendment of the Comprehensive Plan. Changing the standards should be considered only within the context of all the policies and goals of the Comprehensive Plan and not be a result of individual hardships.

Table 7. Roadway Level of Service Definitions

LEVEL OF SERVICE	DEFINITION
A	Describes free-flow operations. FFS prevails on the freeway or multilane highway, and vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream. The effects of incidents or point breakdowns are easily absorbed.
B	Represents reasonably free-flow operations, and FFS on the freeway or multilane highway is maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high. The effects of minor incidents are still easily absorbed.
C	Provides for flow with speeds near the FFS of the freeway or multilane highway. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more care and vigilance on the part of the driver. Minor incidents may still be absorbed, but the local deterioration in service quality will be significant. Queues may be expected to form behind any significant blockages.
D	Level at which speeds begin to decline with increasing flows, with density increasing more quickly. Freedom to maneuver within the traffic stream is seriously limited, and drivers experience reduced physical and psychological comfort levels. Even minor incidents can be expected to create queuing, because the traffic stream has little space to absorb disruptions.
E	Describes operation at or near capacity. Operations on the freeway or multilane highway at this level are highly volatile because there are virtually no usable gaps within the traffic stream, leaving little room to maneuver within the traffic stream. Any disruption to the traffic stream, such as vehicles entering from a ramp or an access point or a vehicle changing lanes, can establish a disruption wave that propagates throughout the upstream traffic stream. Toward the upper boundary of LOS E, the traffic stream has no ability to dissipate even the most minor disruption, and any incident can be expected to produce a serious breakdown and substantial queuing. The physical and psychological comfort afforded to drivers is poor.
F	Describes forced or breakdown flow, where volumes are above theoretical capacity. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point. Queues form behind such locations, and operations within the queue are characterized by stop-and-go waves which are extremely unstable. Vehicles may progress at reasonable speeds for several hundred feet or more, then be required to stop in a cyclic fashion.
Source: Transportation Research Board, <i>Highway Capacity Manual</i> , 7 th Ed., 2022 Transportation Research Board, <i>Highway Capacity Manual Special Report 209</i> , Washington, D.C., 1985	

Figure 31.02.410(A).

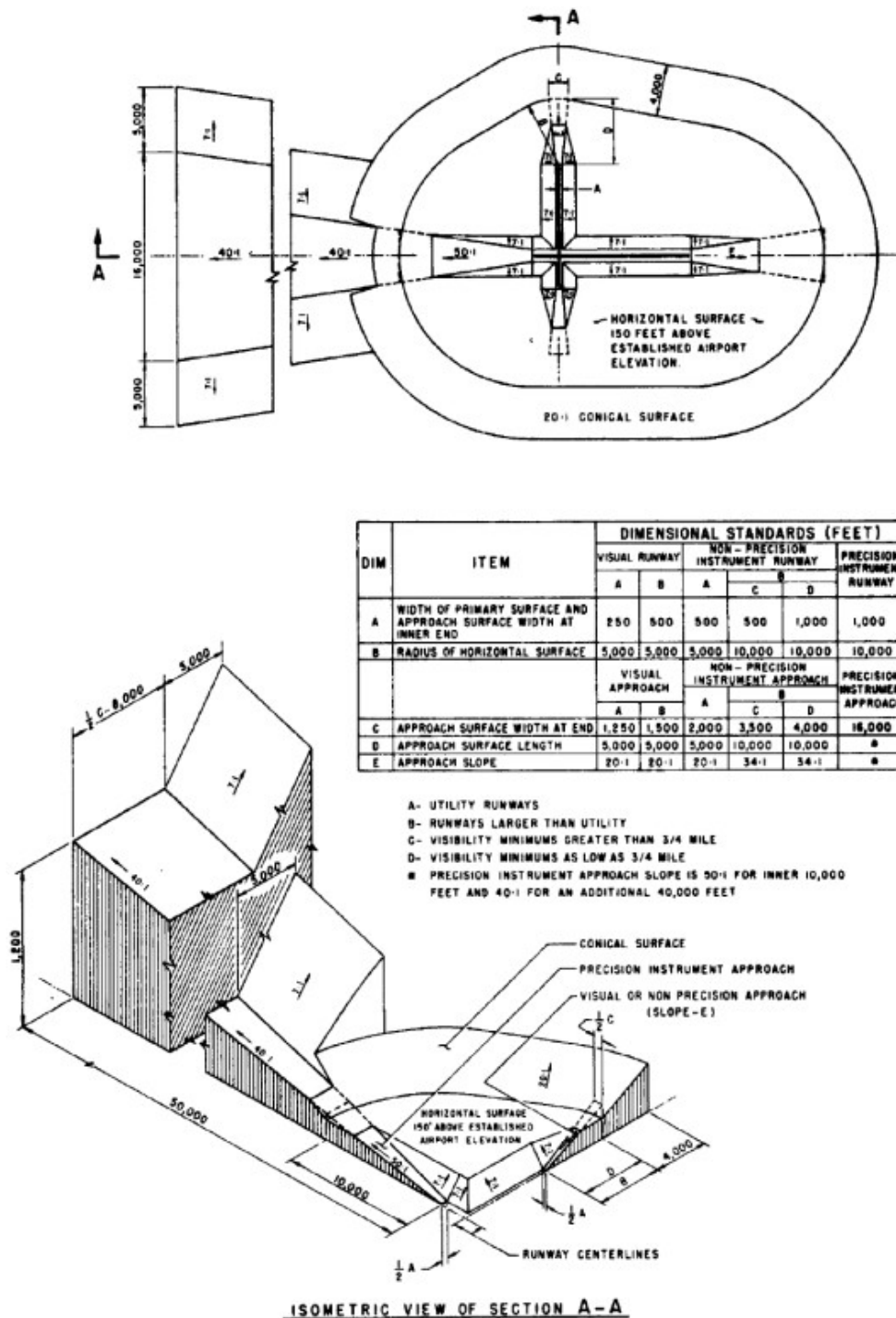


This chapter addresses transportation goals and policies that prioritize moving people and goods at an acceptable level of service, regionally and locally. The chapter also guides an effective concurrency management system into place that allows growth where transportation facilities exist and takes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

(2) The Growth Management Act requires local jurisdictions to designate public use airports as essential public facilities (RCW [36.70A.200](#)). Additionally, local jurisdictions must discourage incompatible land uses adjacent to public use general aviation airports (RCW [36.70A.547](#)). The Washington State Department of Transportation - Aviation Division is charged with providing technical assistance to local governments to develop comprehensive plans and development regulations consistent with these requirements. The intent of the requirements is to protect the safety of people on the ground and in aircraft, the current operations of the airport, and the future viability of the airport.

(3) Title [14](#), CFR, Part 77 of the Federal Aviation Regulations (FAR) "Objects Affecting Navigable Airspace" (referred to herein as FAR Part 77) establishes standards for determining obstructions in navigable airspace. Part 77 provides horizontal and vertical dimensions for airspace protection surfaces above and around each airport runway. The horizontal size and vertical slope of the airspace protection surfaces are based on the category of the runway. The category of runway is based on the most precise type of approach available or planned for that runway. See Figure 31.02.410(B) for a diagram of airspace protection surfaces.

Figure 31.02.410(B) - FAR Part 77 Diagram



Source: Federal Aviation Regulations Part 77

31.02.415 Transportation – Inventory and Operations.

The Clallam County transportation system provides a wide variety of travel options for transportation by land, water and air. Today's travel options include private vehicle, ferry, public transportation, bicycle or airplane. The main highway travel corridor through Clallam County is Highway 101 which carries approximately 14,000 vehicles per day east of Sequim, approximately 20,000 vehicles per day in the Sequim area, 30,000 vehicles per day in the Port Angeles area, and approximately 2,500 vehicles per day west of Port Angeles. The State highway and arterial road network allows access to all populated areas of the County and to Olympic National Park destinations. The ferry connection to Victoria, British Columbia and major air transportation facilities are located in Port Angeles. Small aircraft can be accommodated at several air strips located throughout the County. Public transportation is provided by the Clallam Transit bus system and connects with Jefferson County transit service. A system of existing roadways and bicycle trails enables County residents and visitors to use non- motorized travel options to access urban and rural locations in the County.

(1) *Roads.* The Clallam County road system consists of urban arterials and urban collectors, minor arterials, major and minor collectors, and rural roads. Roads approaching capacity deficiency are occurring along "rural roads" which no longer carry rural traffic counts. The roadway classifications are shown Figure 31.02.410(C). Substandard roads are prevalent in heavily short platted areas of the County. Points of congestion are typical at intersections entering and leaving Sequim and east of Port Angeles along State Highway 101. Clallam County transportation planning in conjunction with the Peninsula Regional Transportation Planning Organization has developed a gauge of reference to monitor and describe the deficiencies of roads. This "level of service" will indicate when a road or intersection has reached its threshold of performance.

The Clallam County Road Department maintains 487.32 miles of County road. Maintenance of the road system is aided by the implementation of a pavement management system which involves videotaping the County roads. An up-to-date inventory of the County roads has been completed which logs the visual condition of roads and systematically records road characteristics in the computerized County Road Information System (CRIS). Road improvement programming and transportation planning is supported by the CRIS.

(2) *Port, Marine Terminals and Moorage.* The Port of Port Angeles was created in 1922 and began operations shortly thereafter. Currently, the Port provides various transportation related facilities which include marine terminals, industrial districts and airports. The Port Angeles Harbor is the westernmost natural deepwater harbor in the Puget Sound which requires no dredging. The Port currently owns and operates two deep-water terminals with a total capacity of five vessels. The Port Angeles Boat Haven covers 16.1 acres on the south shore of the Port Angeles Harbor. Moorage space accommodates approximately 560 commercial and recreational vessels. The marina provides 244 permanent moorage slips, plus 22 transient slips, and has an ultimate capacity of 355 slips.

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

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

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

The Victoria Express is a walk-on passenger-only service and can traverse the strait in 55 minutes. The newly remodeled vessel can seat 148 passengers. Reservations are taken for the four daily round trips in the summer season and for the two round trips during May 15th – June 19th and September 8th – October 12th.

(4) *Airports.* There are five public use general aviation airports in Clallam County, shown on Figure 31.02.415(A) and described in subsections [\(4\)\(a\)](#) through [\(f\)](#) of this section, as well as 10 privately owned private use airports and three private use heliports listed in subsection [\(4\)\(g\)](#) of this section.

(a) Sequim Valley Airport, located three miles west of the City of Sequim, is a privately owned, public use general aviation airport. The airport has one runway, 09/27, suitable for single-engine to twin-turboprop aircraft. The majority use is privately owned, single-engine aircraft for recreational use. In 2003, there were 26 single-engine airplanes based at the airport with 8,000 annual operations. Navigational aids present include lighted runway, rotating beacon, unlighted wind cone, and a segmented circle. Facilities include aviation fuel, aviation maintenance and repair, a 420-by-55-foot T-hangar with 20 bays, 80-by-60-foot maintenance hangar, and a 15-by-50-foot operations center that serves private plane owners and operators. In 2005, there were limited commercial freight operations, charter operations, and no commercial passenger services. The airport is used for Medivac, firefighting, and Coast Guard operations.

(b) William R. Fairchild International Airport is located in the City of Port Angeles and owned by the Port of Port Angeles. The airport is a primary commercial service airport suitable for single-engine recreational aircraft, twin-turboprop aircraft, commercial freight operations, and occasionally larger aircraft as large as Boeing 737s. Navigational aids present include instrument landing system (ILS), visual approach slope indicator (VASI), non-directional beacons (NDB), runway end identifier lights (REIL), and medium intensity approach lighting system (MALSR). Commercial operations include aircraft repair and inspection, charter flights, flight instruction, freight operations, passenger service to King County International Airport – Boeing Field, and 64 T-hangers and T-sheds. The 5,000-square-foot terminal accommodates a restaurant, gift shop, and rental car service. The airport is used for Medivac, firefighting, and Coast Guard operations. The Port of Port Angeles has plans for additional hangars, commercial and industrial developments, and airport facility

improvements. The Port sponsored an Airport Layout Plan completed in 1988 and a Noise Compatibility Study completed in 1986.

(c) Sekiu Airport is located near the Strait of Juan de Fuca adjacent to the community of Sekiu/Clallam Bay. The airport is owned by the Port of Port Angeles and is available for public use. The airport has one runway, 08/26, suitable for single-engine aircraft. The majority of use is privately owned, single-engine aircraft for recreational purposes. In 2003, there were two single-engine airplanes based at the airport with 498 operations. Navigation aids present include lighted runway, visual approach indicator, windsock, and segmented circle. Facilities include three 80-by-40-foot T-hangars and a public restroom. No commercial freight, passenger, or other commercial flight services were operational in 2005. The airport is used for Medivac, firefighting, and Coast Guard operations. The Port of Port Angeles sponsored a 1996 study titled "Sekiu Airport – Safety, Liability and Management Issues."

(d) Forks Municipal Airport is a public use general aviation airport located in and owned by the City of Forks. The airport has one runway, 04/22, suitable for single-engine aircraft. In 2003, there were five single-engine airplanes based at the airport with 13,600 annual operations. Navigational aids present include lighted runway, unlighted wind cone, and a segmented circle. Other facilities include eight tie-downs, 15 hangars, and contract helicopters. No commercial freight, passenger, or other commercial flight services were operational in 2005. The airport is used for Medivac, firefighting, and Coast Guard operations. The City of Forks sponsored an Airport Layout Plan in 1997 that included a complete airport and airspace information as well as location of future aviation expansion area.

(e) *Quillayute Airport.* The Quillayute Airport is a former Naval Auxiliary Air Station located approximately 10 miles west of the City of Forks. The facility was deeded to the City of Forks by the Washington State Department of Transportation – Aviation Division in March, 1999. The airport serves general aviation needs, and is suitable for single-engine and twin-turboprop aircraft. The airport has two concrete runways, 04/22 and 12/30. In 2003, there were five single-engine airplanes based at the airport with 6,700 annual operations. Navigational aids present include a windsock and a segmented circle. No commercial freight, passenger, or other commercial flight services were operational in 2005. The airport is used for Medivac, firefighting, and Coast Guard operations. The City of Forks sponsored a land use plan in 2001 and drafted an airport master plan to address future development and infrastructure improvements for the airport. The airport land use plan also addressed land use compatibility surrounding the airport. In 2002, the airport received a grant funded jointly by WADOT – Aviation Division and the FAA to resurface runway 04/22.

(f) *Public Use General Aviation Airport Runway Dimensions.*

Table 31.02.415(A). Public Use General Aviation Airports

Airport	Runway	Length (feet)	Width (feet)	Elevation¹ (feet)	Airport Property² (acres)
Sequim Valley	09/27	3,500	40	144	150 ³
William R. Fairchild	08/26 ⁴	6,350	150	288	797

Table 31.02.415(A). Public Use General Aviation Airports

Airport	Runway	Length (feet)	Width (feet)	Elevation¹ (feet)	Airport Property² (acres)
William R. Fairchild	13/31	3,250	50	288	797
Sekiu	08/26 ⁵	2,890	50	352	25
Forks Municipal	04/22	2,400	75	297	101
Quillayute	04/22 ⁶	4,210	150	194	765
Quillayute	12/30 ⁷	4,700	200	194	765

¹ Above mean sea level.

² Airport property is approximate.

³ 50 acres is owned by the airport and 100 acres leased.

⁴ Runway 26 has a displaced threshold of 1,350 feet.

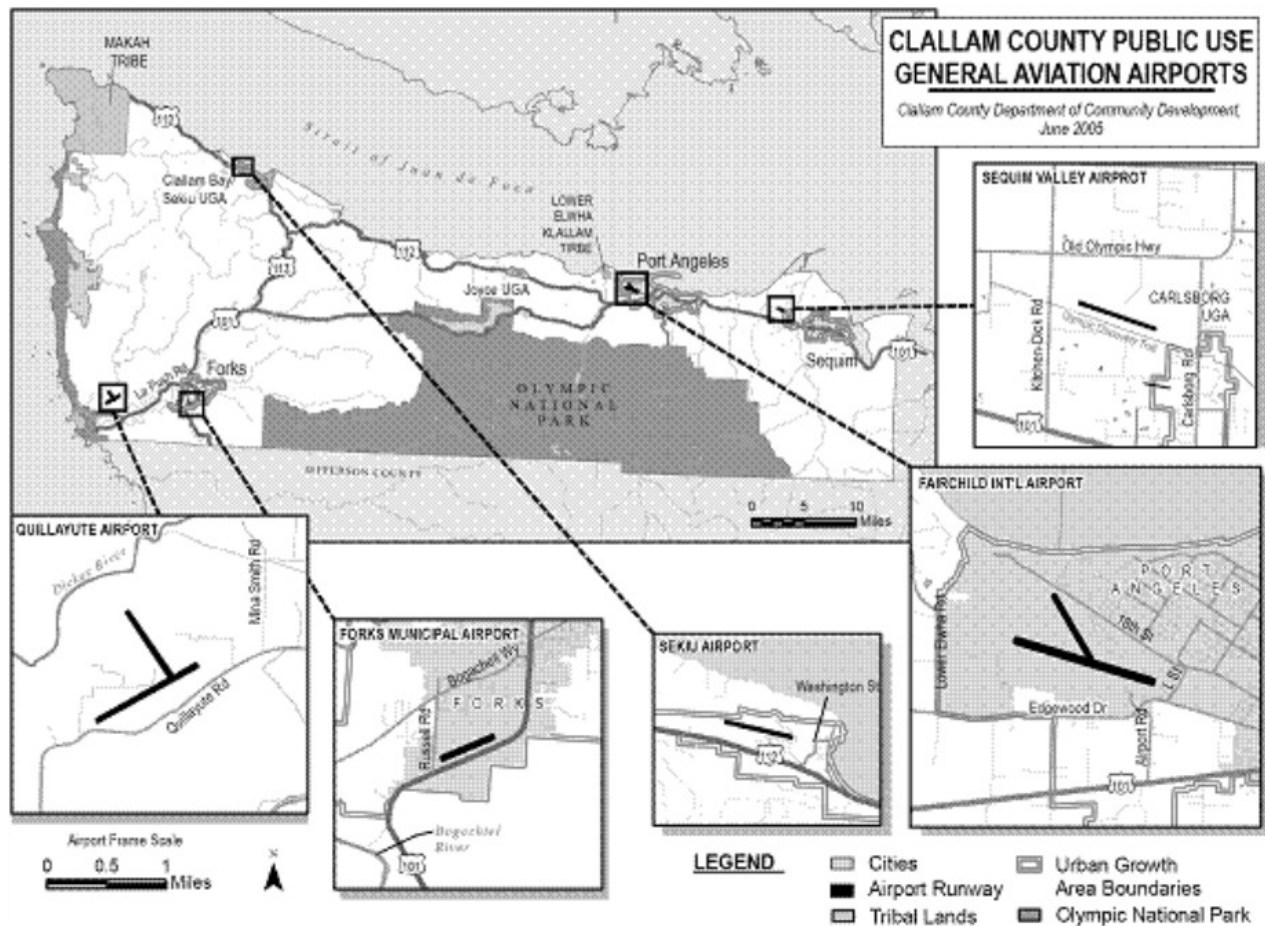
⁵ Runway 26 has a displaced threshold of 790 feet.

⁶ Runway 22 has a displaced threshold of 1,089 feet.

⁷ Runway is currently closed due to surrounding tree obstructions and pavement issues.

(g) Clallam County's privately owned private use airports include Lawson Airpark Airport, Thompson Airport, Big Andy Airport, Blue Ribbon Airport, Swanton Ultralight Flightpark, Grand View International Airport, Rake's Glen Airport, Harbord Field Airport, and Diamond Point Airport. Clallam County's privately owned private use heliports include Eclipse Heliport and Thompson Heliport. Permission is required for landing at these airports and landing fees and/or other fees may apply. Heliport use is limited to hospital operations at Olympic Memorial Hospital Heliport. Runway use is limited to Coast Guard operations at the Port Angeles Coast Guard Air Station.

Figure 31.02.415(A).



(5) *Transit.* The Clallam Transit System provides complete bus service throughout Port Angeles and to destinations such as Forks, Clallam Bay, LaPush, Neah Bay and Diamond Point. The fixed-route service consists of 14 scheduled routes. These routes are broken into 3 service categories: intercity, urban, and rural. The “Bus” makes intercity connections in Sequim with Jefferson Transit for transportation to Port Townsend and other points in Jefferson County. Highway 101 commuter routes are available between Port Angeles and Sequim. Service standards apply to the three categories of routes based on performance. The performance indicators are used to show ridership trends or quality of ride. The physical and mentally handicapped and 80+ senior citizens have doorstep service available to them via Paratransit. People not capable of using Clallam Transit regular service can call a day in advance for Paratransit door-to-door travel. The Paratransit service is provided by two private, nonprofit corporations on contract with Clallam Transit System.

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

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

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

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

The Olympic Discovery Trail is a year-around, lowland corridor for non-motorized (pedestrian, equestrian, bicycle) transportation. Its 145-mile length, utilizing significant segments of the abandoned right-of-way of the Chicago, Milwaukee, St. Paul and Pacific Railroad line, will connect the population centers of the North Olympic Peninsula from Puget Sound to the Pacific Coast as shown in Figure 31.02.415(B). The trail is a scenic, easily accessible and safe alternative route for commuters and recreationists. It includes a "touring" route for commuting and traveling cyclists and a western County Cross County Foothills Trail for the off-road enthusiast. The County should work closely with each of the connecting municipalities to ensure that the respective trails and feeder connections are clearly signed and fully accessible.

Figure 31.02.415(B) – Olympic Discovery Trail.



31.02.420 Transportation – Goals and policies.

(1) *Roads and Highways.*

(a) [Policy No. 1] Preserve and enhance Highway 101 corridor.

- (i) Promote year-round safe commuter bicycling in urban growth areas with regularly maintained bicycle facilities and appropriately designed shoulders on Highway 101.
- (ii) Review new traffic circulation patterns to disperse or separate traffic from congested segments.
- (iii) Encourage the analysis of freight scheduling to split traffic use and reduce peak hour conflict.
- (iv) Enhance the scenic nature of Highway 101 by:
 - Developing consistent information signage;
 - Prohibiting off-premises sign construction;
 - Adoption of corridor management plans along the scenic designated areas;

- Discourage additional commercial or industrial development immediately adjacent to the areas designated as scenic.
- (v) Deciduous street trees, landscape and pedestrian amenities should be included in all future Highway 101 upgrades or private development in urban areas as per matrix cell RH1-7 (see CCC [31.02.435](#) for the Design Standard Policy Matrix).
- (vi) Passing lanes should be planned as per matrix RH1-8.
- (vii) Encourage the marking of historic and cultural sites along or adjacent to the Highway 101 corridor.
- (b) [Policy No. 2] Improve the aesthetics of scenic Highway 101 corridor.
 - (i) Encourage placing new and upgraded service utility lines less than twelve (12) kilo-volts (KV) underground as per matrix cell RH2-1. When new utility lines over twelve (12) KV are constructed, they should be placed on the south side of the road to reduce icy pavement conditions.
 - (ii) Encourage highway landscaping to support the rural character and reduce visual impact of parked vehicles, equipment, etc., along the highway as per matrix cell RH2-2. Consider retaining native vegetation as a priority.
 - (iii) New fence construction adjacent to road right-of-way should not detract from the rural character as per matrix cell RH2-3.
 - (iv) Improve aesthetics of the scenic Highway 101 by the prohibition and eventual elimination of off-premises commercial signs (e.g., billboards). Prioritize the removal of off-premises signs, with signs outside urban growth areas being considered a high priority.
- (c) [Policy No. 3] Increase regional mobility of goods, services and passengers and increase access to regional attractions while preserving and enhancing the urban commercial corridor.
 - (i) Insist upon the State Legislature and Department of Transportation to complete improvements in the Sequim-Dungeness subregion as described in the final environmental impact statement for SR 101, Palo Alto to O'Brien Road.
 - (ii) Review need for new highway alignment to improve circulation and regional mobility in the Port Angeles subregion.
 - (iii) Review the need to have a new highway connection from Neah Bay to Ozette along or near the coast.
- (d) [Policy No. 4] Preserve existing road and highway system.
 - (i) Highway level of service will be calculated for planning purposes consistent with the Peninsula Regional Transportation Planning Organization.

- (ii) Highway level of service for County roads will have a minimum acceptable level of “C” for rural and urban roads. (See Figure 1.)
 - (iii) Highway level of service for State highways will be consistent with the Peninsula Regional Transportation Planning Organization. LOS = “D” for urban highways and tourist corridors. LOS = “C” for rural highways.
 - (iv) A computer transportation model to forecast future road deficiencies and a transportation inventory data base will be maintained for the County and municipal jurisdictions to monitor growth and forecast predictions and also become the basis for a concurrency management system. (See CCC [31.02.425](#) for discussion of forecasting methodology.)
 - (v) Ensure the continued viability of Highway 112 as a major transportation route by protecting segments in geologically unstable areas (i.e., land slides).
 - (vi) Continue to encourage volunteer help to maintain roads.
- (e) [Policy No. 5] Develop rural design standards which enhance strong rural character and neighborhood identity while providing adequate safety.
- (i) Design rural major collectors and higher classified roadways to accommodate various transit vehicles according to transit comprehensive plans.
 - (ii) All road structural improvements should be coordinated with Paratransit services as required by the American Disabilities Act (ADA) to meet driving maneuverability needs).
 - (iii) Design standards for County roads should adhere to the standards set forth in the “City and County Design Standards,” adopted by WSDOT pursuant to RCW [35.83.030](#) and RCW [43.32.020](#), as now or hereafter amended. As of this date, the following standards are adopted:

ADT	Below 150	150 – 400	401 – 750	751 – 1,000	1,001 – 2,000	2,001 and over
Roadway Width	20 – 24 ft.	24 ft.	26 ft.	28 ft.	34 ft.	40 ft.
Lane Width	10 ft.	10 ft.	10 ft.	10 ft.	11 ft.	12 ft.

- (iv) All rural federal routes should adhere to minimum WSDOT design standards but not exceed the given standards per criteria unless warranted by a specific land-use impact.
- (v) The design and construction of private roads should allow for flexibility while meeting minimum safety requirements for emergency vehicles. The developer should be responsible for improvements to bring the private road up to public road standards if future public agency acceptance is desired.

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

- (i) WSDOT service objectives and design standards need to be consistent with school bus design standards.
 - (ii) School bus route level of service developed by the school districts should trigger a review of transportation solutions by the responsible transportation agencies to resolve the deficiency caused by the changing demographics of school-age children.
 - (iii) The quantity of school bus pullouts should be adequate and the location of school bus pullouts should be coordinated with the city, County, and especially Clallam Transit System.
 - (iv) Traffic control, weight and structural improvements for school bus traffic should be coordinated in all agency plans.
- (h) [Policy No. 8] Create an awareness for sharing the road with bicyclists. Promote a change of attitude.
- (i) Plan the widening of paved shoulders as in the bicycle plan (CCC [31.02.440](#)) in accordance with recognized guidelines, such as AASHTO.
 - (ii) Designated bicycle lanes should be provided on bicycle routes according to the bicycle plan (CCC [31.02.440](#)).
 - (iii) Introduce public awareness signs to bicycle lane courtesy and commuter choices as per matrix cell RH8-3.
- (i) [Policy No. 9] Encourage alternatives to the single occupant vehicle (SOV), such as transit, commuter van pools, bicycles, and ferries by improving facilities for and links between such alternative modes of transportation.
- (i) Encourage coordinated land use planning and zoning regulations to place services and development where there is existing infrastructure. Land use intensities (densities) should be based on a reasonable and balanced transportation system.
 - (ii) Level of service standards should be adjusted to allow concentrated growth in existing urban centers and to discourage growth in resource lands by tolerating more congestion in urban areas.
 - (iii) The concurrency management system should give priority to the implementation of transportation demand management strategies to alleviate highway deficiencies before expanding a road facility if the level of service is one grade below acceptable.
 - (iv) Establish incentives to transit ridership such as offering free transit passes in lieu of private vehicle mileage reimbursement.
 - (v) Promote strategies that favor alternative modes of transportation such as imposing parking fees and the limitation of private vehicle access in nonmotorized corridors.

- (vi) Encourage and support the major employment and commercial centers in reducing single occupant vehicle trips by enacting ridesharing, transit flexible and staggered work hours, and other transportation demand management strategies.
- (vii) Support capital improvement projects that facilitate and contribute to the success of transportation demand management measures.
- (viii) Encourage transportation shuttle services and parking strategies for regional attractions with private charter services and public/private partnerships.
- (ix) Foster employer and retail business partnerships with the assistance of local service organizations in employee encouragement programs. The program should encourage employees to use alternate transportation modes by exchanging coupons from retail businesses for HOV or nonmotorized trips to work.
- (x) New parking standards should be developed for commercial and employment centers that are located adjacent to or within a one-half mile range of an existing transit corridor and commuter bicycle facility. Required number of parking stalls and dimension of the stalls should be reduced to make allowances for transit, nonmotorized and HOV travel options. Parking location should give preference to HOVs, bicycles and the compact car. Parking stall ratios should be established for carpools, vanpools, (HOVs) and compact vehicles. Employment centers with minimal external traffic should have standards based on number of employees instead of floor space.
- (xi) The orientation of commercial buildings or employment centers should have a connection with the street and provide minimal parking in the “front” and the majority of parking around the side or in the “back” to achieve pedestrian and transit friendly development and to create definition to the street.
- (j) [Policy No. 10] Road safety should continually increase as population growth occurs.
 - (i) Prioritize safety deficiencies using both statistical measures (e.g., accidents and road geometrics) and public input. Periodically, review the process for effectiveness of prioritizing road segment and intersection deficiencies.
 - (ii) Roadway level of service standards shall incorporate other factors of transportation to calculate the safety element of level of service such as quantity of freight vehicles and bicycles.
 - (iii) Encourage a network of secondary routes to address emergency vehicle access.
 - (iv) New development should not be allowed unless accessed by a County road meeting the following minimum standards:
 - Surface Width 16 feet
 - Grade 12 percent maximum
 - Curves Centerline radii not less than 100 feet

- (k) [Policy No. 11] Protect wildlife habitat and prevent watershed degradation, where possible, through:
 - (i) New transportation corridors shall minimize to the reasonable extent possible the disruption to wildlife and stream corridors and shall provide for maintaining connectivity between habitat areas with the application of buffers and other means.
 - (ii) Expansion of existing transportation corridors should enhance and/or restore connectivity between habitat areas.
 - (iii) New transportation arterials and major collectors which have the potential to transport hazardous materials should not be planned parallel to and in close proximity to shorelines. Transportation facilities should minimize the potential impact of accidental spillage of hazardous materials into any waterway.
 - (iv) Roadside ditches should be maintained for biofiltration functions. Vegetated, grassy swales should be designed to collect pollutants from highway runoff.
 - (v) Bridges and other transportation facilities should not constrict the natural meander of river channels.
 - (vi) Design road geometrics and drainage to intercept or minimize the transport of roadway sanding materials from entering stream corridors.
 - (vii) The amount of impervious surfaces should be minimized to allow for maximum infiltration, reduced quantity of runoff and potential reduction for flooding.
 - (viii) County roads shall be managed in accordance with the WSDOT Highway Puget Sound Runoff Manual that incorporates Department of Ecology's best management practices.
 - (ix) Support the City, County and WSDOT nonspraying portion of their vegetative maintenance programs and the WSDOT District 3 roadside reseeding program. Avoid intrusive exotic vegetation.
- (l) [Policy No. 12] Provide rest areas which promote safety and provide for views of culturally or historically significant sites and information to augment the travelers' enjoyment of the highways. Rest areas are needed in the following areas:
 - (i) Between the Hood Canal Bridge and Sequim;
 - (ii) Between Lake Crescent and the Hoh River;
 - (iii) Between Port Angeles and Clallam Bay along Highway 112.

(2) *Marine Transportation.*

- (a) [Policy No. 13] Enhance marine activities for transportation and economic benefit.
 - (i) Consider the advantage of high speed boat transit to Puget Sound and British Columbia destinations.

- (ii) Have adequate marine facilities to promote marine transportation.
 - (iii) Have adequate surface transportation serving marine facilities to promote marine transportation.
- (b) [Policy No. 14] Provide marine terminals throughout the Port Angeles Harbor, adequate to serve the needs of vessels engaged in marine transportation.
 - (i) Maintain at least five (5) berths at the Port Angeles Marine Terminal to accommodate cargo vessels engaged in international trade.
 - (ii) Provide additional cargo vessel berths to accommodate ships engaged in importing or exporting cargoes in support of local industries.
 - (iii) Maintain existing barge terminals, and provide additional barge terminals in the future if needed to allow the waterborne movement of commodities that are efficiently transported by barge.
 - (iv) Maintain and improve existing ferry terminals, and provide additional ferry terminals as required.
 - (v) Include ferry terminal operations with other transportation modes in the proposed Port Angeles Multimodal Transportation Center.
 - (vi) Provide appropriate berthing facilities to allow Port Angeles to become an intermediate stop for cruise ships operating in the region.
 - (vii) Encourage efforts to establish a high speed passenger/package freight vessel transportation system (i.e., mosquito fleet) in the Puget Sound region, and support the inclusion of Port Angeles in such a system if it is established.
- (3) *Public Transportation.* Encourage ridership and support transit expansion to reduce single occupant vehicles (SOVs).
 - (a) [Policy No. 15] Develop and adopt transit friendly design standards for high capacity and priority transit corridors. Land use densities in these corridors should support transit usage.
 - (b) Transit-compatible design standards should apply to new development within one-half mile of an existing transit route or an urban growth area to ensure cohesive and efficient transit service to major commercial, medium to high density residential and public facility development. Clallam Transit System shall be involved in the development review process.
 - (c) Developers should be given the opportunity to utilize transit credits for their development if located within one-half mile of an existing transit facility in lieu of road capacity (mitigation) improvements.
 - (d) Promote government/private partnerships in public transportation facilities.
 - (e) Pursue the Port Angeles Multimodal Transportation Center for most efficient usage as a regional facility.
 - (f) Encourage public transportation service around the Olympic Loop.

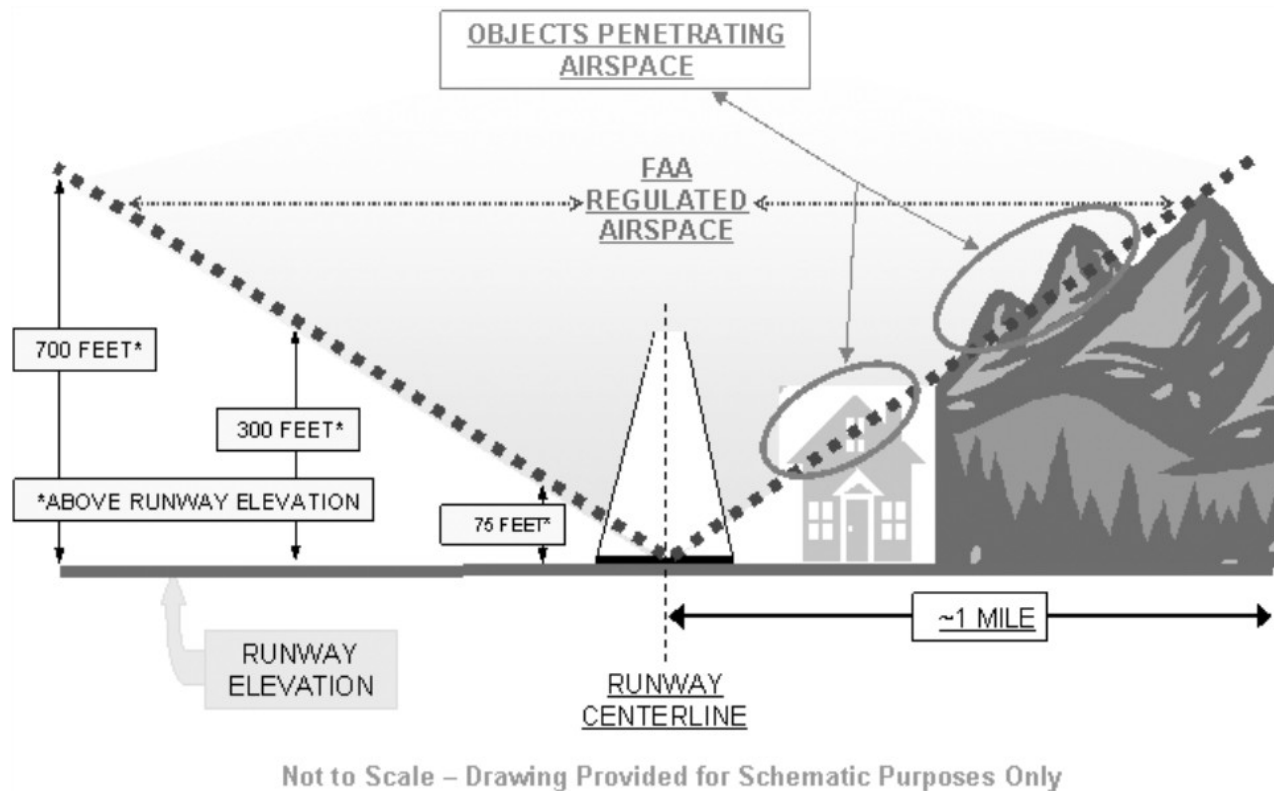
- (g) Develop neighborhood-scale park-and-ride lots at Highway 101 junction with collectors. Design lots with bicycle storage facilities on-site.
- (h) The supply of transit service shall be consistent with population and employment densities. More service should be provided to urban growth areas and the interconnection of urban growth areas than to rural areas.
- (i) Transit level of service should be evaluated according to Clallam Transit System performance criteria and Peninsula Regional Transportation Planning Organization methodology which analyzes supply and demand in terms of passengers per seat, headway, and comparison travel time. Refer to “Transit Demand and Supply LOS Tables” in CCC [31.02.430](#).
- (j) Concurrency for transit level of service shall be met within six years of new development when demand LOS standard is deficient. Supply LOS should be representative of ways to resolve demand deficiencies. However, this concurrency requirement shall be governed by the current financial ability of the transit organization to fund service improvements.
- (k) Transit level of service shall have a minimum acceptable level of service of “D” for either supply or demand. Target ranges are set to consider optimum performance efficiency and comfort level for urban, intercity, and rural routes as per table in CCC [31.02.430](#).

(4) *Airport.*

- (a) *Policy 16.* Maintain air transportation as a safe, efficient, economical, and environmentally acceptable travel mode serving the needs of County citizens.
- (b) *Policy 17.* Encourage airport managers and sponsors to maintain up-to-date airport master plans, airport layout plans, airport facility plans, or other similar documents meeting Federal Aviation Administration and Washington State Department of Transportation Aviation Division requirements to determine the existing and future air transportation role of airports and provide the needed direction for future development.
- (c) *Policy 18.* Coordinate land use development in and adjacent to public use airports to reduce hazards that may endanger the lives and property of the public and aviation users and to protect the viability of Clallam County’s public use general aviation airports.
- (d) *Policy 19.* Provide adequate surface transportation between airports and urban growth areas and ensure that the existing major arterial streets, roads and highways serving the airport are adequate.
- (e) *Policy 20.* Recognize Seattle-Tacoma International Airport (Sea-Tac) as the major air carrier hub airport for Clallam County. Support efforts to attract a passenger airline carrier with direct flights to Sea-Tac.
- (f) *Policy 21.* Discourage siting of incompatible land uses around public use airports. Pursue a balance between this requirement and other goals of the Growth Management Act including, but not limited to, protection of private property rights, providing adequate housing, and appropriate economic development in rural and urban areas.

(g) *Policy 22.* Protect navigable airspace, as provided in Code of Federal Regulations Title [14](#) Federal Aviation Regulation (FAR) Part 77 – Objects Affecting Navigable Airspace, from obstructions that are of sufficient height as to constitute a danger to aircraft flight. See Figure 31.02.420(A) for an illustration of objects penetrating FAR Part 77 airspace.

Figure 31.02.420(A). FAR Part 77 Schematic Displaying Objects Penetrating Airspace



(h) *Policy 23.* Provide notice and disclosure to current, future and prospective purchasers of lands within the Airport Overlay District of potential hazards and nuisances associated with aircraft operations and the potential for land use and height regulations.

(i) *Policy 24.* Designate public use, general aviation airports located within Clallam County as essential public facilities.

(j) *Policy 25.* Enact regulations to preserve open land along the extended runway centerline within the Airport Overlay District.

(k) *Policy 26.* Discourage airport hazards including, but not limited to, the siting of land uses adjacent to airports that foster an increase in bird or wildlife populations, create visual hazards, discharge emissions of any particulate matter in the air that could impair airport operations, emit electrical transmissions that would interfere with aviation communications and/or instrument landing systems, or otherwise obstruct or conflict with aircraft patterns or result in potential hazards to aviation.

- (l) *Policy 27.* Encourage economic development opportunities and aviation-related land uses within the Airport Overlay District to promote the efficient mobility of goods and services consistent with the economic development element and the regional transportation strategy.
 - (m) *Policy 28.* Consult with the Washington State Department of Transportation Aviation Division to provide input into the land use planning efforts around Clallam County's public use airports.
- (5) *Trails, Paths and Sidewalks.* Policy 29. The safety and quality of the travel experience for the non-motorized traveler shall be improved with a greater role in the transportation system.
- (a) Widely and prominently sign for the public the location of safe alternate bicycle routes and trails to separate motorized and non-motorized traffic when possible.
 - (b) The Olympic Discovery Trail shall be developed as a priority transportation facility to bring non-motorized travelers from Jefferson County to the Port Angeles corridor and to the major towns and communities west to the Pacific Coast.
 - (c) A system of lateral/feeder routes should connect Highway 101 to the Olympic Discovery Trail.
 - (d) Support the Foothills Cross Country Equestrian Trail and the Pacific Northwest Trail.
 - (e) Encourage developments that promote pedestrian, bicycle, and non-motorized use such as bicycle and hiker-only campgrounds and the placement of benches and vault or portable toilet facilities.
 - (f) Require developers to provide safe access for pedestrian traffic to transit stops.
 - (g) Develop and implement on-site pedestrian and bicycle access standards for new development in conjunction with County bicycle plans as per matrix cell TPS1-7.
 - (h) Provide adequate and secure bicycle parking at all ferry terminals, park-and-ride lots, and public facilities as demand requires.
 - (i) Storage facilities for bicycles should be available in conjunction with transit shelters along the Highway 101 corridor as per matrix cell TPS1-9.
 - (j) Incorporate appropriate bicycle parking design standards for major employers, institutional, and retail uses, in Clallam County's zoning regulations as per matrix cell TPS1-10.
 - (k) Pedestrian facilities, such as walkways and trails, should be required per matrix cell TPS1-11 and within walking distance of school facilities along Highway 101, County arterials and major collectors.
 - (l) Encourage the installation of bicycle detection traffic control devices on regular replacement schedule at intersections of minor roads to connecting arterials as per matrix cell TPS1-13.
 - (m) Significant historical or cultural sites along trails and paths should be identified. Identify trails as to their basic historic beginnings. For example, the Olympic Discovery Trail had its historic beginnings with the railroad. Interpretive markers identifying this trail beginning should be included in the trail system.

- (n) Design non-motorized routes for multiple users, including walking, running, bicycling, equestrian, etc.
- (6) *Finance*. [Policy No. 30] Identify and develop a practical and realistic financial plan that is both adequate and equitable in terms of meeting the needs of the people of Clallam County. Such a plan shall seek to provide efficient and effective services and facilities.
- (a) Maximize private funding of transportation facilities and maintenance.
- (b) Ensure new development projects contribute a “fair share” of financing transportation improvements needed to accommodate the impacts to the transportation system resulting from new developments. “Fair share” means that existing and new revenue sources to finance transportation system improvements (see CCC 31.02.460) maintains level of service standards adopted in this Plan. If these revenue sources do not maintain level of service standards, then new development must be responsible for funding the balance. “Fair share” also means ensuring that new development projects on roads not meeting minimum safety standards (see Policy No. 10.d, subsection (1)(i)(iv) of this section) adheres to mitigation goals of the County (see Policy No. 31, subsection (7) of this section).
- (c) The nonmotorized element shall be a part of the funding component of the capital improvement program.
- (d) Encourage and support volunteer participation in transportation facility construction and maintenance.
- (e) Coordinate federal, State, and private funding.
- (f) Public agencies should coordinate joint projects that would consolidate funding and benefit multiple jurisdictions. Public-private partnerships should also be encouraged.
- (g) Spending priorities will be established that recognize the practicable limits of public and private funding sources.
- (7) *Mitigation*. [Policy No. 31] Clallam County should require new development to mitigate impacts on transportation facilities which are insufficient to safely handle transportation demands. The County should require new development to rectify and/or compensate for impacts to transportation facilities not meeting minimum safety standards, when reasonable and capable of being accomplished.

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

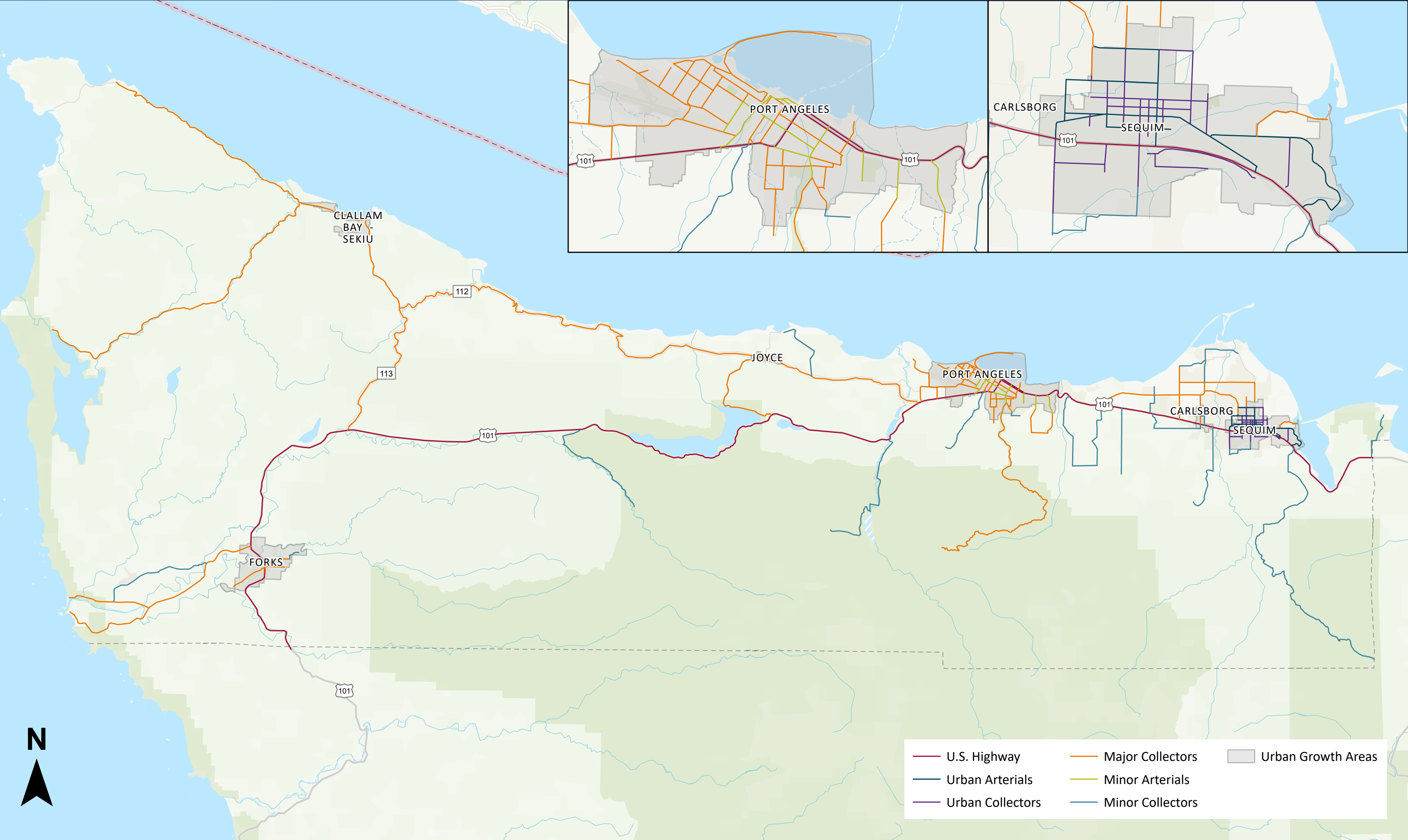
Disclaimer: The Commissioner’s Office has the official version of the Clallam County Code. Users should contact the Commissioner’s Office for ordinances passed subsequent to the ordinance cited above.

[County Website: www.clallam.net](http://www.clallam.net)

[Hosted by General Code.](#)



CLALLAM COUNTY COMPREHENSIVE PLAN FUNCTIONAL CLASSIFICATION MAP



- | | | |
|--------------------|--------------------|----------------------|
| — U.S. Highway | — Major Collectors | ■ Urban Growth Areas |
| — Urban Arterials | — Minor Arterials | |
| — Urban Collectors | — Minor Collectors | |

2025 ROADWAY TRAFFIC VOLUMES - CLALLAM COUNTY (SEQUIM CITY SECTION)



LEGEND

 INTERSECTIONS

Priest Road at Hendrickson Road	Existing Year ADT (2023)	Future Year ADT (2045)
Hendrickson Road East Leg	4876	6625
Hendrickson Road West Leg	967	1317
Priest Road South Leg	4753	6460

Sequim Avenue at Hendrickson Road	Existing Year ADT (2023)	Future Year ADT (2045)
Hendrickson Road East Leg	93	319
Hendrickson Road West Leg	1440	1996
Sequim Avenue North Leg	5318	7365
Sequim Avenue South Leg	6028	8487

River Road at US 101 Ramps Interchange	Existing Year ADT (2023)	Future Year ADT (2045)
River Road North Leg	15986	22035
River Road South Leg	3436	5380

Sequim Avenue at US 101 Ramps Interchange	Existing Year ADT (2025)	Future Year ADT (2045)
Sequim Road North Leg	9238	12427
Sequim Road South Leg	2613	3456

River Road at Silberhorn Road	Existing Year ADT (2025)	Future Year ADT (2045)
Silberhorn Road East Leg	1564	2860
Silberhorn Road West Leg	648	874
River Road North Leg	3282	5041
River Road South Leg	2201	2994

7th Avenue at Silberhorn Road	Existing Year ADT (2025)	Future Year ADT (2045)
Silberhorn Road West Leg	1636	2952
7th Avenue North Leg	1677	3004
7th Avenue South Leg	144	195