

AGENDA

Clallam County Planning Commission

Planning Commission Meeting of Wednesday, December 3, 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 19, 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, specifically Transportation Element, 31.04, 31.02, and comments from the Jamestown S'Klallam Tribe
- 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 19, 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, and Warren Billups. Bruce Emery, 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 Hester motioned to approve the minutes with Commissioner Long seconding. Motion passed.
- F. ANNOUNCEMENTS: Director Emery informed the Commission that they now have all Comprehensive Elements, though an email was sent to the consultants to clarify the maps that were provided. The transportation element will be integrated into the text of the Comprehensive Plan for the next meeting.
- G. PUBLIC COMMENT PERIOD: None.
- H. UNFINISHED BUSINESS: None.
- I. PUBLIC HEARING ITEM: None
- J. WORK SESSION ITEMS: Director Emery reviewed the Capital Facilities Plan which provides an inventory and future needs of facilities in the County. This document is a supporting document in the plan and will be added as an appendix so it can be updated without an amendment to the Comprehensive Plan. Many of the facilities have their own plans that are regularly updated. Question was asked regarding the proposed swap of industrial zones and if that needed to be addressed in the Capital Facilities Plan. The Director indicated there will need to be work done to examine the need in the Capital Facilities Plan but is a future project. Commissioner Reandeau asked why there was no source listed for Bullman Beach and Island View water systems.

Next the Commissioners looked at the public testimony received, especially that received by Steve Gray of Public Works. Steve Gale suggested the language regarding DOT should be more affirmative and the County should proactively coordinate. Discussion regarding the alternate emergency routes on the coast or perhaps connected with the Hoko-Ozette Road.

Commissioners wanted to wait to discuss the comments from the Jamestown Tribe and the Transportation Element until next time since they did not have time to review these documents. Director Emery discussed the zoning changes that are proposed. The Commissioners wanted to know what public notice has been given regarding these changes. Director Emery explained these changes were presented at the public meetings. Staff will dedicate a section on the webpage with the maps and proposed changes and will discuss other ways to spread the word.

The Commission then went through sections 31.05, 31.03, 31.06, 31.07, and 31.08. Not much will change in the Straits Region. Yellow highlights indicate reorganization and movement within the code, but no changes to the text. No material changes in Sequim-Dungeness region. Commissioners discussed if there should be something added regarding the 3 Crabs area since the residents have been vocal about the flooding that is occurring. No changes were proposed.

The vision statement will be maintained in the Western Region, 31.06, despite the committee no long existing. Discussion regarding the changes in and around Joyce occurred, but no changes proposed to the text. Director Emery explained that 31.07 is the adopted City of Forks Comprehensive Plan. Staff is considering adopting the plan by reference instead of adopting the text and will be discussing this with Rod Fleck in the near future and bring it back to the Commission. Start date of the Comprehensive Planning was discussed and also notice. May need to add language how rezones will be handled.

At next month's meeting the Commission will review 31.02, 31.04, the Jamestown comments, and the transportation element.

K. PUBLIC COMMENT PERIOD: None.

L. DISCUSSION OF PUBLIC COMMENTS: None.

M. GOOD OF THE ORDER: Commissioner Reandean wanted Ed Bowen to know that he has been listening to his complaints regarding the Planning Commission.

N. ADJOURNMENT: The meeting adjourned at __8:15 p.m.__



Bruce Emery
Director of Community Development
Clallam County Department of Community Development
223 E 4th St.
Port Angeles, WA 98362

November 19, 2025

Dear Director Emery,

On behalf of the Jamestown S'Klallam Tribe, I extend our appreciation for the opportunity to engage with Clallam County on the Comprehensive Plan update process. The wealth and wellbeing of Clallam County communities and the Jamestown S'Klallam Tribe (JST) are intricately tied to our waters, lands and marine resources. The comprehensive plan is a foundational document to provide guidance for land-use decisions in the coming decade(s).

The following comments detail our specific recommendations for the current draft of the Comprehensive Plan update. We appreciate your genuine review of our comments and continued engagement with the Tribe throughout this process.

Sincerely,

A handwritten signature in black ink, appearing to read "Hansi Hals", is written over a light blue horizontal line.

Hansi Hals
Natural Resources Director

CC. Allie Taylor, Tribal Historic Preservation Officer

Natural Resources Comments:

1. Definitions

- a. Add definition Environmental Justice – this can be adopted from Department of Commerce definitions <https://www.commerce.wa.gov/epic/environmental-justice/>
- b. Add definition for “best available science” since this term is not defined in any way.
- c. Clarification is needed to understand the newly added section J under the “rural character” definition, which seems to contradict sections F, G and I by supporting more extensive development. If the intention of section J is to support gathering spaces and community connection, clarify that this would be through focused or targeted zoning in already developed areas.

2. General policies – 31.02.100(2)

- a. In the list of public uses to be analyzed for identifying and acquiring lands that serve a public benefit, include lands that provide high-value ecosystem services (e.g. natural flood control, water storage, water filtration), wildlife corridors, shorelines and riparian areas.

3. Master Planned Resorts – 31.02.250

- a. Since MPRs are located in areas with high ecological value (e.g. rivers, shorelines, forests) that support tribal treaty-protected resources and can have an outsized impact on these resources, a specific subsection should clearly indicate that local Tribes shall be included in the planning process *before* development agreements are completed.
- b. Section G contradicts sections elsewhere in the comprehensive plan including the new climate element that seeks to preserve agricultural and forest lands as well as general policies supporting the preservation of rural character within the County. Adapt section G so that it recognizes the need to preserve agricultural and forest lands, and sensitive habitats of the County when considering MPR zoning or proposals.

4. Environment and Open Space Policies – 31.02.340

- a. Section 31.02.340(1)(b): Add to the sentence the following underlined additions:
“Prevention is less expensive than reversing pollution and ecosystem impacts later. Clallam County should consider the potential impacts and costs of treatment, remediation and restoration of environmental degradation resulting from land use practices, before such practices are allowed.
- b. Section 31.02.340(1)(e): Add to the sentence the following underlined additions:
“Clallam County shall work with other agencies, tribes and individuals to prevent additional listing, uplisting or local population declines of fish, wildlife and

plants under the Endangered Species Act through proactive (rather than reactive) planning and implementation of proper land use practices.”

- c. Add subsection G. Policy no. 7 as an addition to the new policy no. 6 to 32.02.340(1): “Clallam County will prioritize removal or retrofitting infrastructure that is placed within channel migration zones of streams and rivers to minimize negative impacts to fish and wildlife.”
- d. Section 31.02.340(4): Make the final sentence of 31.02.340(4)(c) its own section D to highlight its importance and improve clarity and scope. Suggested change: *“(D) Policy 13. Clallam County should undertake further studies of the groundwater regime of the County so that the factors influencing the quantity, quality and flow patterns of groundwater are more precisely known. These studies should prioritize:*
 - i. Updating aquifer mapping and flow patterns, focusing on vulnerability assessments related to sea level rise and saltwater intrusion.*
 - ii. Analyzing the impacts of climate change on groundwater supply, integrating projected future water demand, and assessing the feasibility of groundwater supplementation.*
 - iii. Implementing findings to direct withdrawals toward the least hydrologically connected and reserve shallow wells as back-up supplies, reducing their use as primary municipal sources.*

5. Climate Change and Resiliency Goals and Policies chapter 31.02.820

- a. Section 31.02.820(1): Consider adding a section that encourages agricultural water conservation programs (i.e. through Clallam Conservation District, WA Water Trust or other responsible entity) that put existing irrigation water rights to non-traditional beneficial uses without compromising their water rights. There needs to be more outreach and policies to disincentivize intentional inefficient use to demonstrate continuous beneficial use.
- b. Section 31.02.820(1)(a) should include riparian areas as an ecosystem function improvement category. *“Policy 1.1: Preserve land for long-term agricultural use, promote a regenerative framework, and restore ecosystem function on farms, such as wetlands, ponds, and riparian areas to preserve carbon sinks, promote water storage, improve soil health, and provide additional ecosystem services.”*
- c. Section 31.02.820(1)(c) should include technical assistance for shifting to high value, low water-use crops. *“Encourage farmers to adopt sustainable business practices such as regenerative farming, water storage, shift to high-value, low water-use crops and upgrading irrigation.”*
- d. Section 31.02.820(3)(b): Consider adding to the sentence *“Specific activities to support energy justice may include expanding low-income energy assistance programs, promoting existing weatherization incentives and assistance,*

upgrading cooling infrastructure in facilities serving vulnerable populations, and implementing alternatives like preserving and increasing tree cover, shade structures and other passive cooling designs.

- e. Section 31.02.820(4)(a): Consider adding to the sentence “*This may include incorporating riparian and stream habitat conservation measures into land use and infrastructure (transportation, water, sewer, electricity and zoning) plans to protect salmonid (typo correction) habitats developed by the County in partnership with cities, Tribes, service providers, and state agencies.*”
- f. Section 31.02.820(7)(a): Consider adding several terms to this section. “*Prepare ecosystems for climate impacts by implementing restoration actions for streams, wetlands, and watersheds, focusing on habitat connectivity, reducing invasive species, and improving watershed processes. This includes restoring riparian vegetation, floodplains, and stream structures to protect native fish and other aquatic life. Enhance habitat and community resilience to climate change by protecting and restoring coastal ecosystems, adapting to sea-level rise, and focusing on submerged aquatic vegetation and shellfish restoration for habitat and “blue” carbon storage. Evaluate shoreline restoration and cleanup efforts, including concerns for Tribal cultural resources.*”
- g. Section 31.02.820(7)(b): Consider rewording the first sentence to – “*Strengthen habitat and ecosystem resilience by inventorying and avoiding development in climate change-mitigating systems and critical habitats that provide valuable ecosystem services. At a minimum, ensure no net loss of ecosystem function with a focus on achieving net ecological gains.*”
- h. Section 31.02.820(12)(b): Consider adding an additional sentence to the effect of – “*Promote lawn alternatives through xeriscaping and other low-water use, low maintenance designs. Clallam Conservation can provide direct consulting or provide resources to landowners to help facilitate lawn conversions and create co-benefits of reducing water use and promoting native species that support local wildlife and pollinators.*”
- i. Section 31.02.820(12)(e): Consider adding an expansion of water reuse by publicly owned treatment works to this section.

6. Sequim-Dungeness Regional Plan Section 31.03.455:

- a. Clallam County should articulate a strategy to address nearshore impacts from residential use in low-bank shoreline areas along the Strait of Juan de Fuca, in the Dungeness-Jamestown neighborhood focus section. The section should discuss the water quality concerns and challenges of siting and maintaining septic systems in high saturation areas. The section should also discuss the nearshore impacts and concerns from residential nearshore armoring and outline the requirements Clallam County established for designated critical habitat of listed species under

the Endangered Species Act. This section should summarize the steps the County will take to engage the low-bank shoreline neighborhoods to proactively reduce/limit the harmful nearshore impacts and develop meaningful compensatory mitigation for impacts that cannot be remediated in the short-term.

Cultural Resources Comments:

1. Agricultural resource land inventory and issues 31.02.115:
 - a. Consider removing or adapting (2) bullet point three: *“Preservation of valuable historic and cultural resources”*. Agricultural land only preserves cultural resources that are below the plow zone and other agricultural land disturbances. The act of plowing impacts significant cultural resource information by disturbing the resources from their original context and potentially removing archaeological features which can yield important information about tribal history.
2. Historic and cultural resources policies 31.02.3530:
 - a. Overall, the Tribal Historic Preservation Office (THPO) believes these policies provide insufficient guidance on preservation of cultural resources. THPO recommends the removal of Policy 1 and 2.
 - b. THPO recommends adding Policies 1, 2, and 3 from the Clallam County Shoreline Master Plan 35.25.160 listed below with the following edits:
 - i. *“(1) Sites and resources having known or suspected archaeological, historic, or cultural value should be protected. These sites/resources are important, nonrenewable resources and many are in danger of being damaged or lost because of ongoing development. Wherever possible, sites should be permanently preserved for scientific study and/or public observation consistent with 36 CFR 800 and Chapter 27.53 RCW. If the presence of an archaeological site is unknown then a survey should be conducted by an archaeologist.*
 - ii. *(2) Proposed development on or adjacent to an identified archaeological, historic, or cultural site should be designed and operated to be compatible with continued protection of the archaeological, historic, or cultural site.*
 - iii. *(3) The location of historic, cultural, and/or archaeological sites/resources should not be disclosed to the general public unless adequate provisions can be put in place to ensure long-term protection and preservation of such sites/resources.”*
 - c. THPO recommends the current 31.02.3530 Policy 3. be updated with a more extensive list of cultural resources regulations the County is required to follow including but not limited to: *Clallam County Shoreline Master Plan, Executive Order 21-02, SEPA, RCW 27.53, RCW 68.60, WAC 25-48, WAC 25-46, RCW 42.56.300, RCW 27.44, RCW 68.50, etc.*

3. Climate Change and Resiliency Goals and Policies 31.02.820
 - a. Goal 4. Cultural Resources & Practices
 - i. Policy 4.2: Recommend the following additions: *Work with local Tribes to co-manage and protect archaeological and sacred sites, cultural properties, ecosystems, traditional foods, plants, sacred sites and cultural properties from and resources from climate-related threats...*
4. Sequim-Dungeness Regional Plan Section 31.03.455:
 - a. Rural land – Inventory analysis 31.03.260 (8) Historic and Cultural Resources:
 - i. Recommend including the terms tribal cultural resources, sacred sites, and traditional cultural places in the list of resources of significance.



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Memorandum

Date: December 3, 2025
To: Clallam County Planning Commission
From: Bruce Emery, Director of Community Development
Re: Planning Commission CPU Continued Public Hearing, 12/3/2025

Hello Planning Commission Members. The public hearing for the CPU will continue on December 3, 2025. Packet Enclosures include:

- 11/14/2025 Supplemental Memo and attachment.
- Updated Summary of Public Testimony and Corresponding Recommendations.
- Written testimony received since 11/19/2025 Work Session.
- Updated CFP Appendix I.
- Revised Traffic County Map with projected LOS.

The 11/14 memo and attachments included recommended changes from the Peninsula Regional Transportation Planning Organization as well as additional comments received from the Hoh Indian Tribe and the Quileute Indian Tribe. Again, I apologize for the late delivery after meeting's packet. The Update Summary of Public Testimony includes responses to written testimony received from the Jamestown S'Klallam Tribe on November 19, 2025, and then supplemented on November 26, 2025 (also attached). Lastly, we received an amended Traffic County Map for intersections in the Sequim UGA. The revised map includes projected impacts to Levels of Service for the intersections studied. The good news is there is not significant drop in LOS below adopted standards projected over the 20-year planning horizon.

Summary of Directed Changes. I have updated key sections of the Summary of Public Testimony sheet as directed by the Planning Commission during the November 19th work session (enclosed). The changes instructed on the Draft Capital Facilities Plan have also been made (enclosed). Other changes made include:

- The meaning of "FFS" per the revised LOS Summary means: Free Flow Speed; the speed at which traffic can move freely without any constraints or congestion.
- A new Section CCC 31.06.150, was added to the Western Regional Comprehensive Plan that reads:

"31.06.150 Urban Growth.

The only urban designations within the Western Planning Region occur within the unincorporated Urban Growth Area (UGA) for the City of Forks. The UGA encompasses areas abutting the City limits, generally between the Bogachiel River to the South and West, Elk Creek to the east, and the Calawah River and the Forks Industrial Park to the north. Land use within the UGA is established by the Clallam County Comprehensive Plan Land Use Map, as adopted by the Board of Clallam County Commissioners.

The City of Forks performs comprehensive planning in accordance with RCW 36.70A for the City and the unincorporated UGA. Because the City of Forks is the sole water purveyor for the entire UGA, and the sole service provider for municipal sewer service, the Board of Clallam County Commissioners finds that the City of Forks Comprehensive Plan satisfies all related comprehensive planning needs and interests for the unincorporated UGA. The City of Forks Comprehensive Plan, as now or hereafter amended, is hereby adopted by this reference as applicable to the unincorporated portions of the Forks UGA."

Note: This new passage will enable the removal of CCC 31.07 as redundant.

- Inclusion of the following under 31.02.820(3)(b): Align with the County's Climate Action Plan to collaborate with partners to incentivize building improvements and retrofits for residential and commercial buildings in the County to improve energy efficiency, resilience, and justice. Innovative energy efficiency alternatives, such as incorporation of passive solar heating systems and geothermal heating and cooling systems should be explored.
- Inclusion of the following under 31.02.820(3)(c): Smaller buildings are generally easier to heat and cool than large ones and use less energy. Create incentive structures that promote the creation of smaller residential dwellings to reduce energy reliance, increase resilience, and provide broader housing opportunities consistent with other Plan objectives.
- Retain the PRC Vision Statement under 31.06.010.

Staff will be prepared to discuss expanded notice efforts concerning the land use and zoning changes proposed in the Sequim and Clallam Bay/Seki UGAs, as well as analysis concerning development character and urban services present in the unincorporated Sequim UGA.

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



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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 that reads "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.

Clallam County Comprehensive Plan Update Summary of Public Testimony and Corresponding Recommendations as of November 26, 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>"Proactively 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. Recommended Policy, Public Comment #2: CCC 31.02.420(1)(c)(iii). Pursue the development of a new highway connection from Neah Bay to Ozette along or near the coast.
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 project for a "Preliminary Study for Neah Bay to Forks Road."	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>
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. Suggested language: <u>"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 where</u> 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 considered <u>utilized</u> 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 Section 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, <u>with following implementation of</u> increased resiliency in energy generation and transmission, the County should explore grant funding and other resources for the transition of the County's <u>small</u> vehicle fleet

local energy sources. Otherwise, it leaves the community vulnerable.	from gas/diesel-powered to electric-powered or other renewable energy 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 Voluntary Stewardship Program (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. Rejected by PC, 11/19/25.	Proposed edits to CCC 31.02.120(6). "Agricultural land users shall be encouraged to maintain water quality, protect fish and wildlife habitat 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 and prevent conversion of designated commercial<u>suitable</u> 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 on a countywide basis. Zone change applications shall meet one of the following criteria."
4. d) Washington Department of Fish and Wildlife, 11/5/2025. Changes intended to	Proposed edits to CCC 31.02.150(3). "Environmental impacts of mineral extraction can be substantial. Aggregate production temporarily

better align with WAC 197-11-768, 365-190-080 and 365-196-830.	obliterates entire minesite ecosystems, but this loss can be mitigated<u>minimized</u> with carefully sequenced reclamation. The effects of 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 adequate 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 prevent additional listing <u>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 <u>culvert replacement and similar issues that presently result in identifying and removing</u> barriers to fish passage <u>including undersized or degraded culverts</u> as part of the Six-Year Transportation Improvement Plan (TIP) process.” Note, changes made pursuant of Testimony 1.c, above, captured the above recommended language with the inclusion of “degraded.”
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 <u>should</u> will work to <u>implement</u> achieve 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. Amend 31.02.340(9)(a) to limit development in flood hazard areas, preserve ecological functions and maintain public access.	Proposed edits to CCC 31.02.340(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</u> ecological and community benefits <u>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 hazardous 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/Seki 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 existing buildings</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 commercial and private forest lands</u> , 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).
10.a) Jamestown S'Klallam Tribe, November 19, 2025. Definitions.	Propose new definition under CCC 31.02.050(17): " <u>Environmental Justice</u> " means the fair treatment and meaningful involvement of all people regardless of race, color, national origin, tribal affiliation, disability or income

• Add definition for “Environmental Justice (recommends using Dept. of Commerce’s definition).” • Define “Best Available Science.” • Clarification is needed to understand the newly added section (j) under the “rural character” definition, which seems to contradict sections F, G and I by supporting more extensive development. If the intention of section J is to support gathering spaces and community connection, clarify that this would be through focused or targeted zoning in already developed areas.	<u>with respect to the development, implementation and enforcement of environmental laws, rules and policies that affect human health and the environment. Environmental justice ensures that laws, rules and policies help protect vulnerable and overburdened communities from unfair environmental and health impacts. It focuses on providing equal access to resources and benefits, preventing harm, and creating sustainable and thriving communities for everyone.”</u> Recommend a new Section 31.02.050(7): <u>“Best Available Science (BAS)” means the current and best available scientific information derived from valid scientific processes, including peer review, standardized methods, logical conclusions and reasonable inferences, quantitative analysis, proper context, and references, consistent with the criteria specified under WAC 365-195-900 through .925. BAS also incorporates a synthesis of the current scientific body of knowledge meeting the criteria specified within this definition.”</u> Propose edits to CCC 31.02.050(32)(j): “Areas that foster and reflect a strong sense of community ties, local identity, and shared rural values through land use patterns that support gathering spaces, civic institutions, and integrational continuity. These areas promote social cohesion by maintaining development scales and zoning that reinforce community interaction, volunteerism, and locally rooted traditions.”
10.b) Jamestown S’Klallam Tribe, November 19, 2025. Under CCC 31.02.100(2), include in the list of identified land for public uses, include high-value ecosystems services (e.g. natural flood control, water storage, water filtration), wildlife corridors and riparian areas.	CCC 31.02.100(2) is verbatim language from RCW 36.70A.150. Recommended language may be better located under CCC 31.02.340. Propose new Section 31.02.340(1)(g): <u>“Policy 7. In addition to the identification of lands suitable for public purposes articulated under CCC 31.02.100(2). Clallam County should recognize the public benefits and work towards the acquisition and protection of lands that provide high-</u>

	<u>value ecosystem services (e.g. natural flood control, water storage, water filtration), wildlife corridors, shorelines and riparian areas.</u>"
10.c) Jamestown S'Klallam Tribe, November 19, 2025. Amend Master Planned Resorts policy (CCC 31.02.250): • Include a Section that clearly indicates that local Tribes be included in the planning process before development agreements are completed. • Amend Section (g) to recognize need for preservation of agricultural and forest lands, and sensitive habitats when considering MPRs.	Propose new Section CCC 31.02.250(1)(k): <u>"Local tribes will be provided notice of application and will be included in the planning process before any development agreements or approvals are granted for a master planned resort."</u> Propose edits to Section CCC 31.02.250(1)(g): "The County finds that the land is better suited, and has more long term economic importance, for the master planned resort than for no longer viable for the commercial management and harvesting of timber, and is not currently or likely to be placed in or agricultural production, if located on land that otherwise would be designated as forest or agricultural land of long term commercial significance."
10.d) Jamestown S'Klallam Tribe, November 19, 2025. Amend Environment and Open Space Policies (31.02.340): • Section (1)(b): Add to the sentence the following underlined additions: "Prevention is less expensive than reversing pollution and ecosystem impacts later. Clallam County should consider the potential impacts and costs of treatment, remediation and restoration of environmental degradation resulting from land use practices, before such practices are allowed." • Section (1)(e): Add to the sentence the following underlined additions: "Clallam County shall work with other agencies, tribes and individuals to prevent additional listing, uplisting or local population	Propose edits to Section 31.02.340(1)(b): "Prevention is less expensive than cleaning/reversing up pollution <u>and ecosystem impacts</u> later. Clallam County should consider the potential impacts and costs of treatment, or remediation <u>and restoration</u> forof environmental degradation resulting from land use practices, before such practices are allowed." Do not recommend edits to CCC 31.02.340(1)(e). Changes made in response to WDF&W (# 4.i, above) already changed the dynamic of the section.

declines of fish, wildlife and 3 plants under the Endangered Species Act through proactive (rather than reactive) planning and implementation of proper land use practices.” • New Section (1)(g): Add subsection G. Policy no. 7 as an addition to the new policy no. 6 to 32.02.340(1): “Clallam County will prioritize removal or retrofitting infrastructure that is placed within channel migration zones of streams and rivers to minimize negative impacts to fish and wildlife.” • New Section (4)(d): Make the final sentence of 31.02.340(4)(c) its own section D to highlight its importance and improve clarity and scope. Suggested change: “(D) Policy 13. Clallam County should undertake further studies of the groundwater regime of the County so that the factors influencing the quantity, quality and flow patterns of groundwater are more precisely known. These studies should prioritize...”	<u>Proposed new Section 31.02.340(1)(g): “Clallam County will prioritize removal or retrofitting infrastructure that is placed within designated channel migration zones of streams and rivers to minimize negative impacts to fish and wildlife and improve resilience.”</u> <u>Propose new Section 31.02.340(4)(d): “Policy 13. Clallam County should undertake further studies of the groundwater regime of the County so that the factors influencing the quantity, quality and flow patterns of groundwater are more precisely known. These studies should prioritize:</u> <u>i. Updating aquifer mapping and flow patterns focusing on vulnerability assessments related to sea level rise and saltwater intrusion.</u> <u>ii. Analyzing the impacts of climate change on groundwater supply, integrating projected future water demand, and assessing the feasibility of groundwater supplementation.</u> <u>iii. Implementing findings to direct withdrawals toward the least hydrologically connected and reserve shallow wells as back-up supplies, reducing their use as primary municipal sources.”</u>
10.e) Jamestown S’Klallam Tribe, November 19, 2025. Amend Climate Change and Resiliency Goals and Policies (CCC 31.02.820):	

• Section 31.02.820(1): Consider adding a section that encourages agricultural water conservation programs (i.e. through Clallam Conservation District, WA Water Trust or other responsible entity) that put existing irrigation water rights to non-traditional beneficial uses without compromising their water rights. There needs to be more outreach and policies to disincentivize intentional inefficient use to demonstrate continuous beneficial use. • Section 31.02.820(1)(a) should include riparian areas as an ecosystem function improvement category. "Policy 1.1: Preserve land for long-term agricultural use, promote a regenerative framework, and restore ecosystem function on farms, such as wetlands, ponds, and riparian areas to preserve carbon sinks, promote water storage, improve soil health, and provide additional ecosystem services." • Section 31.02.820(1)(c) should include technical assistance for shifting to high-value, low water-use crops. "Encourage farmers to adopt sustainable business practices such as regenerative farming, water storage, shift to high-value, low water-use crops and upgrading irrigation." • Section 31.02.820(3)(b): Consider adding to the sentence "Specific activities to support energy justice may include expanding low-income energy assistance programs, promoting existing	Proposed new Section 31.02.820(1)(e): <u>"Policy 1.5: Encourage and promote agricultural water conservation programs through the Clallam Conservation District, Washington Water Trust, and other responsible entities. Consider the strategic use of irrigation water for non-traditional beneficial uses without compromising existing water rights and focus on disincentivizing intentional inefficient use simply to demonstrate continuous allocated use."</u> Propose amending Section 31.02.820(1)(a): "Policy 1.1: Preserve land for long-term agricultural use, promote a regenerative framework, and restore ecosystem function on farms, such as wetlands, <u>and</u> ponds, <u>and riparian areas</u> to preserve carbon sinks, promote water storage, improve soil health, and provide additional ecosystem services." Propose amending Section 31.02.820(1)(c): "...Encourage farmers to adopt sustainable business practices, such as regenerative farming, water storage, <u>shift to high-value/low water-use crops</u>, and upgrading irrigation..." Propose amending Section 31.02.820(3)(b): "Specific activities to support energy justice may include expanding low-income energy assistance programs, promoting existing weatherization incentives and assistance, upgrading cooling infrastructure in facilities serving vulnerable populations, and implementing alternatives like <u>preserving</u>
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weatherization incentives and assistance, 4 upgrading cooling infrastructure in facilities serving vulnerable populations, and implementing alternatives like preserving and increasing tree cover, shade structures and other passive cooling designs.” - Section 31.02.820(4)(a): Consider adding to the sentence “This may include incorporating riparian and stream habitat conservation measures into land use and infrastructure (transportation, water, sewer, electricity and zoning) plans to protect salmonid (typo correction) habitats developed by the County in partnership with cities, Tribes, service providers, and state agencies.” - Section 31.02.820(7)(a): Consider adding several terms to this section. “Prepare ecosystems for climate impacts by implementing restoration actions for streams, wetlands, and watersheds, focusing on habitat connectivity, reducing invasive species, and improving watershed processes. This includes restoring riparian vegetation, floodplains, and stream structures to protect native fish and other aquatic life. Enhance habitat and community resilience to climate change by protecting and restoring coastal ecosystems, adapting to sea-level rise, and focusing on submerged aquatic vegetation and shellfish restoration for	<u>and increasing tree cover, and adding shade structures and other passive cooling designs.</u>” Propose amending Section 31.02.820(4)(a): “... This may include incorporating riparian and stream habitat conservation measures into land use and infrastructure plans to protect salmonid habitats (transportation, water, sewer, electricity <u>and zoning</u>) <u>plans to protect salmonid habitats</u> developed by the County in partnership with cities, Tribes, service providers, and state agencies.” Propose amending Section 31.02.820(7)(a): “<i>Policy 7.1</i>: Prepare ecosystems for climate impacts by implementing restoration actions for streams, wetlands, and watersheds, focusing on <u>habitat</u> connectivity, reducing invasive species, and improving watershed processes. This includes restoring riparian vegetation, floodplains, and stream structures to protect native fish and other aquatic life. Enhance habitat and community resilience to climate change by protecting and restoring coastal ecosystems, addressing<u>adapting to</u> sea-level rise, and focusing on submerged aquatic vegetation <u>and shellfish restoration</u> for habitat and “blue” carbon storage. Evaluate shoreline restoration and cleanup efforts, including concerns for Tribal cultural resources.”
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habitat and “blue” carbon storage. Evaluate shoreline restoration and cleanup efforts, including concerns for Tribal cultural resources.” - Section 31.02.820(7)(b): Consider rewording the first sentence to – “Strengthen habitat and ecosystem resilience by inventorying and avoiding development in climate change-mitigating systems and critical habitats that provide valuable ecosystem services. At a minimum, ensure no net loss of ecosystem function with a focus on achieving net ecological gains.” - Section 31.02.820(12)(b): Consider adding an additional sentence to the effect of – “Promote lawn alternatives through xeriscaping and other low-water use, low maintenance designs. Clallam Conservation can provide direct consulting or provide resources to landowners to help facilitate lawn conversions and create co-benefits of reducing water use and promoting native species that support local wildlife and pollinators.” - The Section 31.02.820(12)(e): Consider adding an expansion of water reuse by publicly owned treatment works to this section.	Propose amending Section 31.02.820(7)(b): “<i>Policy 7.2: Strengthen habitat and ecosystem resilience by inventorying and avoiding development in climate <u>change-mitigating systems</u>refugia and critical habitats <u>that provide valuable ecosystem services</u>. At a minimum, <u>ensure</u>strive for no net loss of ecosystem <u>functions</u>attributes, with a focus on achieving net ecological gains...</i>” Propose amending Section 31.02.820(12)(b): “... Encourage residents to reduce water consumption through smart grid water use, repairing infrastructure, water reclamation systems, smart irrigation technologies, and updated water rates to discourage lawn watering. <u>Promote lawn alternatives through xeriscaping and other low-water use, low maintenance designs. The Clallam Conservation District can provide resources to landowners to help facilitate lawn conversions and create co-benefits of reducing water use and promoting native species that support local wildlife and pollinators.</u> Promote incentives for sustainable food cultivation.” Propose amending 31.02.820(12)(e) “... This includes maximizing on-site natural gas co-generation from anaerobic digesters, exploring the proximity of wastewater facilities to high-risk areas, and improving wastewater access routes, <u>and expanding water reuse by publicly owned treatment facilities.</u>”
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10.f) Jamestown S'Klallam Tribe, November 19, 2025. Amend Sequim-Dungeness Regional Plan (CCC 31.03.455): Clallam County should articulate a strategy to address nearshore impacts from residential use in low-bank shoreline areas along the Strait of Juan de Fuca, in the Dungeness-Jamestown neighborhood focus section. The section should discuss the water quality concerns and challenges of siting and maintaining septic systems in high saturation areas. The section should also discuss the nearshore impacts and concerns from residential nearshore armoring and outline the requirements Clallam County established for designated critical habitat of listed species under 5 the Endangered Species Act. This section should summarize the steps the County will take to engage the low-bank shoreline neighborhoods to proactively reduce/limit the harmful nearshore impacts and develop meaningful compensatory mitigation for impacts that cannot be remediated in the short-term.	Propose new Section 31.02.465(3): Shorelands. <u>(a) Policy 5. The areas of Three Crabs Road, Seashore Lane, and portions of Jamestown Road and Jamestown Beach Lane are located within a low-bank shoreline area where impacts from upland development can result in substantial impacts to the near-shore environment. As identified climate risks, sea level rise and increasing magnitude and frequency of storm events also place such areas at risk of substantial harm from erosion, flooding, salt-water intrusion and septic failure due to inundation. The Clallam County Shoreline Master Program (SMP) is identified as an element of the Clallam County Comprehensive Plan and is the primary regulatory authority for shoreland use pursuant to RCW 90.58. The following should be considered in developing a community and regulatory approach to addressing these changing conditions:</u> <u>(i) Suitability of the area to accommodate septic systems and potable wells in the context of changing conditions, given the potential impacts of bacterial contamination and risk of system failures.</u> <u>(ii) Increase risks to property and improvements, the commensurate increase in demand for additional protective shore armoring, and the cumulative impacts such armoring will have on adjacent properties and the nearshore environment, including impacts to designated critical habitat for species listed under the Endangered Species Act.</u> <u>(iii) Pursue broad public outreach with the intent of educating area residents on the risks associated with shoreline occupancy, problem solving, identification and execution of community-derived solutions rather than continuation of a piece-meal approach that merely reacts to individual circumstances.</u> <u>(iv) A systematic approach for identifying impacts and development of meaningful compensatory mitigation consistent with no net loss requirements under WAC 173-26-</u>
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	<u>201(2)(c) for unavoidable impacts from shore protection measures and development.</u>
11.a) Addendum to Jamestown S'Klallam Tribe, November 19, 2025, Comments (Received 11/26/25). Agricultural resource land inventory and issues 31.02.115: Consider removing or adapting (2) bullet point three: "<i>Preservation of valuable historic and cultural resources</i>". Agricultural land only preserves cultural resources that are below the plow zone and other agricultural land disturbances. The act of plowing impacts significant cultural resource information by disturbing the resources from their original context and potentially removing archaeological features which can yield important information about tribal history.	Recommend removal of 31.02.115(2), Bullet 3: Preservation of valuable historic and cultural resources;
11.b) Addendum to Jamestown S'Klallam Tribe, November 19, 2025, Comments (Received 11/26/25). - Historic and cultural resources policies 31.02.3530: a. Overall, the Tribal Historic Preservation Office (THPO) believes these policies provide insufficient guidance on preservation of cultural resources. THPO recommends the removal of Policy 1 and 2. b. - THPO recommends adding Policies 1, 2, and 3 from the Clallam County Shoreline	Recommend removal of 31.02.350(1) and (2)(b): (1) "Policy 1. All jurisdictions should work individually and cooperatively to identify, record, study and encourage the preservation, maintenance and use of lands, sites, and structures that have historical and archaeological significance. The early identification and resolution of conflicts between preservation of historical or archaeological resources and competing land uses should be promoted and facilitated." (2)(b) "Cooperatively plan, implement, and maintain corridor management plans for all proposed and existing Washington State Scenic and Recreational Highways (Hwy. 101 and Hwy. 112). Identify the long-term landscape character desired for scenic and recreational highways and their related cultural resources, and implement landscape

Master Plan 35.25.160 listed below with the following edits: i. “(1) Sites and resources having known or suspected archaeological, historic, or cultural value should be protected. These sites/resources are important, nonrenewable resources and many are in danger of being damaged or lost because of ongoing development. Wherever possible, sites should be permanently preserved for scientific study and/or public observation consistent with 36 CFR 800 and Chapter 27.53 RCW. If the presence of an archaeological site is unknown then a survey should be conducted by an archaeologist. ii. (2) Proposed development on or adjacent to an identified archaeological, historic, or cultural site should be designed and operated to be compatible with continued protection of the archaeological, historic, or cultural site. iii. (3) The location of historic, cultural, and/or archaeological sites/resources should not be disclosed to the general public unless adequate provisions can be put in place to ensure long-term protection and preservation of such sites/resources.” • THPO recommends the current 31.02.3530 Policy 3. be updated with a more extensive list of cultural resources regulations the County is required to follow including but not limited to: Clallam County	maintenance practices appropriate to ensure the resources’ lasting character.” Propose adding new subsections (b) through (d) to 31.02.350(2): <u>“(b) Sites and resources having known or suspected archaeological, historic, or cultural value should be protected. These sites/resources are important, nonrenewable resources and many are in danger of being damaged or lost because of ongoing development. Wherever possible, sites should be permanently preserved for scientific study and/or public observation consistent with 36 CFR 800 and Chapter 27.53 RCW. If the presence of an archaeological site is unknown, then a survey should be conducted by an archaeologist.</u> <u>(c) Proposed development on or adjacent to an identified archaeological, historic, or cultural site should be designed and operated to be compatible with continued protection of the archaeological, historic, or cultural site.</u> <u>(d) The location of historic, cultural, and/or archaeological sites/resources should not be disclosed to the general public unless adequate provisions can be put in place to ensure long-term protection and preservation of such sites/resources.”</u> Propose amending 31.02.350(3): “Clallam County shall recognize tribal nations <u>as co-managers</u> 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, <u>the Clallam County Shoreline Master Plan,</u>
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Shoreline Master Plan, Executive Order 21-02, SEPA, RCW27.53, RCW 68.60, WAC 25-48, WAC 25-46, RCW 42.56.300, RCW 27.44, RCW 68.50, etc	<u>Executive Order 21-02, SEPA, RCW27.53, RCW 68.60, WAC 25-48, WAC 25-46, RCW 42.56.300, RCW 27.44, RCW 68.50, etc.</u>
11.c) Addendum to Jamestown S’Klallam Tribe, November 19, 2025, Comments (Received 11/26/25). Climate Change and Resiliency Goals and Policies 31.02.820 a. Goal 4. Cultural Resources & Practices i. Policy 4.2: Recommend the following additions: Work with local Tribes to co-manage and protect archaeological and sacred sites, cultural properties, ecosystems, traditional foods, plants, sacred sites and cultural properties from and resources from climate-related threats...”	Propose amending 31.02.820(4)(b): “<i>Policy 4.2: Work with local Tribes to co-manage and protect <u>archaeological and sacred sites</u>, and cultural properties, <u>ecosystems, traditional foods, plants and resources</u> from climate-related threats...</i>”
11.d) Addendum to Jamestown S’Klallam Tribe, November 19, 2025, Comments (Received 11/26/25). Sequim-Dungeness Regional Plan: a. Rural land – Inventory analysis 31.03.260 (8) Historic and Cultural Resources: i. Recommend including the terms tribal cultural resources, sacred sites, and traditional cultural places in the list of resources of significance	Recommend amending 31.03.260(8): “<i>Historical and Cultural Resources. The Sequim-Dungeness regional planning area has plentiful historical and cultural resources. Resources of significance include <u>tribal cultural resources, sacred sites, and traditional cultural places</u>, the Dungeness School, John Hyer Farm, Blue Mountain School, Emery Farmstead, Dungeness River Bridge, Manis Mastodon Site, McAlmond House, U.S. Quarantine Station Surgeon’s Residence, New Dungeness Light Station, New Dungeness, Graveyard Spit, Gierin Farmstead, Port Williams, and Washington Harbor.</i>”

Hwy. 112). Identify the long-term landscape character desired for scenic and recreational highways and their related cultural resources, and implement landscape maintenance practices appropriate to ensure the resources' lasting character.

(c) Discourage additional commercial development parallel (immediately adjacent) to scenic and recreational highways where it has a negative impact on the scenic character of the route.

(3) Policy 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.

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

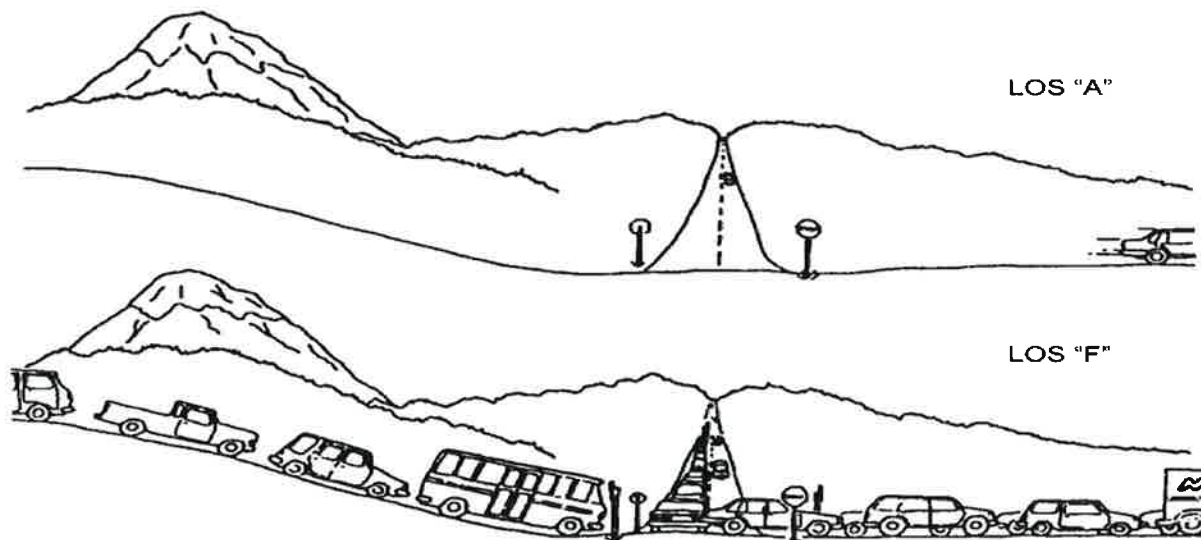
LEVEL OF SERVICE	DEFINITION
A	<u>Describes free-flow operations. FFS prevails on the freeway or multilane highway, and vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream. The effects of incidents or point breakdowns are easily absorbed.</u>Describes a condition of free flow with low volumes and high speeds. Freedom to select desired speeds and to maneuver within the traffic stream is extremely high. Stopped delay at intersections is minimal.

LEVEL OF SERVICE	DEFINITION
B	<u>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.</u> Represents reasonably unimpeded traffic-flow operations at average travel speeds. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tensions.
C	<u>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.</u> In the range of stable flow, but speeds and maneuverability are more closely controlled by the higher volumes. The selection of speed is now significantly affected by interactions with others in the traffic stream, and maneuvering within the traffic stream requires substantial vigilance on the part of the user. The general level of comfort and convenience declines noticeably at this level.
D	<u>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.</u> Represents high-density, but stable flow. Speed and freedom to maneuver are severely restricted, and the driver or pedestrian experiences a generally poor level of

LEVEL OF SERVICE	DEFINITION
	comfort and convenience. Small increases in traffic flow will generally cause operational problems at this level.
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. Represents operating conditions at or near the maximum capacity level. Freedom to maneuver within the traffic stream is extremely difficult, and it is generally accomplished by forcing a vehicle or pedestrian to "give way" to accommodate such maneuvers. Comfort and convenience levels are extremely poor, and driver or pedestrian frustration is generally high. Operations at this level are usually unstable, because small increases in flow or minor disturbances within the traffic stream will cause breakdowns.
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.

LEVEL OF SERVICE	DEFINITION
	Source: <u>Transportation Research Board, Transportation Research Board, Highway Capacity Manual, 7th Ed., 2022 Special Report 209, Washington, D.C., 1985</u>

Figure 31.02.410(A).

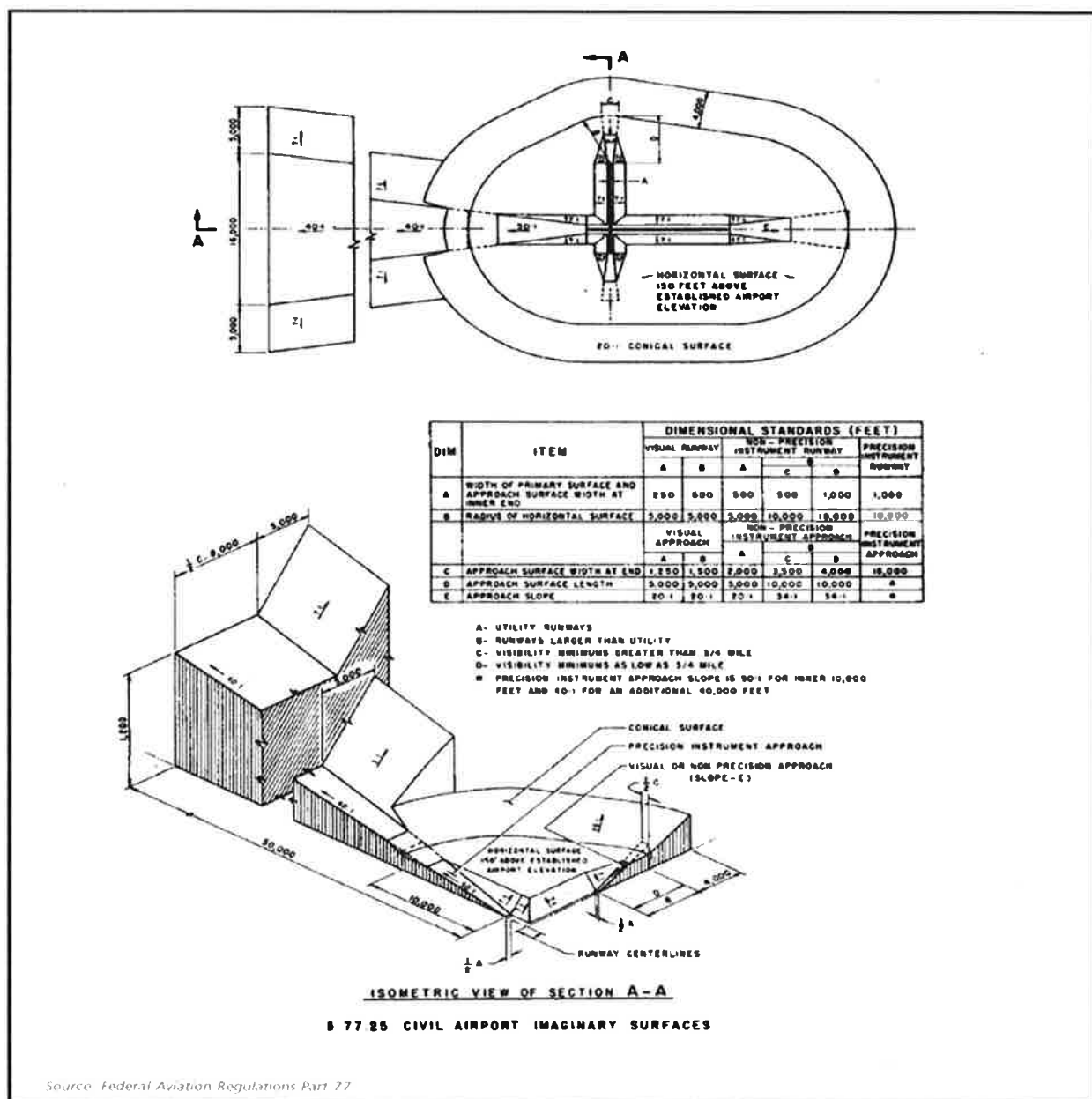


This chapter addresses transportation goals and policies that prioritize moving people and goods at an acceptable level of service, regionally and locally. The chapter also guides an effective concurrency management system into place that allows growth where transportation facilities exist and takes 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

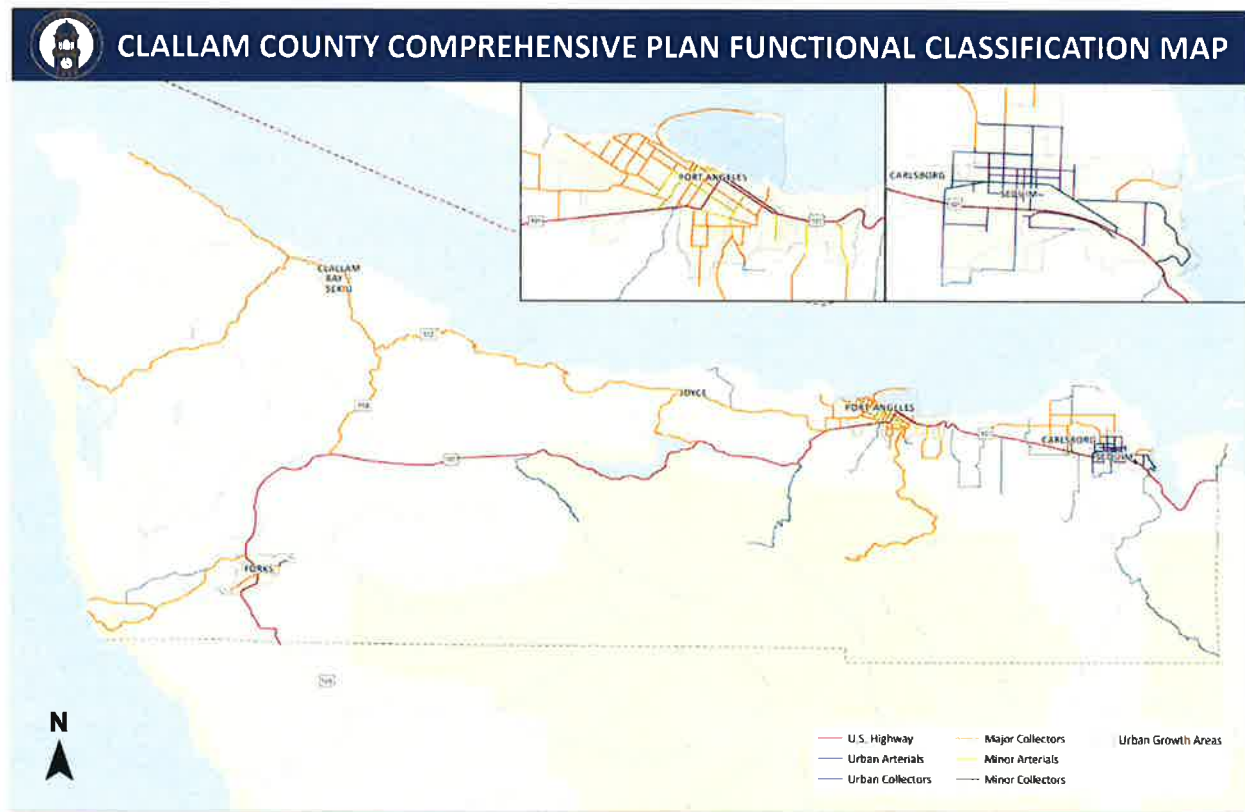


31.02.415 Transportation – Inventory and Operations.

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 up to 20,600 vehicles per day. 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 in Figure 31.02.410(C), below. 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.

Figure 31.02.415(C) – Clallam County Roadways, Functional Classification Map



Presently, The Clallam County Road Department maintains 4897.32 miles of County public road, 39 bridges and approximately 50 miles of active transportation corridor. Road inventory remains consistent in terms of road miles. With the increase in tourist activity seen over the past few decades, focus has been on maintaining the roads in the current inventory as well as reconstructing more heavily traveled roads to allow safer and more efficient travel. This is accomplished through repaving, shoulder widening, slope flattening and alignment straightening. The public road system is inventoried and monitored through the Graphical Information System-Mobility program (GIS-Mo).

Maintenance of the road system is aided by the implementation of a new 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.

Bridge inventory has been increasing in recent years and is expected to continue due to the increase in funding available for fish passage barrier removal. Culverts that have been determined to impede migration of aquatic organisms to a higher degree are being replaced with larger drainage structures that classify as bridges. These bridges are inventoried and monitored through the National Bridge Inventory.

The active transportation corridor, known as the Olympic Discovery Trail, is expanding. Approximately 50 miles have been identified as segments that need constructed in order to create a continuous trail that runs the length of Clallam County. Funding for these segments is actively being pursued.

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

(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-hangers 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

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.

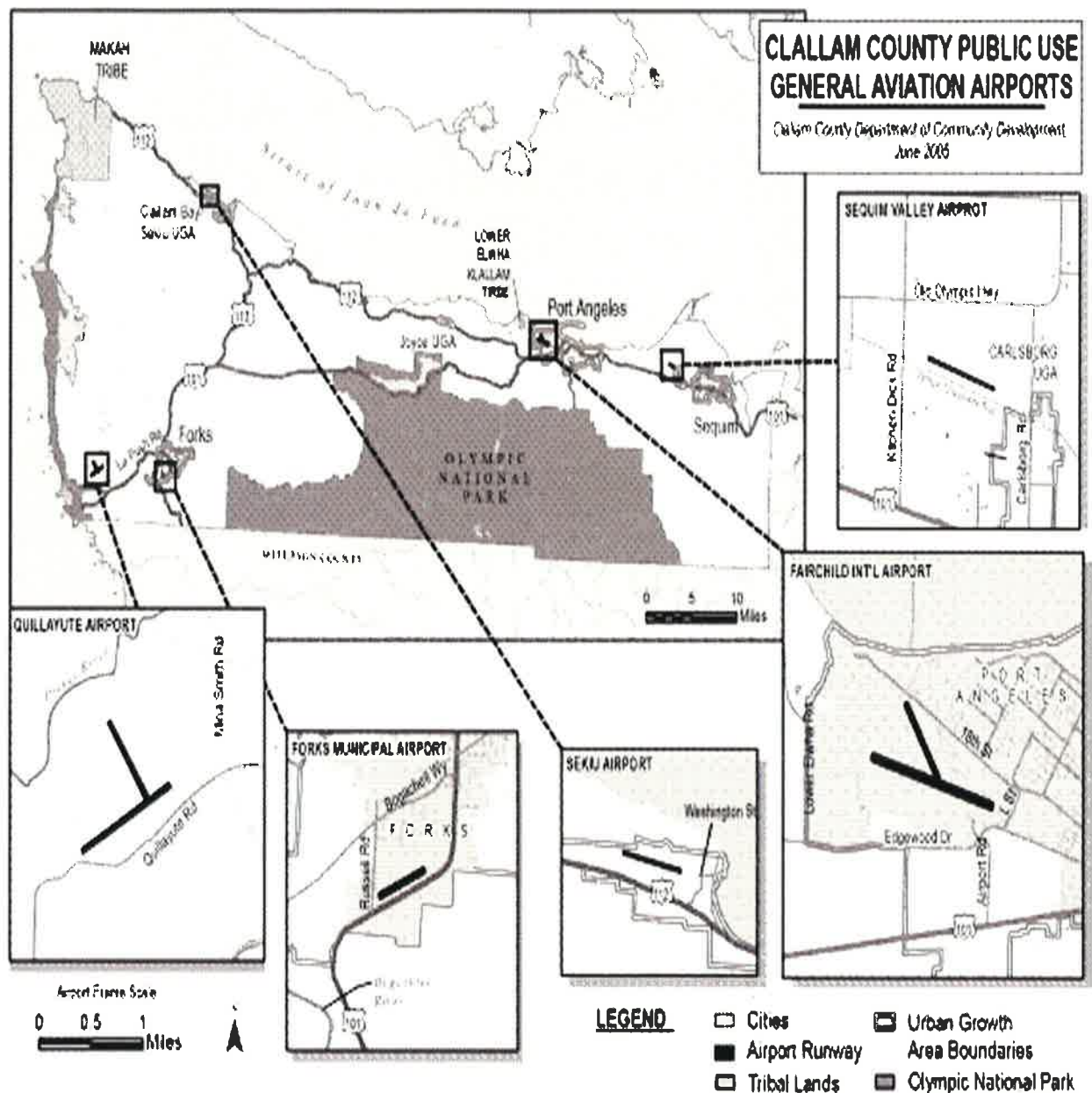
⁵ Runway 26 has a displaced threshold of 790 feet.

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 124 scheduled routes weekday routes, 10 Saturday routes and two Sunday routes. An additional seasonal fixed route provides nine daily trips to Hurricane Ridge. These routes are broken into 3 service categories: intercity, urban, and rural. Two microtransit routes provide linkage to the cities, unincorporated areas, and tribal nations within Clallam County. he “Bus” makes intercity connections in Sequim with Jefferson Transit for

transportation to Port Townsend and other points in Jefferson County. The Strait Shot 123 service connects Port Angeles and Sequim with Poulsbo and the Bainbridge Island Ferry Terminal in Kitsap 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-residents have wheelchair accessible 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.

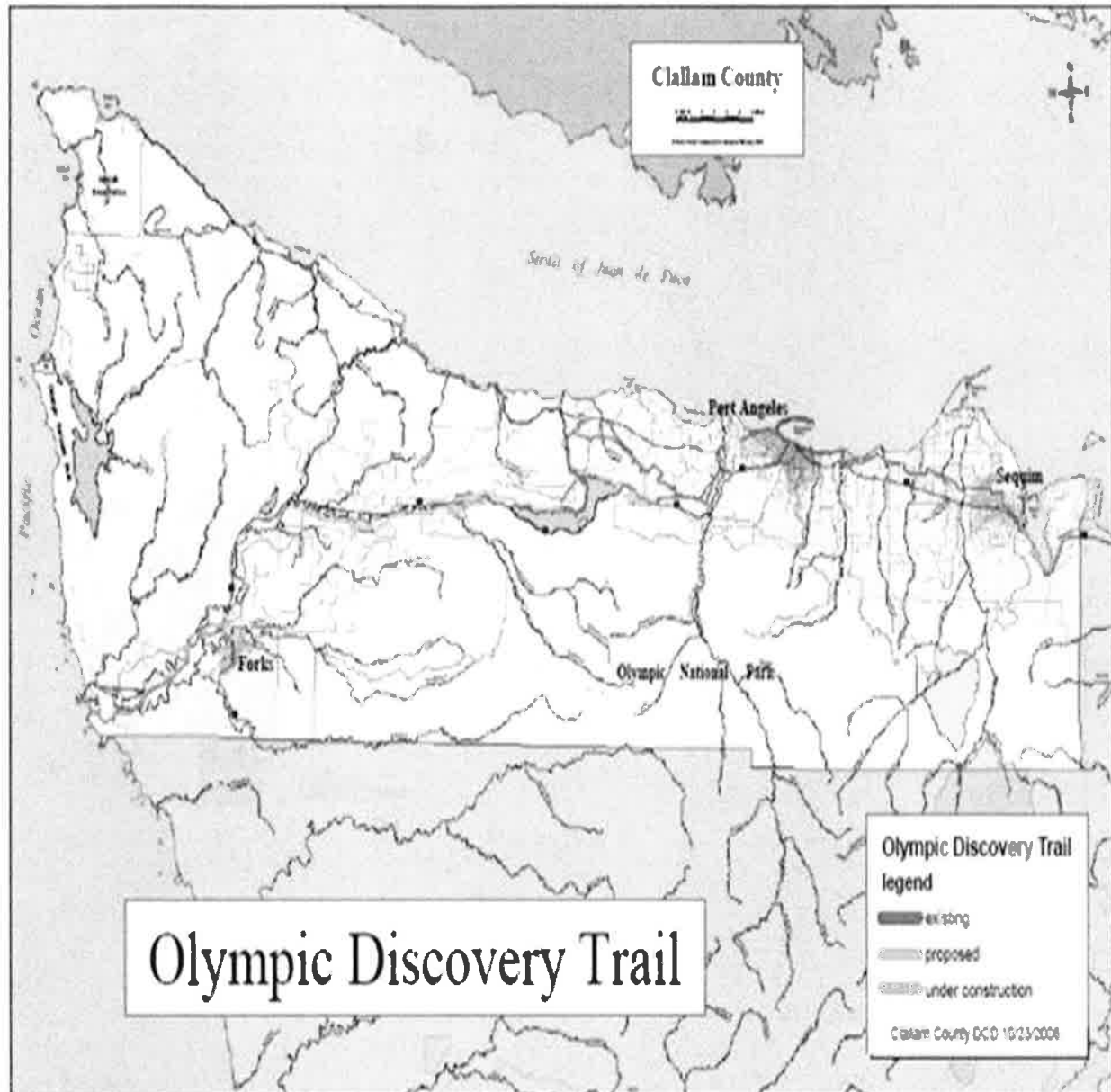
Clallam County has three park-and-ride lots operating and serving the public in the west portion of the County. Sappho, Forks and Laird's Corner park-and-ride lots are served by Clallam Transit System routes 14, 15 and 16. Other park-and-ride lots to the west of Port Angeles have been abandoned. The 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.

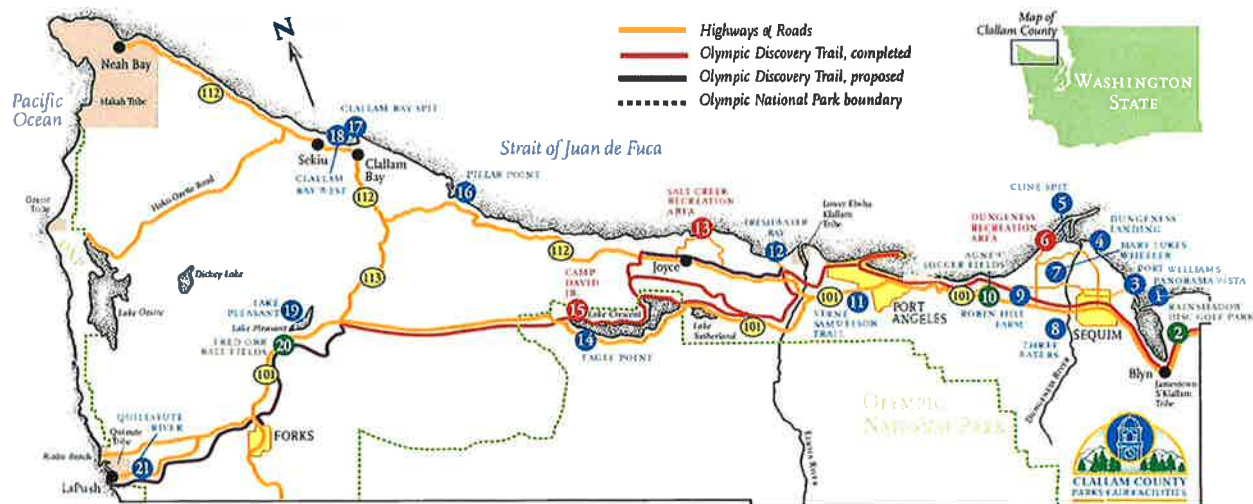
Clallam Transit System is installing bicycle racks on buses and also at stationary locations. The Bicycle Access Program makes linkages with Jefferson Transit System which already has the equipment installed. Recreational bicyclists have the option to become transit riders and lengthen journeys.

(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) For local access roads 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 considered consistent with adopted AASHTO Guidelines; provided, said design standards do not conflict with locally-adopted design standards.

(vii) Passing lanes should be planned as per matrix RH1-8.

(viii) 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) kilovolts (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. Proactively 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, provide resilience, and maintain arterial flow and efficient regional mobility throughout the county.~~

(iii) ~~Review the need to have a new highway connection from Neah Bay to Ozette along or near the coast. 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.~~

(iv) ~~Continue to participate in coordinated transportation planning through the Peninsula Regional Transportation Planning Organization to ensure regional consistency with other government agencies.~~

(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.

(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.

(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 County engineeringthe 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.

~~(iv) Explore the siting of a new marine barging facility within the Clallam Bay/Seki UGA to establish and facilitate industrial marine transport.~~

(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 and tribal centers and reservations, than to rural areas.

~~(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.~~

(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~~[residents and visitors](#).

(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.

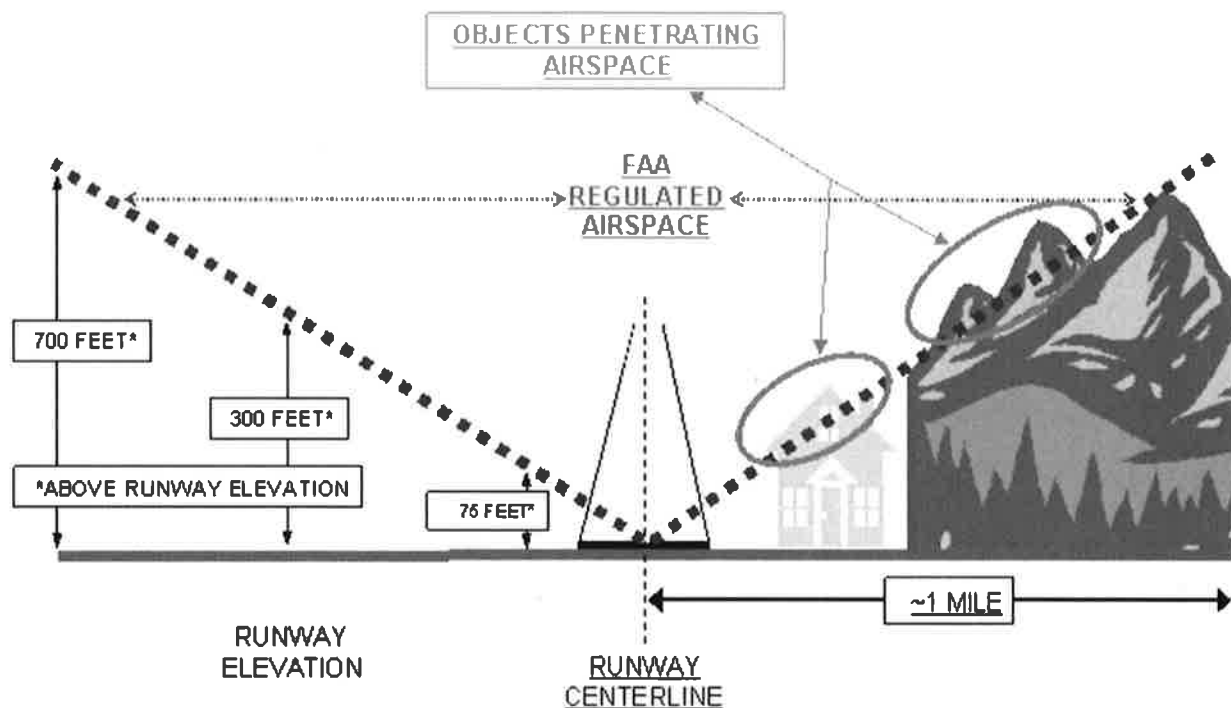
(d) *Policy 19.* Provide adequate surface transportation between airports and urban growth areas and ensure that the existing major arterial streets, roads and highways serving the airport are adequate.

(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



Not to Scale - Drawing Provided for Schematic Purposes Only

(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. Additional lateral routes should be explored and developed to provide expanded multimodal connectivity between residential areas, community features, and 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)(j)(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.

31.02.425 Land use assumptions and forecasting methodology.

Transportation forecasting is an art and not an exact science. The method described will not accurately predict the future 20-year traffic counts, as it will attempt to discover a relationship

APPENDIX **IX**

Capital Facilities Plan

Contents

Introduction to Capital Facilities Plan	i
Acronyms.....	i
Planning Context	i
Growth Management Act.....	i
Limitations of the Capital Facilities Plan	ii
Capital Facilities and Utility System Ownership Summary.....	ii
County Owned Capital Facilities.....	iii
Government Services.....	iii
Overview	iii
Existing Inventory	iii
Levels of Service	iii
Future Needs	iv
Park and Recreation Facilities	v
Overview	v
Existing Inventory	v
Levels of Service	vii
Future Needs	vii
Solid Waste Management Facilities.....	viii
Overview	viii
Existing Inventory	ix
Levels of Service	ix
Future Needs	ix
Transportation Facilities.....	x
Overview	x
Existing Inventory	x
Levels of Service	xi
Future Needs	xi
Water Systems	xii
Overview	xii
Existing Inventory	xii
Levels of Service	xii
Future Needs	xiii

Wastewater Systems	xivxiii
Overview	xivxiii
Existing Inventory	xivxiii
Levels of Service	xvxiii
Future Needs	xvxiv
Plans Used for County-Owned Facilities.....	xvixv
Non-County Owned Capital Facilities.....	xvixvi
Fire Districts	xvixvi
Overview	xvixvi
School Districts	xixxviii
Overview	xixxviii
Levels of Service and Future Needs.....	xxixix
Electricity.....	xxixx
Overview	xxixx
Natural Gas	xxiixxi
Overview	xxiixxi
Telecommunications	xxiixxi
Overview	xxiixxi
Service Areas	xxivxxii

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=>.

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

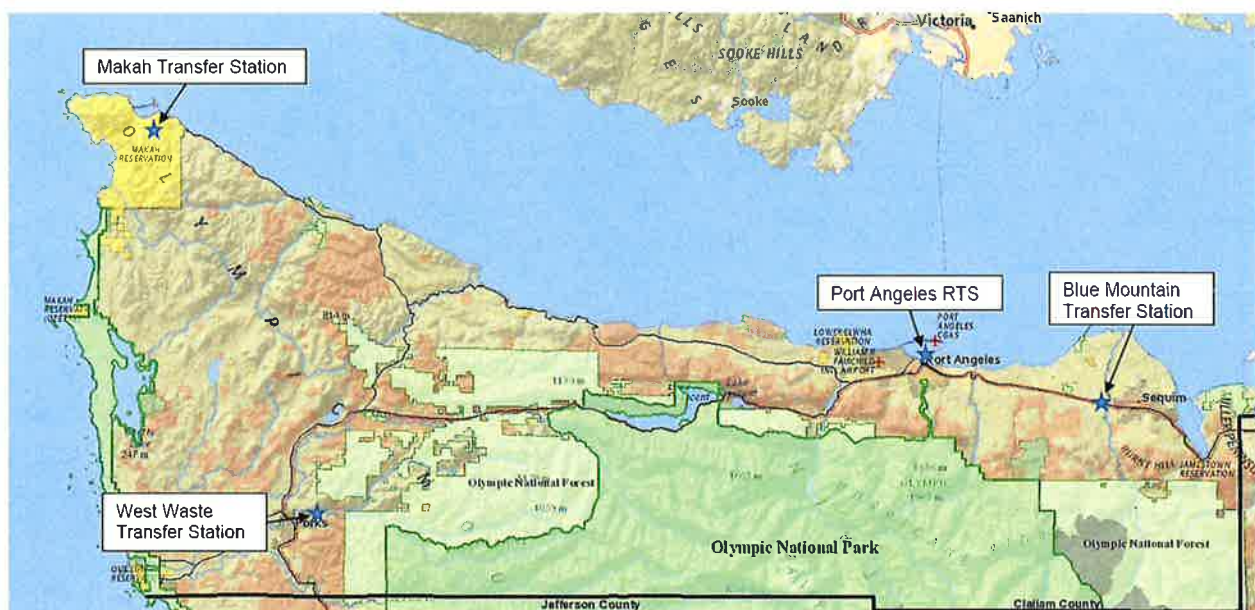
County-owned facility needs are outlined within the 5-year financial plan in the County's updated Capital Plan.

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 Pump House #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~~ is currently the "receiver" by court order of one 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 (Clallam PUD)	2018	PUD/Muni Corp	34	73	Ground Water GWI, influenced by Olsen Creek
Clallam Bay-Sekiu (Clallam PUD)	2018	PUD/Muni Corp	376	595	Groundwater Well Field
Panoramic Heights (Clallam 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	22	Ground Water GWI, influenced by Bullman Creek

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

*Clallam County is the "currently the" 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 County, Clallam Bay/Seki General Sewer/Wastewater Facilities Plan \(2018 Plan and 2025 Amendments\)](#)
- Clallam County [Solid Waste Management Plan 2021](#)

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

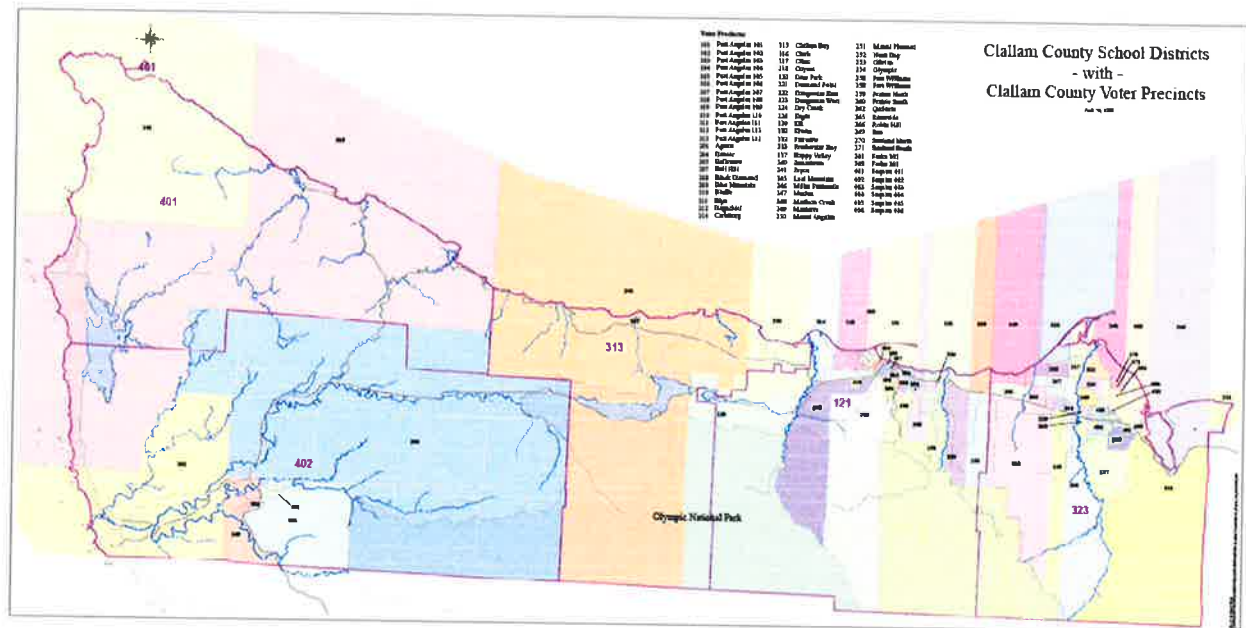
Fire District No. 5 covers the northwesternmost portion of the county and operates two stations.

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.

School Districts

Overview



Source: Clallam County

Cape Flattery School District 401

The Cape Flattery School District operates one elementary school, one middle school, one high school, and one K-12 school in the northwesternmost portion of the county. Nearly half of the student body in this district identifies as American Indian/Alaskan Native.

Crescent School District 313

Spanning over parts of Clallam and Jefferson Counties in the north-central part of the Olympic peninsula, Crescent School District operates one K-12 brick-and-mortar school as well as *Olympic Peninsula HomeConnections*, a K-8 alternative learning program.

Port Angeles School District 121

The Port Angeles School District operates five elementary schools, one middle school, and two high schools, all within city limits. In 2020, voters in Port Angeles voted in favor of a [Capital Levy](#), passed to fund the improvement of educational facilities in the city.

Sequim School District 323

Located at the northeastern end of Clallam County, the Sequim School District operates two elementary schools, one middle school, and one high school in the City of Sequim and the surrounding area. The district has a long-range facilities planning group, and voters passed an Educational Programs & Operations Levy in 2021 that dedicated nearly \$30 million between 2022-2025 to fund for lower class sizes, extra-curricular activities (athletics, music, drama, etc.), and staffing costs not funded by the State of Washington.

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

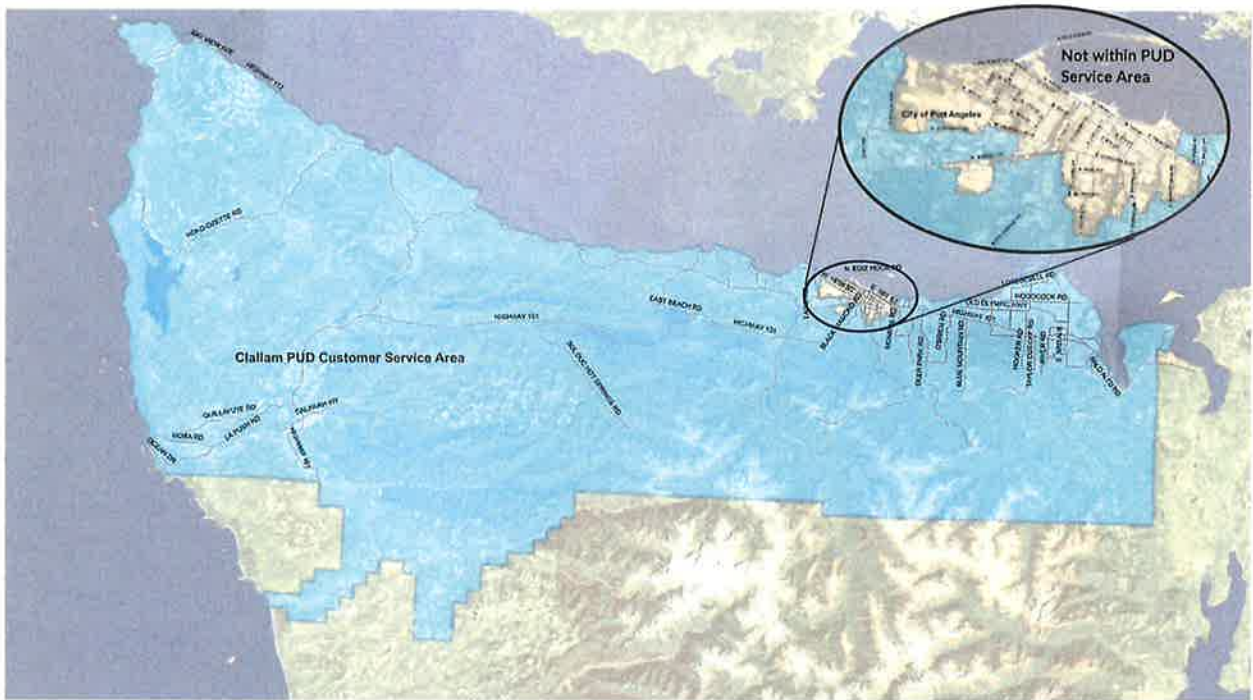
Each School District has their own facility plan which has a detailed analysis of enrollment projections, planning projects, and levels of service. The records are not duplicated within this plan, but they were used as guidance for land use and policy revisions.

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

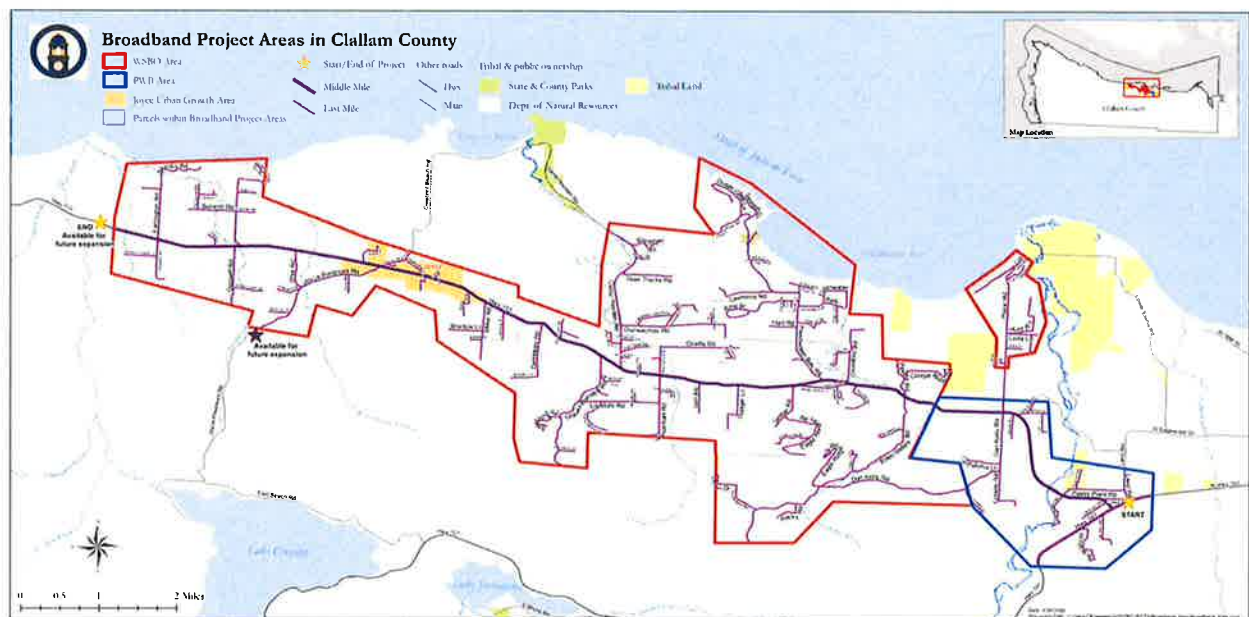
Rank	Provider	Residential Coverage
1	Verizon Communications Inc.	77.45%
2	AT&T Inc.	31.22%
3	T-Mobile USA, Inc.	20.90%
4	Dish Network Corporation	0.99%

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.

- \$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.
- \$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.

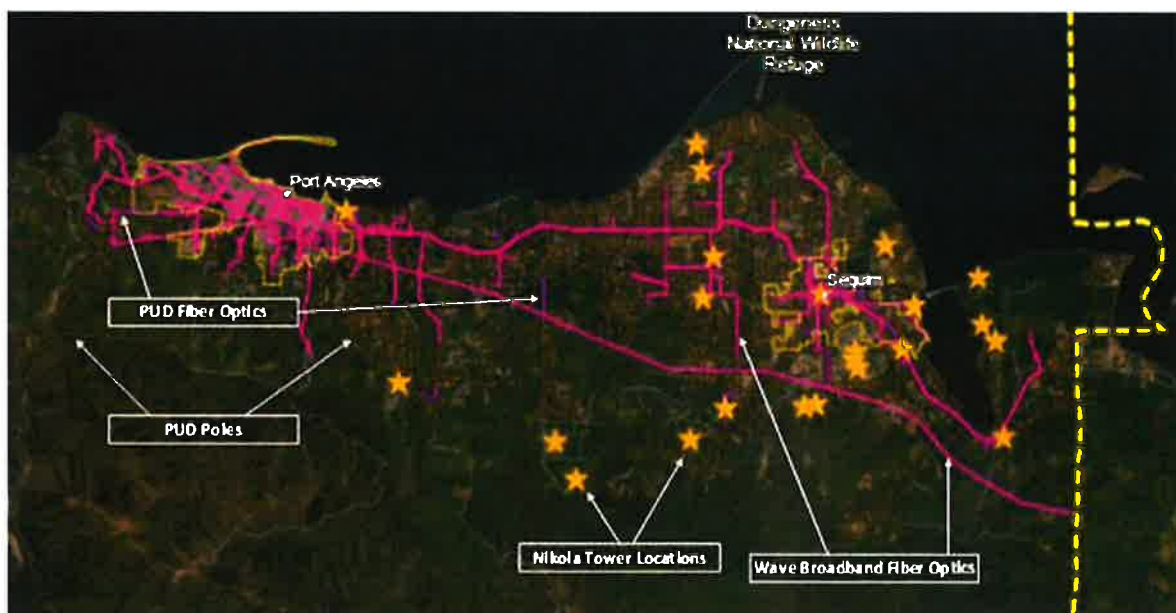
However, service is not uniformly available, which has caused many challenges for residents, businesses, organizations, and institutions alike. As stated by the North Olympic Development Council: "While urban areas of the United States enjoy broadband speeds of up to 1 GB,

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*.

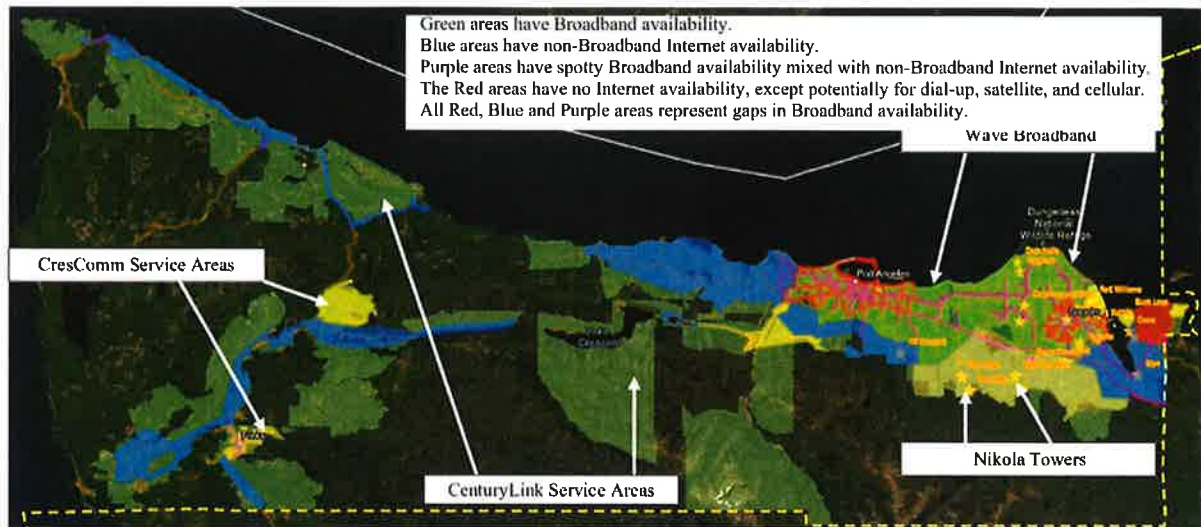
Figure 5. Locations of Nikola towers and fiber optic cables owned by the PUD and Wave Broadband.



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

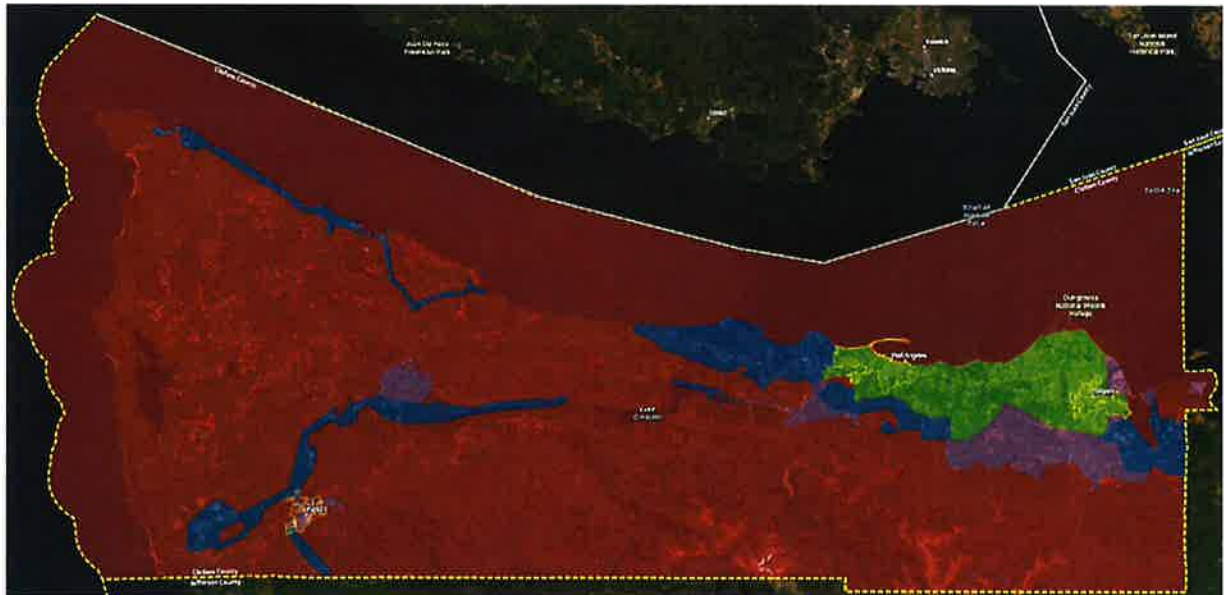
² "Broadband Initiative". North Olympic Development Council. <https://www.noprco.org/noprco.org/broadband-initiative>
Clallam County Capital Facilities Plan 2025

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.

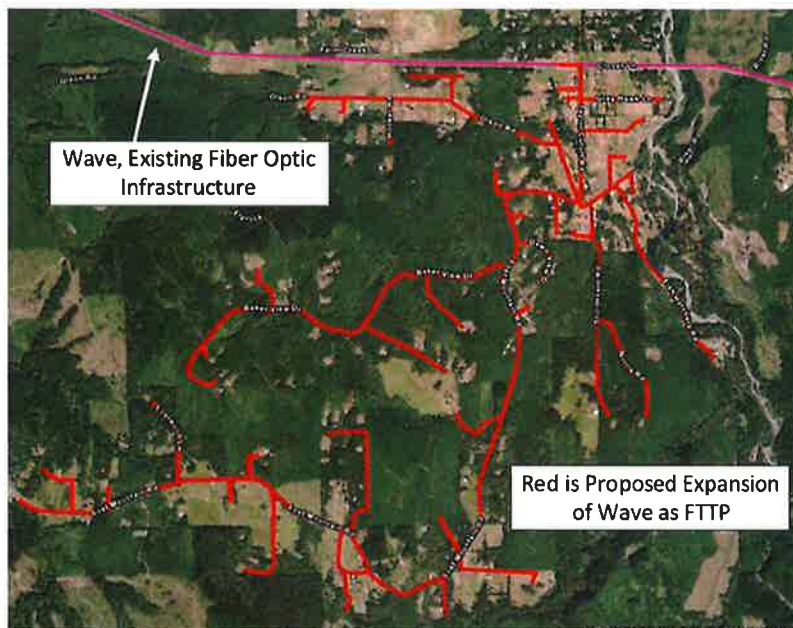
Figure 8. Proposed Fiber Optic Infrastructure Scenario (Middle Mile Build Scenario)



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.



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.

Alternative Telecommunication Technologies

While expansion of broadband service remains fundamental to economic opportunity and communication needs of the County, emerging technologies in the area of wireless satellite internet and communication services are improving at increasing rates and may hold solutions for those more remote locations for which fiber optic broadband service remains infeasible or impracticable. Notwithstanding limitations regarding topography and forest vegetation, wireless satellite service also provides a viable alternative in terms of resiliency of service during and following natural disasters, such as earthquakes, landslides, or widespread fire events that could potentially disrupt broadband service.

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



LEGEND

● INTERSECTIONS

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

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

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

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

River Road at Silberhorn Road	Existing Year ADT (2025)/ (LOS)	Future Year ADT (2045)/ (LOS)
Silberhorn Road East Leg	1564/ (LOS A)	2960/ (LOS A)
Silberhorn Road West Leg	648/ (LOS A)	874/ (LOS A)
River Road North Leg	3282/ (LOS A)	5041/ (LOS A)
River Road South Leg	2201/ (LOS A)	2994/ (LOS A)

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