

Ordinance 788

An ordinance amending Section .430, Black Diamond Neighborhood, of Clallam County Code, Chapter 31.04, Port Angeles Regional Comprehensive Plan

BE IT ORDAINED BY THE BOARD OF CLALLAM COUNTY COMMISSIONERS:

**Section 1. .430 Black Diamond neighborhood** is amended to read:

(1) Boundaries. The Black Diamond neighborhood is located south of US 101 and the City of Port Angeles. It is generally bounded by Valley Creek to the east, and Dry Creek and the Elwha River to the west, the Port Angeles Urban Growth Area to the north, and the Olympic National Park to the south. The neighborhood includes the entire Black Diamond, Benson, and Little River Road systems, except for Lake Dawn Road.

~~\_\_\_\_(1) Neighborhood Concerns Identified in the Planning Process. The Black Diamond neighborhood is located south of Highway 101 and the City of Port Angeles. It is bounded by Valley Creek to the east and Dry Creek to the west.~~

~~\_\_\_\_This neighborhood is just south of the Port Angeles urban growth area and combines a mixture of rural lands near Benson and Black Diamond Roads and commercial forestry lands on Upper Black Diamond Road and just southwest of Benson Road. As a result of neighborhood meetings, a rural moderate density designation was mapped out from Highway 101 to the top of ridge which crosses Benson and Black Diamond Roads. The more rural areas to the south of this ridge were designated for rural low density reflecting neighborhood desires, protection of wetlands, steep slopes and limits on water rights. Average density of the rural areas would be slightly greater than one home per five (5) acres. Large areas of undeveloped land east of Hoare Road and west of Alice Road provide a unique opportunity to utilize a type of planned unit development which could conserve rural character to a far greater extent than the conventional zoning currently allowed and would allow for some buffering of the adjacent commercial forestry lands. Maintaining the forested foothills region managed by the DNR in commercial forest use is vital to maintaining the water quality in this neighborhood. Commercial forest use also contributes to the visual quality experienced in this neighborhood as well as maintaining a balance between residential uses and utilization of the actual productive nature of the land for growing commercial timber. Further encroachment of residential uses in commercial forestry areas will be limited.~~

~~\_\_\_\_The neighborhood contains several large wetland complexes which must be protected. Other critical areas in the neighborhood include Valley Creek, Tumwater Creek and Upper Dry Creek. Forest resource lands in the southern half of this neighborhood serve to protect erosion hazard areas while providing for productive use of the land.~~

~~\_\_\_\_North-south roads provide excellent access to this neighborhood. The Black Diamond Bridge is scheduled to be replaced and the road for widening in the six (6) year plan.~~

~~(2) Boundary. [Policy No. 1] The Black Diamond Neighborhood is bounded by Highway 101 to the north, Valley Creek to the east, Dry Creek to the west and Olympic National Park to the south.~~

(2) Vision statement. The Black Diamond Neighborhood is envisioned to have the following characteristics:

(a) Neighborhood natural and cultural features will be preserved;

(b) Neighborhood rural character including, but not limited to, agriculture, open/green space, visible night sky, quietness, clean air and water, and wildlife habitat will enhance property values and will remain the most important reason people choose to live in the neighborhood;

(c) Neighborhood transportation improvements will provide for safe, comfortable access for pedestrians and bicyclists, especially children, while accommodating safe access (rather than just mobility for commuters) for motorized vehicles; and

(d) Neighborhood roads such as Black Diamond and Little River Roads will retain their rural character (small footprint, landform fitting quality) to preserve an intimacy and awareness of rural roadside landscape not obtainable on noisy, higher speed roads.

(3) Neighborhood values. The Black Diamond Community Club sponsored a planning process in 2003/04 to gather input from residents on common values and concerns and to promote community interests on updates to the comprehensive plan. A survey was sent to all known households within the Black Diamond Neighborhood, except for the Benson Road area. Two copies of the survey were sent to each household, so that each adult resident could respond individually. Of the 197 households contacted, 111 (56 percent) responded, approximately 394 surveys were distributed, with a total of 193 individual surveys returned. A summary of the survey results and highlights follows:

(a) Community values. The community response ranged from positive to very positive in regards to the following aspects of neighborhood rural character: recreational opportunities on nearby public land (74 percent); proximity to the foothills and national park (84 percent); natural beauty of river/creek valleys (95 percent); living along a scenic country road (85 percent); lack of city traffic (90 percent); lack of city noise (91 percent); low density, diverse development patterns (83 percent); opportunities for farming, gardening, and animal raising (80 percent); presence of farms, pastures, and farm animals (86 percent); presence of wildlife (88 percent); clean air (94 percent); and space between neighbors (90 percent). Respondents also viewed proximity to Port Angeles (95 percent), independence of country living (89 percent), presence of the Black Diamond Fire Department (87 percent) and Community Hall (68 percent), and sense of belonging to a community (61 percent) as positive community values.

(b) Community road system. Community residents noted they use neighborhood roads to access Port Angeles and neighborhood destinations, averaging 11 trips per week. Most respondents (92 percent) stated that traffic delays are not a significant problem currently on either Black Diamond or Little River Road.

Non-motorized use of neighborhood roads included recreational walking (77 percent), bicycling (50 percent), and horse riding (12 percent), but only a small percentage of respondents indicated they walked (32 percent) or bicycled (28 percent) as an alternative mode of transportation (e.g., commuting); 58 percent said that the Black Diamond Road corridor was unsafe for non-motorized uses (e.g., walking, biking, horse riding), with 69 percent indicating they would use this road corridor for non-motorized transportation if it felt more pedestrian-friendly; 77 percent or more expressed concern about speeding, tailgating, and illegal passing as road safety issues.

(c) Vision for the future. The community response favored incentives (60 percent) to reduce further neighborhood development and expressed support (76 percent) for a pedestrian, bicycle, and/or equestrian route through the Black Diamond – Little River Road corridor. The community opposed changes that support more intensive development on existing residential land (70 percent opposed), sale of state forest land for residential development (84 percent opposed), and road modifications enabling higher speeds and/or traffic volumes (84 percent opposed). Approximately 53 percent viewed extension of high-speed internet service as a positive change, with 37 percent being neutral on this issue. A neighborhood park or playfield was supported by nearly half (49 percent) of respondents, with 33 percent being neutral. Neighborhood bus service was supported by 42 percent of the respondents, with 38 percent being neutral.

(d) Upper Little River Road. The community supports keeping the upper Little River Road (between Lake Dawn and Black Diamond Roads) as a local-access-only road (87 percent support) and continuing the County policy to refrain from paving (77 percent support) this road segment to discourage increased traffic; 86 percent responded they would negatively view any change to the upper Little River Road that would encourage greater use as an alternative route for traffic to and from Hurricane Ridge and the Elwha Valley.

(4) Description and issues. The Black Diamond neighborhood is an unincorporated rural area with unique history and character. The neighborhood is characterized by a mix of rural residential, pastures, small farms and woodlots, bordered by extensive public and private forest lands that are situated between the Olympic National Park and the City of Port Angeles Urban Growth Area. The neighborhood is renowned for its natural beauty, rural character, and access to public trails and forest lands. Local residents, cyclists, pedestrians, hikers, equestrians, and sightseers treasure these rural qualities. The proximity of such a unique and accessible rural neighborhood to the Port Angeles city limit provides a rare opportunity to join maritime, city, rural, and forest neighborhoods into a corridor of recreational and scenic opportunities easily available to county residents and tourists.

(a) Community history. The Black Diamond Valley was homesteaded in the late 1800's. Locals believe the area name originated from a nearby shake mill. Homesteading families wrestled a living from subsistence farming combined with cash paying jobs at a local mill, fish cannery, or logging operation. As time passed, some of the valley's subsistence farms grew to become viable commercial operations. Dairy farms, beef ranches, poultry farms, and apple orchards dotted the valley. Donated land provided a site for the Community Hall that exists today. Homesteading families found time to help each other despite long days of hard work and everyone pitched in to build the Community Hall. The hall hosted neighborhood dances even before completion of the roof! High-spirited and rowdy dances attracted people from the valley and Port Angeles each week. People visited neighbors, courted potential suitors, danced, and perhaps sampled the locally produced moonshine. Later the U.S. Army commandeered the hall to bivouac soldiers during World War II. Today the Black Diamond Community Hall continues to serve as the focus for community club meetings, dances, cultural events, weddings, and political meetings.

(b) Rural lands. The Port Angeles Regional Comprehensive Plan Land Use and Zoning Map establish three rural land designations for the Black Diamond Neighborhood that reflect both current and preferred future land use patterns. Neighborhood areas immediately south of US 101 and the Port Angeles Urban Growth Area are designated for rural moderate densities (1 dwelling unit per 2.4 acres). The upper portion of Benson Road, and the Black Diamond Road area generally between Old Black Diamond Road to Baskins Road, are designated for rural low density (1 dwelling unit per 5 acres). Rural Character Conservation (RCC) designations are established between neighborhood commercial forest land and rural low designations and along or near the Tumwater and Valley Creeks. The purpose of the RCC designation is to retain larger rural lot sizes (10 acres or larger), conserve natural areas and corridors, and provide for transition areas adjacent to commercial forest lands when land is divided to create lots for future development. These rural land designations are further described under Sections 31.04.220 through 31.04.230 (2) of the Regional Plan.

The community values current low residential densities, the natural beauty of the forested stream corridors, the presence of farms, pastures, and farm animals, open spaces between neighbors, and other natural and human rural open spaces. Balancing neighborhood growth and conservation of these features is a priority issue.

(c) Resource lands. Forest lands of long-term commercial significance have been designated throughout the neighborhood. These forest lands are primarily located within neighborhood foothill and mountain areas, and are characterized by large tracts of federal, state, and private timber company forest land holdings, with some smaller private timber ownerships intermixed. State forest lands represent the largest neighborhood landowner.

Forestry is an appropriate utilization of the productive nature of neighborhood lands, and is an important part of the local economy. Non-forestry uses are limited in commercial forest lands consistent with the Countywide and Regional Comprehensive Plan goals and policies under CCC 31.02.140 and 31.04.215, respectively. Avoiding conversion and fragmentation of neighborhood forest lands by non-forestry uses is important to maintain forestry as a viable and preferred neighborhood land use.

Neighborhood areas located at the top of Harbor View Drive, in the vicinity of the Black Diamond and Little River intersection, and the east sections of the lower Little River Road are designated on the Port Angeles Regional Comprehensive Plan and Zoning Map as Commercial Forest/Mixed Residential (CFM) 5 or 20 Lands. These areas contain valued neighborhood forest lands, but have experienced some encroachment and fragmentation by residential development. Regional Plan policies under CCC 31.04.215 (1) (c) for CFM designated lands support maximum residential densities at 1 dwelling per 5 acres (CFM-5) and 1 dwelling per 20 acres (CFM-20), and direct that new lot creation for development be clustered to retain most of the original parcel in a larger tract conducive to forestry.

(d) Critical areas. The Little River, Valley Creek, Tumwater Creek, and Upper Dry Creek and most of their contributing watershed areas are located within this neighborhood. Wetlands are found throughout the neighborhood and are common along neighborhood streams and valleys. Large wetland complexes are located in the vicinity of Fredricksen, Wellman, and Diamond Vista Roads. Erosion and landslide hazard areas are common to the neighborhood foothill and mountain areas and along stream corridors.

(e) Open space and greenbelts. Neighborhood public and private forest lands, natural areas (e.g., wetlands), foothill areas, and stream corridors create neighborhood greenbelts and connected open spaces. These areas provide for a variety of outdoor recreation opportunities for neighborhood residents and visitors, protect and recharge surface water and groundwater resources, provide for fish and wildlife habitat, and contribute greatly to the neighborhood's scenic character. In addition to natural areas, human activities such as pastures, barns, animal raising, vineyards, and fields represent other valued features of neighborhood open spaces and landscapes. Retaining these features as homes are built on existing lots and land is divided to create lots for future development is a priority issue.

(f) Transportation. The Black Diamond Neighborhood is a rural area with limited public facilities and services. County roads are a major part of the neighborhood infrastructure. The neighborhood contains three primary road systems – Benson, Black Diamond, and Little River Roads. The Benson Road system serves the rural neighborhood west of the Tumwater Creek valley providing access to US 101 and the Port Angeles Urban Growth Area.

The Black Diamond Road system is functionally classified as a minor collector and serves as the only direct access to the City of Port Angeles for neighborhood residents living between Tumwater and Valley Creeks. It provides for a central north and south travel route ending at the Little River Road in the southern portion of the neighborhood.

The upper Little River Road (east of Black Diamond Road) provides access to state forest and recreational lands and connects to the Lake Dawn area and the road to Hurricane Ridge in

Olympic National Park. The lower Little River Road (west of Black Diamond Road) ends at Olympic Hot Springs Road, the road that leads to the Olympic National Park Elwha Valley entrance. The Little River Road is predominantly bordered by undeveloped private and public forest lands, but also provides access to a low density rural population near and west of Black Diamond Road. Transportation improvements or public information (e.g., signage) that would encourage more non-neighborhood traffic to and from Park entrances is a concern of many residents.

Retaining the rural character along neighborhood roads is a major area of community interest. Local residents regard Black Diamond and Little River Roads as not just a commuter route, but as a community public space and local access corridor for pedestrians, bicyclists, and equestrians of all ages. The winding, “landform” fitting, and typically narrower geometrics of these roads are an essential feature of neighborhood character and scenery and provide a rural quality that deserves preservation. These characteristics encourage slower traffic speeds that are a vital element of neighborhood rural character and public safety. Slower traffic speeds also decrease the traffic noise and thus contribute to the quietness of the neighborhood.

Neighborhood roads are important public spaces where residents take a walk, jog, meet their neighbors, and let the children walk or bike. Providing for safe comfortable access for non-motorized users, especially on the Black Diamond and lower Little River Roads, is a neighborhood priority issue because with increasing motorized traffic this safe access is being lost. The community supports a separate trail through the Black Diamond – Little River (lower) Road corridor.

Transportation improvements that would increase traffic volumes, especially non-neighborhood traffic, are a concern of neighborhood residents. The community opposes connecting neighborhood road systems across Valley Creek to Port Angeles, or across Tumwater Creek to the Benson Road system.

(g) Water supply. Water service is provided to this neighborhood primarily by the Black Diamond Water District and by individual private wells. The Dry Creek Water Association also serves a small area of the neighborhood in the Benson Road area near US 101. The Black Diamond Water District draws water from the south branch of the Little River, and appears to have allocated nearly all the water rights that it currently has available. The availability of additional water from Little River and other sources is a limiting factor for neighborhood development.

(h) Wastewater treatment and disposal. Existing and new development within the neighborhood is served by either individual or community on-site sewage treatment systems. Public sewer from the City of Port Angeles is not available to serve neighborhood development.

(i) Black Diamond Community Club and Hall. The Black Diamond Community Club has been a community organization for over 65 years, with the Black Diamond Community Hall being the focal point. Community volunteers built the Black Diamond Community Hall in 1940 and residents maintain and support this facility and the community water system. The Hall serves as the focal point for potlucks, bake sales, and other community functions including a monthly contra dance that draws participants from the entire North Olympic Peninsula. The Black Diamond Community Club uses the Hall for its monthly meetings.

(j) Police, fire, and emergency services. The Clallam County Sheriff Department provides for neighborhood protective services. The Black Diamond Fire Station is one of five volunteer fire stations in Fire District No. 2. The station became operational in 1981. The station house is located on Black Diamond Road adjacent to the Community Hall. It was built by community members on land leased to the fire district by the Black Diamond Community Club. The station is staffed by community volunteers (currently five) who are on call for emergencies.

(k) Parks and recreation. The neighborhood contains city, state, and federal public forest and recreational lands, and borders the Olympic National Park. Keeping neighborhood access to these public lands is a priority. The neighborhood also contains and provides access to the following public trails

(i) Vern Samuelson Memorial Trail. The City of Port Angeles owns approximately 80-acres along Valley Creek between Wellman Road and US 101. This area is designated as Public Land on the Port Angeles Regional Comprehensive Plan and Zoning Map. A public trail follows Valley Creek with limited public parking at both trail ends on US 101 and Wellman Road (a county road). The east side of the creek is located within the Port Angeles Urban Growth Area.

(ii) Foot Hill Trail. State forest lands accessible from the upper Little River Road contain a public trail system known as the "Foothill Trail." The Foot Hill Trail system is particularly popular to both local and visiting mountain bike and off-road vehicle enthusiasts.

(iii) Little River Trail. The Little River Trail is located on the upper Lower River Road just south of the Black Diamond intersection. A public parking area is provided at the trail head. The trail provides access to state and federal forest lands and connects to Hurricane Ridge in Olympic National Park.

(5) Public involvement. (Goal 1) Involve neighborhood residents and landowners in the planning process.

(a) Policy 1. Consider community-sponsored neighborhood planning activities such as the 2003 Black Diamond Community Survey.

(b) Policy 2. Support continued Black Diamond neighborhood involvement consistent with the Regional Plan goals and policies under CCC 31.04.150 (3) and CCC 31.04.155 (4).

(c) Policy 3. Incorporate context-sensitive design into the community planning process for transportation improvements to neighborhood public roads consistent with Clallam County Administrative Policies for public input on Six-Year Transportation Improvement Projects.

(36) Land Uses Rural lands. (Goal 2) Keep residential densities low and retain opportunities for rural lifestyles and resource production within designated neighborhood rural lands.

(a) Policy 4. Avoid changes to the Port Angeles Regional Comprehensive Plan Land Use and Zoning Map and implementing development regulations that support more intensive rural residential densities and uses that diminish rural character as defined under CCC 31.02.050.

(b) Policy 5. Promote retention of larger rural lots and contiguous open spaces to retain rural character and support small-to-moderate-scale neighborhood-based timber management, farms, pasture, animal raising, and other rural resource uses consistent with CCC 31.02.220 (10) and CCC 31.02.230 (2) of this Regional Plan.

(c) Policy 6. Support incentives and voluntary programs that reduce development pressures in this neighborhood such as the County's current use tax incentive ordinance.

(a) [Policy No. 2] Rural moderate density designation was mapped out from Highway 101 to the top of the first ridge which crosses Benson and Black Diamond Roads.

(b) [Policy No. 3] A rural low density designation is mapped out along the upper portion of Benson Road and along Black Diamond Road from the intersection of Old Black Diamond Road to Baskins Road.

(c) [Policy No. 4] Rural character conservation designations are applied to the areas south of industrial designations in the urban growth area, in the valley of Tumwater Creek, bordering the commercial forestry land uses and bordering Valley Creek. Many of these lands have not been able to develop to their maximum density due to the large percentage of land being within critical areas. Streams, ravines, wetland complexes and erosion hazard areas are extensive in this area. Utilizing a

~~rural character conservation approach would allow development to occur at five (5) acre densities but would allow critical areas to be protected in large lot sizes and by homeowners' associations. To include these critical areas in small individual lots as is the case under conventional zoning would lead to loss of rural character, diminish water quality and destroy wildlife habitat.~~

~~(d) [Policy No. 5] Clallam County shall recognize the interdependence of the Black Diamond and Little River neighborhoods and treat impacts as cumulative from both areas. Development in either area will impact the other as they are linked by a single road, depend on a limited water source and contain large tracts of viable timber land.~~

(47) Resource Lands. (Goal 3) Protect forestry as a preferred and viable neighborhood land use.

(a) Policy 7. Retain the large tracts of contiguous, private, and public forest lands common to the southern and western areas of the Black Diamond Neighborhood in commercial forestry designations.

(b) Policy 8. Support keeping the significant acreage of neighborhood state forest lands in public ownership. State forest lands should remain designated as Commercial Forest land if sold or traded to reduce pressures to convert these areas and adjacent lands to non-forestry uses.

(c) Policy 9. Minimize land use conflicts and safety risks at the interface of neighborhood rural and commercial forest land designations. Development regulations on adjacent rural lands should:

(i) Promote retention of larger lots and rural open spaces along commercial forest land interface;

(ii) Establish increased building setbacks from the designated commercial forest land boundary; and

(iii) Require notification to prospective or future land owners of potential nuisances related to forest management and that forestry is a preferred neighborhood land use at time of new development.

~~(a) [Policy No. 6] Forest lands of long term commercial significance have been designated in the foothills on the southern boundary of this neighborhood. Ownership of forest lands is diverse: from the State of Washington to major private timber companies to individuals. Land uses adjoining that land shall ensure continued viability of long term forest production, with increased setbacks from the forest line and notification of potential incompatible uses required during new development. Further encroachment of residential uses into commercial forest areas shall be prohibited as it would severely impact the commercial viability of the area for commercial forestry.~~

~~(b) [Policy No. 7] Development adjacent to designated forest lands of long term commercial significance should be at rural low density (one home per five (5) acres) to minimize problems associated with residential development and commercial forestry. Where rural character conservation is mapped adjacent to commercial forestry, the large parcels or open space required along with rural character conservation development shall be utilized to buffer the commercial forestlands.~~

(58) Critical Areas. (Goal 4) Direct development away from neighborhood stream corridors, wetlands, steep slopes, and other environmentally sensitive areas.

(a) Policy 810. Retain forest cover within and along the ravines and valleys of Tumwater Creek, Little River, Valley Creek, and Upper Dry Creek corridors to protect The corridors of Tumwater Creek should be protected for public safety, maintenance of maintain water quality, and as linear fish and wildlife corridors through the neighborhood. These areas when left in a natural state stabilize the geologically unstable ravine and bluff environments, filter out sediments and pollutants before they reach streams and shorelines, and provide critical for fish and wildlife habitat

~~for eagles, falcons, and other birds utilizing trees for perch or nesting and movement corridors through neighborhood rural lands. Allowing transfer of development rights from these areas and providing open space tax benefits to owners will further the protection of these critical areas.~~

~~(b) Policy 11. Allow for transfer of development rights from critical areas and connecting open space corridors designated on the Port Angeles Regional Comprehensive Plan Open Space Overlay Corridor Map (Ordinance 643, 1998), as amended, to designated receiving areas within the Port Angeles Urban Growth Area.~~

~~(c) Policy 12. Support open space tax benefits to landowners who conserve neighborhood stream corridors, wetlands, erosion and landslide hazard areas, and other neighborhood environmentally-sensitive areas.~~

~~(d) Policy 13. Encourage development patterns that protect contiguous networks of neighborhood natural open spaces and environmentally-sensitive areas.~~

~~(69) Watershed management and protection.~~

~~(a) Valley Creek. [Policy No. 1014]. ♦ Conduct general habitat improvements, such as revegetation, restoration of channel configuration, and placement of instream structures. Continue rehabilitation of estuarine habitat. Replace or improve culverts to correct fish passage problems.~~

~~♦ WA Department of Fish and Wildlife, Port of Port Angeles, City of Port Angeles, Clallam County, Elwha S'Klallam Tribe~~

~~(7) (b) Tumwater Creek. [Policy No. 115]. ♦ Recognize that Tumwater Creek has good potential for successful restoration of natural functions. Incorporate large woody debris recruitment, and thinning for conifer growth to achieve habitat enhancement. Improve fish habitat through restoration of the natural configuration of the stream; establishment of new vegetation; and placement of instream structures and gravel for spawning.~~

~~♦ WA Department of Fish and Wildlife, Elwha S'Klallam Tribe, Clallam County, Clallam Conservation District, WA Department of Natural Resources~~

~~(bc) Tumwater Creek. [Policy No. 1216]. ♦ In lower sections, conduct habitat improvement projects which mitigate the effects of industrial development while providing a focal point for educational and tourist activities.~~

~~♦ WA Department of Fish and Wildlife, City of Port Angeles, Elwha S'Klallam Tribe~~

~~(ed) Tumwater Creek. [Policy No. 1317]. ♦ In rural sections where agricultural practices are contributing to degradation, eliminate animal access and revegetate stream banks.~~

~~♦ Clallam Conservation District~~

~~(8e) Dry Creek. [Policy No. 1418]. ♦ To improve summertime flows, work with landowners to eliminate the impoundment on Cameron Road at the headwaters of Dry Creek.~~

~~♦ Clallam Conservation District, Elwha S'Klallam Tribe~~

~~(f) Little River. Policy 19. ♦ The Little River is currently in good condition; land use regulations and watershed management should be stringently applied to protect it from potential negative impacts.~~

~~♦ Clallam County, Washington Department of Natural Resources~~

~~(i) Provide additional protection for water quality and habitat by establishing riparian management zones.~~

~~(ii) Recognize the connection between flows and habitat on the Little River related to the Elwha River. No further water rights appropriations should be granted on Little River until minimum flow standards are established to prevent loss of fish habitat and diseases associated with low-flow periods.~~

~~(910) Public Services and Facilities. Policy 20. Public services and facilities needed to support neighborhood development should be limited to community water systems, community on-site sewage systems, and other rural services (see CCC 31.02.050, Definitions).~~

~~(a) [Policy No. 14] Water service is provided to this neighborhood by the Black Diamond Water District and by individual wells. The District draws water from Little River and appears to~~



~~have allocated nearly all the water rights that it currently has available. The limited availability of additional water from Little River may limit development in this neighborhood.~~

~~(b) [Policy No. 15] Sewer service is not available in this portion of the urban growth area. The City of Port Angeles should plan to extend sewer service to serve commercial and high density residential areas within the urban growth area. Utility extension agreements would allow an incremental upgrade of area services until such a time as a sufficient area was under agreement to allow annexation. Should the City be unwilling to provide such service, the PUD should become a sewer service provider for the area. CCC 31.04.310(12)(a), Policy No. 30 of the Port Angeles Urban Growth Area section, should be followed in regard to hookup to PUD or City sewer systems for new land divisions.~~

~~(c) [Policy No. 16] Individual on-site sewage disposal systems or community on-site sewage disposal systems should be utilized for waste treatment in the rural density neighborhood areas outside the urban growth area.~~

~~(4011) Open Space and Greenbelts.~~

~~(a) [Policy No. 1721.] The steep-sided creek ravines form natural greenbelts in this neighborhood. Commercial forestry resource lands provide for retention of many open space values. Open space will occur as a result of wetland protection, stream buffering, and rural character conservation development which that requires large, rural sized lots to be retained in rural areas.~~

~~(b) [Policy No. 1822] Owners of wetlands and stream ravines should be encouraged to file conservation easements on these portions of their property to protect them from development, provide open spaces and gain tax advantage. Owners of critical areas identified by an open space overlay on the Port Angeles Regional Comprehensive Plan Open Space Overlay Corridor Map (Ordinance 643, 1998) should receive the advantage of qualifying for open space taxation regardless of property size. Critical areas contained in the open space overlay should be protected and linked whenever possible in rural character conservation designations by ensuring that the large, rural-sized parcels retained as a result of development protect critical areas.~~

~~(c) Policy 23. Clallam County should support keeping recreational opportunities associated with neighborhood public lands and trails open and accessible.~~

~~(d) Policy 24. Explore community and landowner interest in expansion and connection of public trail systems within the neighborhood.~~

~~(4112) Transportation.~~

~~(a) [Policy No. 19] The Black Diamond Bridge is scheduled to be replaced and the road widened in the six (6) year road plan.~~

~~(b) [Policy No. 20] County gravel roads serving low density development or accessing commercial forest designation should remain a gravel standard to minimize conversion pressures. Little River Road connecting Black Diamond and Lake Dawn should remain a gravel road and be returned to the DNR as a forest road to limit conversion pressures that would come with paving.~~

~~(c) [Policy No. 21] Road widening projects on Black Diamond should provide for safe bicycle lanes to allow neighborhood residents to utilize the road system for commuting into Port Angeles.~~

~~(a) (Goal 5). Promote safe, motorized and non-motorized use of neighborhood roads.~~

~~(i) Policy 25. Prioritize safe, motorized and non-motorized access for users of all ages, especially children, along Black Diamond and lower Little River Roads.~~

~~(ii) Policy 26. Ensure resulting road configuration will not promote higher vehicle speeds, by conforming to context sensitive design standards.~~

~~(iii) Policy 27. Pursue and retain opportunities for a separate path or trail for non-motorized users through the Black Diamond – Little River (lower) road corridor.~~

(b) (Goal 6). Retain the rural character of the Little River and Black Diamond transportation corridors.

(i) Policy 28. Retain a homogeneous design throughout the transportation corridor, consistent with the rural characteristics of the community.

(ii) Policy 29. Keep traffic speeds low on neighborhood roads for public safety, as an element of rural character, and to decrease traffic noise.

(iii) Policy 30. Preserve the winding, "landform fitting" quality of the Little River and Black Diamond roads as essential feature of neighborhood rural character.

(iv) Policy 31. Avoid connection of the Black Diamond Road across Valley Creek to Port Angeles, or across Tumwater Creek to the Benson Road system.

(c) (Goal 7). Keep traffic volumes low on the upper Little River Road and retain the rural character of this forest and recreational access travel corridor.

(i) Policy 32. Maintain the unimproved portions of the upper Little River Road connecting Black Diamond and Lake Dawn as a primitive gravel road.

(ii) Policy 33. Continue to designate and manage the upper Little River Road as a low-volume road, used primarily for access to state forest and recreational land.

(iii) Policy 34. Avoid road improvements such as widening, straightening, paving, etc.) that support increased motorized vehicle speeds and traffic volumes.

(iv) Policy 35. Maintain road signs that alert the public that the upper Little River Road is a primitive road not suitable for RV and trailer traffic.

(v) Policy 36. Support noxious weed control and reforestation of Clallam County right-of-way.

ADOPTED this 20<sup>th</sup> day of December 2005

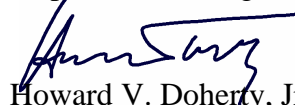
BOARD OF CLALLAM COUNTY COMMISSIONERS



Michael C. Chapman, Chair



Stephen P. Tharinger



Howard V. Doherty, Jr.

ATTEST:



Penelope Linterman  
Deputy Clerk of the Board