

Ordinance 800

An ordinance amending sections of Clallam County Code Chapter 31.02, County-Wide Comprehensive Plan concerning agricultural resource lands, aviation, and non-motorized trails

BE IT ORDAINED BY THE BOARD OF CLALLAM COUNTY COMMISSIONERS:

Section 1. Section .115, is deleted entirely and replaced to read as follows:

.115 Agricultural resource land inventory and issues.

(1) Agriculture in Clallam County has played a vital role in the heritage, culture, and economy of the area. The County's temperate climate, good soils, and irrigation system provide a strong basis for commercial agriculture. Clallam County was once a major producer of a wide variety of agricultural products such as milk and butter, potatoes, apples, and vegetables. At its peak in 1950, Clallam County had over 75,000 acres in agricultural production; the current acreage is much lower.

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

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

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

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

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

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

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

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

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

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

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

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

(b) Rural zoning. Outside of designated and zoned agricultural retention lands, exist numerous small to moderate size farms scattered throughout the County that are involved in raising livestock, crops, and/or other agricultural activities. These farms are an important part of the County's rural character and economy. Clallam County supports agriculture as an allowed land use within rural designated and zoned lands. It is estimated that approximately 6 percent of the County's 103,000 acres of designated rural lands is associated with agricultural land uses.

(c) Purchase of development rights. Conservation of agricultural land through private and/or public purchase of development rights (PDR) is a tool being used to preserve local farmland. An agricultural PDR program acquires all or some of the development rights attached to a particular property, while the owner maintains the right to utilize the land for agricultural purposes. The value of a development right is generally the difference between the market value for development versus farmland. Clallam County and other project partners have purchased the development rights on 44 acres of farmland through a combination of county, private, and federal funds. As of 2006, approximately 170 acres of eastern Clallam County farmland have been protected through private and/or public PDRs.

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

(e) Tax incentives. Clallam County continues to support agricultural land conservation, whether designated for long-term commercial significance or not, through property tax incentives (current use assessments). Participation in this program can provide landowners with lower property

taxes. In 2006, there were 1,366 parcels in the tax incentive program, equating to approximately 12,333 acres.

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

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

- Improved food security, selection, and quality through diversified local production geared to local markets;
- Preservation of the rural character, local culture, and quality of life;
- Creation and maintenance of a visually pleasing landscape;
- Preservation of valuable historic and cultural resources;
- Preservation of biodiversity and wildlife habitat;
- Improved watersheds/reduced likelihood of flooding (compared to development);
- Recharging of aquifers through irrigation;
- Economic diversification;
- Attraction of tourists and tourism dollars to the county; and
- Preservation of options for future generations

Despite the problems faced by our agricultural industry, Clallam County retains many attributes that can support continued agriculture:

- A moderate, temperate climate that is ideal for the production of caneberries (e.g. raspberries, blackberries) and brassica crops (e.g. cabbage, cauliflower), and which makes year-round production of some vegetable crops possible;
- Excellent agricultural soils, some of them unique to Western Washington;
- An irrigation system that mitigates impacts to production in drought years;
- Unique microclimates – varied rainfall patterns, elevations, and temperatures across the county make crops such as mushrooms, rhubarb, and artichokes ideal for the West End of the county, while the East End has microclimates suitable for other types of crops caneberries and brassica crops;
- High tourism draw from the combination of farms, mountains, and sea, all in close proximity; and
- Access to a large progressive market in the greater Puget Sound that is receptive to high quality, high value products that can be grown here.

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

(4) Family farms, local food systems, and food security. The ability of an area to maintain access to enough healthy food to sustain its population through economic upheavals, natural disasters, wars, and other emergencies is referred to as food security. The concept of food security is based on sound, sustainable farms and local food systems, which have ecological, social and economic components that are in balance and that are self-renewing. Systems based on local, family farms, with access to local or regional processing and marketing of food are far more resilient to large-scale disruptions that could paralyze the international flow of food, fuel, and other resources.

Maintaining at least a modicum of local family farms and agricultural infrastructure for locally produced food is critical to enhancing local food security. Additionally, locally produced and processed food can be sold to local schools and other institutions, which would further enhance the future of agriculture and food security in Clallam County.

(5) Models of local agricultural success.

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

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

(c) Dairy. Clallam County was once one of the major dairy farming regions in the State, but there are now only two remaining commercial dairy farms in the county, milking fewer than 500 cows between them. One of these dairies now processes and sells certified raw milk directly from their farm and in Puget Sound markets, and no longer ships milk out of the county for processing. It also supplies to local cheese producers. Other small dairy farmers around the nation are turning to organic milk production for local markets, processing their milk into artisan, farmstead cheese, yogurt, butter, and other products, or are selling certified raw milk like the Clallam County farmer. This type of dairy farming may be an option for other local farmers.

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

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

This will require enhanced capacity to perform local processing and increased efforts to effectively brand and market Clallam County farm products. These and other new agricultural opportunities can continue and expand in the county if supported by local land use policies and

regulations that allow farm entrepreneurs to explore and exploit these types of farming niches. There are a few large, commercial farms left in Clallam County that have adapted to changing economic conditions, but the future of agriculture in Clallam County will largely be determined by operators who produce high-value, unique products and agricultural services on relatively small farms.

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

Section 2. Section .120, Agricultural resource land goals, is amended to read as follows:

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

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

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

(4) The Clallam County should ensure that public actions are managed to minimize disruption of agricultural activity. When permanent conservation of a parcel of farmland is assured, utilities and transportation should be designed to minimize conflicts with farming.

(5) Clallam County shall work with federal agencies, the State, cities, tribes, ditch irrigation districts and companies, Clallam Conservation District, and utility providers to conserve agricultural areas. Agricultural lands of long-term commercial significance shall not be annexed to cities, become incorporated or be included in urban growth areas unless the property’s development rights have been purchased or transferred prior to or concurrent with annexation or inclusion in an urban growth area.

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

(7) Clallam County shall support the work of the Clallam Conservation District to assist agricultural land users with maintenance and improvement of water quality, conservation of irrigation water, protection and enhancement of fish and wildlife habitat and biological diversity consistent with commercial agriculture, and prevention of erosion of valuable agricultural soils.

~~(4) Clallam County shall work to retain its agricultural economy in order to retain economic diversity and to reduce agricultural imports from outside the County.~~

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

(9) Clallam County shall actively encourage the retention of agriculture through education programs targeted at increasing the awareness of by educating agricultural land-owners of about public and private programs which that would provide them with economic incentives to retain land in agricultural production.

(610) Clallam County should actively pursue the preservation of farmland through a purchase of development rights program ~~in order to conserve agricultural lands and other programs.~~

(711) Finfish hatcheries of State, local, federal and tribal governments shall be designated as agricultural lands of long-term commercial significance. Regional subarea comprehensive plans shall designate the locations of these hatcheries and shall ensure that use of lands adjacent to finfish hatcheries do not interfere with the continued use, in the accustomed manner, including maintenance of water quantity and quality standards, of the finfish hatchery

Section 3. Section .410, Transportation Background Issues, is amended to read as follows:

(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 1 for a graphic example. When level of service standards are adopted, they are used to gauge whether transportation improvements and strategies required to serve development are in place, or there is a financial commitment to have them in place within six (6) 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 (5) ways of complying with concurrency:

- ___ (a) program funding within six (6) 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 CATEGORY	DEFINITION
Level of Service A	Describes a condition of free flow with low volumes and high speeds. Freedom to select desired speeds and to maneuver within the traffic stream is extremely high. Stopped delay at intersections is minimal.
Level of Service B	Represents reasonably unimpeded traffic flow operations at average travel speeds. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tensions.
Level of Service C	In the range of stable flow, but speeds and maneuverability are more closely controlled by the higher volumes. The selection of speed is now significantly affected by interactions with others in the traffic stream, and maneuvering within the traffic stream requires substantial vigilance on the part of the user. The general level of comfort and convenience declines noticeably at this level.
Level of Service D	Represents high-density, but stable flow. Speed and freedom to maneuver are severely restricted, and the driver or pedestrian experiences a generally poor level of comfort and convenience. Small increases in traffic flow will generally cause operational problems at this level.
Level of Service E	Represents operating conditions at or near the maximum capacity level. Freedom to maneuver within the traffic stream is extremely difficult, and it is generally accomplished by forcing a vehicle or pedestrian to “give way” to accommodate such maneuvers. Comfort and convenience levels are extremely poor, and driver or pedestrian frustration is generally high. Operations at this level are usually unstable, because small increases in flow or minor disturbances within the traffic stream will cause breakdowns.
Level of Service F	Describes forced or breakdown flow, where volumes are above theoretical capacity. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point. Queues form behind such locations, and operations within the queue are characterized by stop-and-go waves which are extremely unstable. Vehicles may progress at reasonable speeds for several hundred feet or more, then be required to stop in a cyclic fashion

Source: Transportation Research Board, Highway Capacity Manual Special Report 209, Washington, DC, 1985

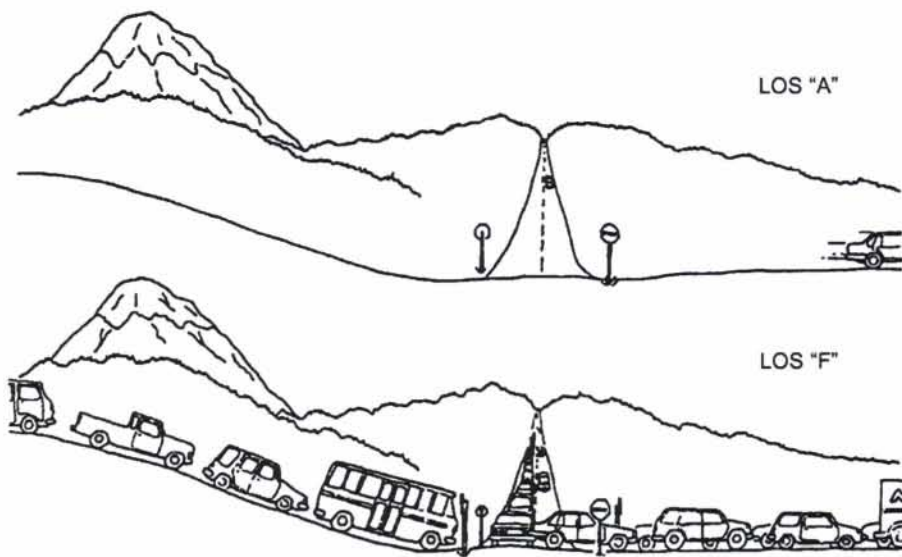


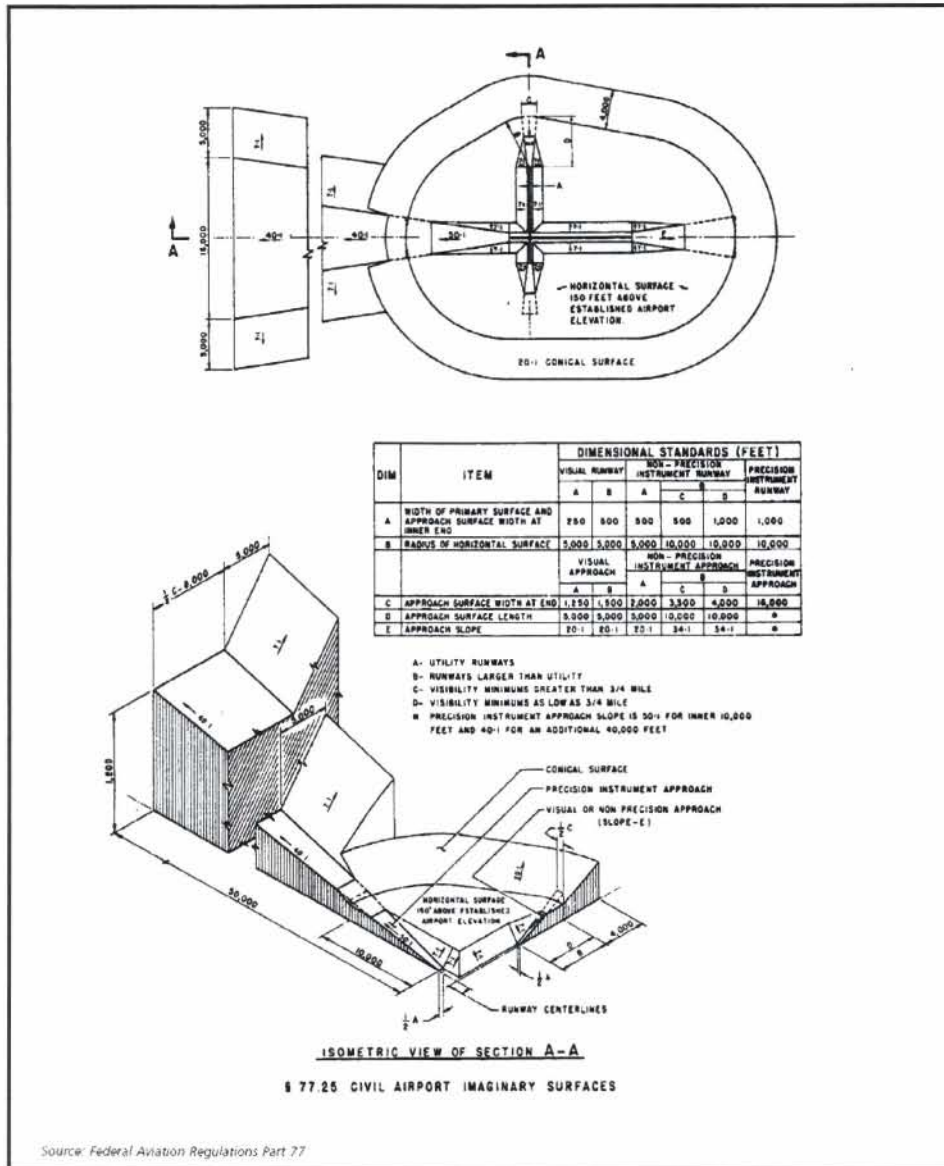
Figure 31.02.410(A)

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

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

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

Figure 31.02.410(B)--FAR Part 77 diagram



Source: Federal Aviation Regulations Part 77

Section 4. Section .415, Transportation – Inventory, paragraph (4) is deleted entirely and replaced to read as follows:

(4) Airports. There are five public use, general aviation airports in Clallam County, shown on Figure 31.02.415 (A) and described in (a) through (f) of this section, as well as 10 privately owned private use airports and three private use heliports listed in (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 x 55 foot T-hangar with 20 bays, 80 x 60 foot maintenance hangar, and a 15 x 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 x 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

<u>Airport</u>	<u>Runway</u>	<u>Length (feet)</u>	<u>Width- (feet)</u>	<u>Elevation¹ (feet)</u>	<u>Airport Property² (acres)</u>
<u>Sequim Valley</u>	<u>09/27</u>	<u>3,500</u>	<u>40</u>	<u>144</u>	<u>150³</u>
<u>William R. Fairchild</u>	<u>08/26⁴</u>	<u>6,350</u>	<u>150</u>	<u>288</u>	<u>797</u>
<u>William R. Fairchild</u>	<u>13/31</u>	<u>3,250</u>	<u>50</u>	<u>288</u>	<u>797</u>
<u>Sekiu</u>	<u>08/26⁵</u>	<u>2,890</u>	<u>50</u>	<u>352</u>	<u>25</u>
<u>Forks Municipal</u>	<u>04/22</u>	<u>2,400</u>	<u>75</u>	<u>297</u>	<u>101</u>
<u>Quillayute</u>	<u>04/22⁶</u>	<u>4,210</u>	<u>150</u>	<u>194</u>	<u>765</u>
<u>Quillayute</u>	<u>12/30⁷</u>	<u>4,700</u>	<u>200</u>	<u>194</u>	<u>765</u>

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

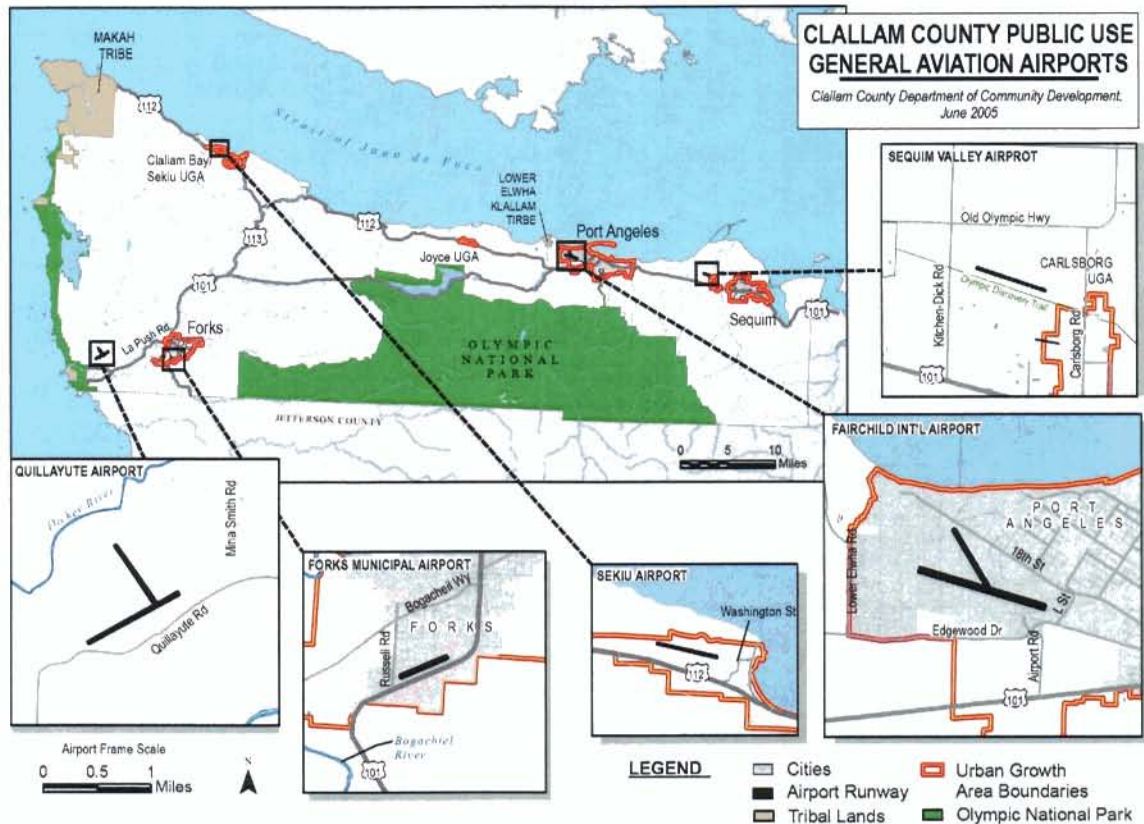
⁶ Runway 22 has a displaced threshold of 1,089 feet

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)



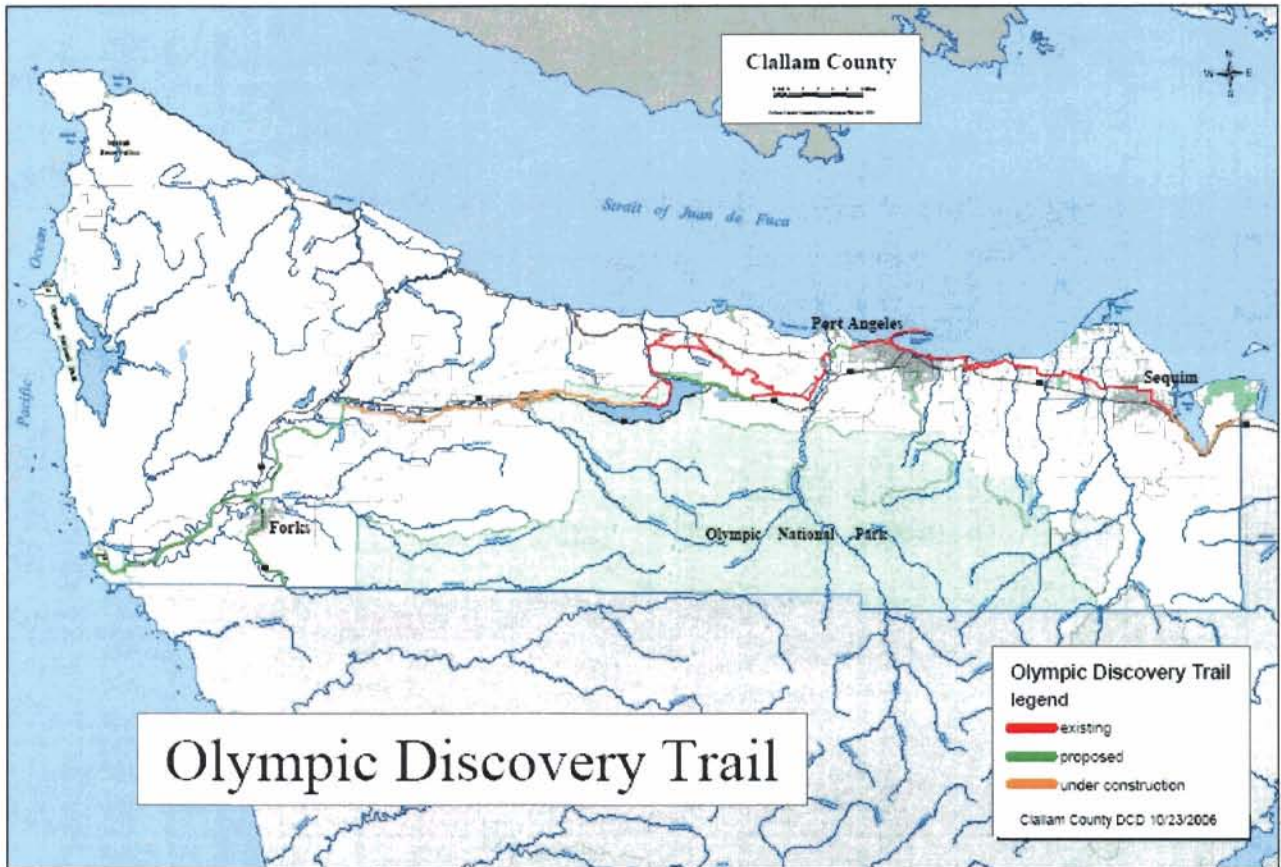
Section 5. Section .415, Transportation Inventory, paragraph (6) is amended to read as follows:

(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 ~~Mountain 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, a fifty-two (52)-mile pedestrian, bicycle and equestrian trail proposed between Port Angeles and Port Townsend will utilize significant segments of the abandoned right-of-way of the Chicago, Milwaukee, St. Paul and Pacific Railroad line, 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 insure that the respective

trails and feeder connections are clearly signed and fully accessible. The secured portions of the trail are comprised of the Waterfront Trail from Ediz Hook to the Morse Creek Scenic Overlook and the Dungeness Railroad Park.

Figure 31.02.415(B)—Olympic Discovery Trail



Section 6. Section .420, Transportation, Goals and Policies (Airports), paragraphs (4) and (5) are amended to read as follows:

(4) Airport.

(a) ~~{Policy No.-16}. Maintain air transportation as a safe, efficient, economical, and environmentally acceptable travel mode serving the transportation needs of the County citizens.;~~

(b) ~~{Policy No.-17}. Encourage airport managers and sponsors to mMaintain 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, which will determine the existing and future air transportation role of an airports, and provide the needed direction for future development.~~

(c) ~~{Policy No.-18}. Coordinate land use development in and adjacent to public use airports that will reflect good safety measures and not contribute a negative impact to the regional transportation system, 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.~~

(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 No. 21].~~ The safety and quality of the travel experience for the non-motorized traveler shall be improved with a greater role in the transportation system.

(a) Widely and prominently sign ~~identify~~ for the public the location of safe alternate bicycle routes and trails to separate motorized and non-motorized traffic when possible.

(b) The Olympic Discovery Trail shall be developed as a priority transportation facility to bring non-motorized travelers from Jefferson County to the Port Angeles region corridor and to the major towns and communities west to the Pacific Coast.

(c) A system of lateral/feeder routes should connect Highway 101 to the Olympic Discovery Trail.

(d) Support the Foothills Cross Country Equestrian Trail and the Pacific Northwest Trail.

(e) Encourage developments ~~which 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.

Section 7. Section .440 Clallam County bicycle plan is amended to read as follows:

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

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

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

Section 8. Section .441 Existing bicycle facilities is amended to read as follows:

The first phase of the Olympic Discovery Trail constructed in 1986 was the Waterfront Trail in Port Angeles. This project began at the City Pier on Railroad Avenue and extended eastward to the former mill site of Rayonier, Inc., was constructed in 1986. The initial work on the Waterfront Trail was extended by the City over the next ten years westward along Marine Drive, through the Daishowa Mill site, to the Coast Guard Station entrance on Ediz Hook. Utilizing the abandoned railroad right-of-way of the Chicago, Milwaukee, St. Paul and Pacific Railroad line, County road crews and County funded contractors extended the trail continues along Marine Drive to the Coast Guard Station, on Ediz Hook eastward along the coastline to Morse Creek, through the Morse Creek ravine, to the Deer Park Scenic Gateway. ~~Trail expansion will occur along the Chicago-Milwaukee abandoned railroad easement to the Morse Creek Scenic Overlook on SR 101, an additional four (4) miles. This facility provides providing 7.7 miles of a scenic and safe alternative trail routing allowing trail users to avoid the higher risk to SR US 101-route. urban corridor for touring bicyclists and for commuters to westside Port Angeles. A network of feeder routes will make this facility accessible to the general population within the Port Angeles urban growth area and to bicyclists who need to access services and employment on the eastside of Port Angeles. The Railroad Bridge Park is another trail that links the community of Carlsborg and Sequim. The Trail continues off-road 14 miles across the County to Railroad Bridge Park near Sequim. It passes an additional 5.3 miles through Sequim on a separate trail and when complete will traverse an additional 8 miles to the Clallam-Jefferson County Line. The Jefferson County portion, when complete, will add 24 miles. Ultimately, the Olympic Discovery Trail will serve as a two-county signed bicycle route running 145 miles from the Port Townsend ferry terminal through Discovery Bay, Gardiner, Blyn, Sequim, Carlsborg, Agnew, and Port Angeles to Forks where extensions of the trail will continue on to LaPush on the Pacific Coast and south of Forks to the south County line. A network of well-marked feeder routes will make this facility accessible to the general population inviting commuting and recreational bicyclists.~~

Since 1993, Clallam Transit buses have installed bike racks on the front of buses. They accommodate four (4) bicycles at a time to travel any route and allow bus riders to complete their destination by bicycle.

Shoulder width improvements to Old Olympic Highway, from Towne Road to Kendall Road, were a very desired bicycle facility improvement. The completion of the Old Olympic Highway reconstruction projects identified in the Six (6)-Year Transportation Improvement Road Plan 1995–2000 will expand this bicycle facility by 1997.

Section 9. Section .444 Bicycle facility improvement needs is amended to read as follows:

The improvements included below are those which would most significantly contribute to safe cycling in the most cost effective manner. Many recommended improvements simply involve road designs and improvements that foster motorist awareness and consideration of bicyclists. Other improvements are designed to guide cyclists regarding their position on the pavement. Where possible, the listed improvements are referenced by a Clallam County Policy from CCC 31.02.420.

(1) Roads, Shoulders and Bridges.

(a) Roads.

(i) Bicycle facilities should, at a minimum, meet the current AASHTO Guidelines.

(Policy ~~No.~~ 8.a, subsection (1)(h)(i))

(ii) Incorporated or urban growth areas should have designated vehicle-shared or separated bike lanes on Highway 101 and Race Street. (Policies ~~No.~~ 1.a and 8.b, subsections (1)(a)(i) and (1)(h)(ii))

(b) Shoulders.

(i) As an alternative to bike lanes, shoulders should be sufficient to accommodate cyclists and/or pedestrians. (Policies ~~No.~~ 5.c, 5.d, and 8.a, subsections (1)(e)(iii), (1)(e)(iv), and (1)(h)(i))

(ii) Shoulder design guidelines for County-designated bike routes with more than 200 vehicles average daily traffic (ADT):

Speed Limit (mph)	Minimum Shoulder Width
30 or 35	3'
40 or 45	4'
50 or 55	5'

(iii) Shoulders should be swept regularly to keep pavement free of debris. (Policy ~~No.~~ 1.a, subsection (1)(a)(1))

(iv) Shoulder should be repaired with smooth patches to prevent accidents.

(v) Shoulder widths should be maintained as future turn lanes are added.

(vi) Fog lines should be repainted as needed to stay visible.

(vii) Shoulders should ~~not~~ be unobstructed by overhanging mailboxes.

(c) Bridges. It is recommended that signing and education be used to warn cyclists and motorists of the hazards bridges create for both cyclists and motorists. Bridge improvement, such as a consistent shoulder width between roadway and bridge is the best method for assuring a high level of safety.

(2) Other Improvements.

(a) Catch basin drain grates should be brought to street level and oriented properly along Highway 101 in urban growth areas. Adjust level of grates to be flush with future pavement overlays;

(b) Install bicycle sensitive traffic signals at major intersections during regular replacement schedule of traffic signal sensors. Mark the bicycle detection zone at those intersections. (Policy ~~No.~~ 21.1, subsection (5)(1));

(c) Development review should include consideration of traffic impacts to bicyclists and the potential of mitigation for bicycle facilities. (Policy ~~No.~~ 21.e, subsection (5)(e));

(d) Regular resurfacing projects should encompass the entire length of road rather than brief portions in order that the road conditions for the whole road be unsuitable for only one construction season (rather than have consecutive portions of the same road be unsafe for several maintenance periods).

(3) Bicycle Parking. Convenient, secure, and protected bicycle parking is as crucial to encouraging non-motorized transportation as parking space is to a motor vehicle. County and city building codes, for municipal, commercial, or business development, should include a minimum standard for bicycle parking capacity equal to ~~ten~~(10) percent of required motor vehicle parking spaces.

(4) Transit Connections. There is tremendous potential in Clallam County for linking bicycling with transit due to the linear orientation of Highway 101. Several County road collectors, of generally ~~six~~(6) to ~~eight~~(8) miles each (ideal bicycle commuting distance), connect with Highway 101. With facilities such as secure bicycle parking and bike racks on buses, bicycling becomes a strong alternative for many commuters living miles outside of urban growth areas.

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

(5) Signage. Clear, prominent, and consistent signage to safely and expeditiously guide trail/path users to and along the entire bicycle complex, whether the Olympic Discovery Trail, the Adventure Trail, and the Scenic Bike Route; and to and from other major trails such as the Pacific Northwest Trail and any of the feeder routes.

Section 10. Section .610 Economic development issues, paragraph (8)(i), Tourism, is amended to read as follows:

(i) Tourism. The Tourism Cluster Team is made up of representatives from the County, cities, Port Angeles and Sequim-Dungeness Valley Chambers of Commerce, the Port Angeles Downtown Association, resort operators, private marketing and communications firms, local tour-guide businesses, local wineries, marine transportation companies, and others. The Tourism Cluster Team is committed to enhancing the economic well being of the North Olympic Peninsula by using the region's resources to attract guests to the area, and to show the economic strength of the industry and the impact tourism has on other areas of the economy.

(i) Industry strengths/opportunities:

- Marketing coordination with surrounding jurisdictions, municipalities, and within industry;
- Tremendous recreational opportunities exist within Clallam County, including: Olympic National Park (ONP); County and State parks; National and State

forestland; Strait of Juan de Fuca (fishing, shellfishing, boating, kayaking, sightseeing, transportation to British Columbia and the San Juan Islands); Native American communities; Olympic Discovery Trail; competitive biking, year-round touring and mountain biking, and commercial bike, walk, and run events; and miles of shoreline, rivers, lakes, wildlife viewing and hunting;

- Festivals and events such as the Sequim Lavender Festival, Dungeness Crab and Seafood Festival, Sequim Irrigation Festival, Jazz in the Olympics, Juan de Fuca Festival, Salmon Derby, the North Olympic Discovery Marathon, etc. For example, the Lavender Festival attracts more than 25,000 people and continues to increase in attendance each year;
- Tribal tourism projects provide a unique opportunity for tourism industry enhancement;
- Proximity to Victoria, BC, provides unique opportunity for joint marketing and coordination.

(ii) Industry weaknesses/threats:

- Limited lodging and organized recreational activities;
- Lack of consistent regional branding.

Section 11. Section .620, Economic development goals, paragraph (1)(j)(iv) is amended to read as follows

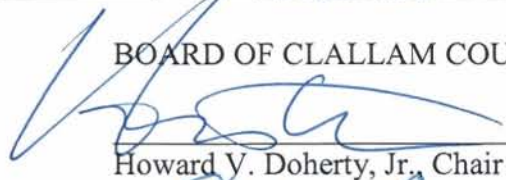
(iv) Tourism and recreation:

- Support development of a comprehensive tourism plan that provides for cooperative planning between industry and government agencies to prioritize, coordinate and develop tourism throughout the County;
- ~~Encourage the establishment of a~~ Support the tourism/hospitality cluster team, in order to establish a strategic regional tourism plan;
- Support creation of a joint executive tourism task force with Victoria, BC, industry personnel to establish areas of common interest;
- Encourage the development of a marketing task force, in order to establish area branding and packaging of local products and events;
- Promote the Olympic Peninsula Region as a destination site by comprehensive marketing and utilization of existing media outlets;
- Explore avenues of cooperation with area governments, real estate developers and others to develop tourism retirement and recreational communities;
- Encourage the promotion of tourism and recreational opportunities in Clallam County through advertising, signage, brochures, and other informational materials that could be made available, or referenced at public facilities, rights-of-way and websites;
- Support master planned resorts with primary focus on destination resort facilities consisting of short-term visitor accommodations associated with a range of developed on-site indoor or outdoor recreational facilities;
- Support cultural, heritage and social activities emphasizing natural attractions, places and activities unique to our area;
- Promote the County as an international destination;

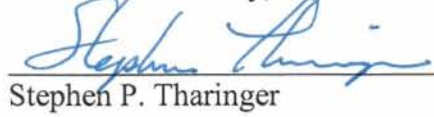
- Encourage public access to bodies of water used for recreation by local residents and tourists through signage, maps and public information programs to identify areas and features of interest;
- Encourage development of private and public parks, campgrounds, rest areas, convention facilities, overnight facilities and recreational areas designed to accommodate multi-use activities such as bike-biking, hiking, camping, horseback riding, etc.;
- Encourage tourism boards and Jefferson County to actively promote trail usage such as the Olympic Discovery Trail, events such as the North Olympic Discovery Marathon, commercial bicycle touring to the Olympic Peninsula, and Hurricane Ridge and the coastal camp sites as destinations for distance bicyclists;
- Support efforts to maintain healthy fish stocks, in order to provide stable sport fishing seasons for the tourism industry and economic needs of rural communities such as Clallam Bay and Sekiu;
- Success of tourism and recreation policies and strategies should be evaluated based on tourism tax receipts, number of lodging night stays, attendance at selected events and attractions, or similar indicators

ADOPTED this nine tenth day of December 2006

BOARD OF CLALLAM COUNTY COMMISSIONERS



 Howard V. Doherty, Jr., Chair



 Stephen P. Tharinger

Excused Absence

 Michael C. Chapman



ATTEST:

Trish Holden

 Trish Holden, CMC, Clerk of the Board