COUNTYWIDE PLANNING POLICIES FOR CLALLAM COUNTY

Adopted Clallam Countywide Planning Policies
Amended and Adopted 10/2/2018

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Countywide Planning Polices Overview

Introduction

The Growth Management Act (GMA) is founded on the principle that it is in the best interest of the citizens of the State to foster coordination and cooperation among units of local and state government. Cities and counties must engage in a collaborative planning process under the requirements of the Act. Specifically, the Act states that, *"THE LEGISLATURE FINDS THAT UNCOORDINATED AND UNPLANNED GROWTH... POSE A THREAT TO THE ENVIRONMENT, SUSTAINABLE ECONOMIC DEVELOPMENT, AND THE HEALTH, SAFETY, AND HIGH QUALITY OF LIFE ENJOYED BY RESIDENTS OF THE STATE. IT IS IN THE PUBLIC INTEREST THAT CITIZENS, COMMUNITIES, LOCAL GOVERNMENTS, AND THE PRIVATE SECTOR COOPERATE AND COORDINATE WITH ONE ANOTHER IN COMPREHENSIVE LAND USE PLANNING.*

Purpose

The Clallam Countywide Planning Policies are the framework for growth management in Clallam County. The Clallam Countywide Planning Policies are the policy framework for the County's and the Cities' Comprehensive Plans. The Clallam Countywide Planning Policies address ten separate elements, ranging from urban growth areas to affordable housing.

Countywide Planning Policies are required by the Growth Management Act and may only be appealed by Cities and the Governor of Washington. The original Clallam Countywide Planning Policies (adopted by Clallam County in 1992) were developed through multi-jurisdictional collaboration. The 2018 update is the first such update since the original adoption of Countywide Policies in 1992.

State Context and Goals

The GMA contains a set of statewide planning goals. These goals are intended to guide the development and adoption of comprehensive plans for those counties and cities planning under chapter 36.70A RCW. The numbering of the goals does not indicate priority, and the list comes from RCW 36.70A.020:

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

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

3. **Transportation.** Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.

4. **Housing.** Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.

5. **Economic development.** Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.

6**. Property rights.** Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.

7. **Permits.** Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.

8. **Natural resource industries.** Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.

9. **Open space and recreation.** Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.

10. **Environment.** Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.

11. **Citizen participation and coordination.** Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.

12. **Public facilities and services.** Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

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

The 1992 Clallam Countywide Planning Policies (CWPP) were developed by a committee of planners and elected officials representing Clallam County, the City of Port Angeles, the City of Sequim and the City of Forks. The process of review and discussion through Clallam County is intended to foster consensus whenever possible. County and City Comprehensive Plans must be consistent with the adopted Countywide Planning Policies.

Policies for Update and Ratification

1. The Clallam Countywide Planning Policies should be dynamic and regularly monitored for applicability and effectiveness.

    a. The adopted Countywide Planning Policies should be reviewed at least every five years. Proposed revisions shall be reviewed for impacts according to the State Environmental Protection Act (SEPA) and be consistent with the State Growth Management Act (GMA).

b. The County or a City may propose a policy amendment to the Countywide Planning Policies.

2. Proposed amendments should be considered on a regular basis, and a process to decide whether an amendment is accepted should be identified. The process should also be overseen by an "Executive Board" comprised of two representatives from each of the governments of Clallam County, the City of Port Angeles, the City of Sequim, and the City of Forks. Each jurisdiction may also identify alternate(s) representatives.

   a. The Clallam County Board of Commissioners should take action to consider and adopt amendments or revisions to the Countywide Planning Policies following a recommendation from the Clallam Countywide Policy "Executive Board".

   b. The Clallam County Board of Commissioners and the legislative branch of each city will strive for ratification by the County, and all Cities during the 90 days following the Board of County Commissioners adoption of a Resolution amending the Countywide Planning Policies. The adopted CWPP will become effective upon ratification by Clallam County, the City of Port Angeles, the City of Sequim, and the City of Forks.

   c. A City Council that does not ratify the revised Countywide Planning Policies within 90 days of the Board of County Commissioners adoption of its subject Resolution shall provide a written statement of its objections to the Clallam County Board of County Commissioners, in order to facilitate further review.

   d. Once the ratified revisions to the Countywide Planning Policies take effect, a City or the Governor's office may appeal the revisions to the Growth Management Hearings Board within a 60 day period.

Countywide Growth Pattern

The vision for the future of Clallam County should seek to maintain and enhance the quality of life that makes our County a special place to live and work, and envision a future in which: the air quality is protected; the water quality in our lakes, streams and Strait of Juan De Fuca is protected; the historical nature of our communities is respected in order to maintain our heritage for future generations; and our economic base is diversified and supports good jobs, contributes to healthy downtowns and affordable housing choices; and, the rural appearance of our county is maintained.

This vision of the future, shared by citizens and elected officials, includes the following elements:

a. Livable urban communities and neighborhoods, centers for employment, civic activities, housing:

   - Attractive, well planned, bike/pedestrian-friendly and livable urban communities, enhanced by preserved historic properties and neighborhoods that are supported by efficient and high quality services and facilities, and provide a range of housing, employment and recreational choices.

   - Healthy cities that are the region's centers for commerce, employment, affordable housing choices, and civic and cultural activities.

b. Vital diversified economy: An economy that provides training, education, and living wage jobs for residents, supported by adequate buildable land for a range of employment uses and that encourages accomplishment of local economic development goals as articulated in the Clallam

Economic Development Council's adopted plan.

c. Efficient transportation system: Creation of an efficient, clean, and sustainable multimodal transportation system - including roads and highways, public transportation, ferries, airports, and opportunities for non-motorized travel that provides efficient safe access and mobility for county residents, and supports our land use pattern.

d. Natural systems protection: Protection and enhancement of the natural environment, including wetlands, streams, wildlife habitat, shorelines, water quality, air quality, and natural resource lands. Creation of a system of open space, trails, parks, and greenbelts that provide opportunities for recreation and that give structure and separation to urban areas.

e. Rural character: Maintenance of the traditional character, appearance, economic and ecological functions, and lifestyles of Clallam County's rural communities, and areas to include the production and distribution of locally grown food and a natural resource based economy.

f. Responsive Government: An efficient and responsive government that works in partnership with citizens, governmental entities and Tribes to meet collective needs fairly; and that supports education, environmental protection and human services.

A key strategy to accomplish this vision is the intention to encourage future urban growth in areas within incorporated cities and in unincorporated areas that are already characterized by urban growth with existing and planned services and facilities. These actions will work to strengthen our natural environment and rural character, and are geared to reduce taxpayer costs by focusing the expenditure of public funds, encouraging concentrated development where appropriate, and increasing our choices for housing and jobs.

Balancing historical patterns of growth with a preferred vision of the future and legal requirements is an on-going challenge. Adjustments must be made to balance the costs with the gains; flexibility is necessary to adapt to changing conditions. These policies are intended to reflect the long-term goals of the people living, working, and doing business in Clallam County.

Policies for Countywide Growth Pattern

1. Roles of Cities and Urban Growth Areas/Urban Communities:

   a. The primary role of Clallam's urban communities is to encourage growth, through new development, re-development and in-fill. Population growth should be primarily directed to cities and urban growth areas.

   b. Clallam County's urban communities should create unique visions as high quality places to live and work, through sound planning and good urban design, historic preservation, and environmental stewardship that improves the natural and human-made environments.

   c. Promote healthy lifestyles; contribute to a prosperous economy and increase the region's resiliency in adapting to changes or adverse events.

   d. In Clallam County, urban communities are closely linked to water and natural amenities and provide open space links to the natural environment.

2. Roles of Clallam County:

    a. Keep the regional vision in mind when making local decisions.

    b. Promote stewardship of unincorporated urban areas and promote annexation into cities or incorporation**.**

    c. Maintain/enhance natural systems and rural character.

    d. Maintain existing low density rural communities and their densities and uses.

3. To achieve these goals, Clallam County's jurisdictions should:

    a. Make decisions together when needed.

    b. Coordinate and cooperate on land use policy, capital planning, environmental issues, and cultural resource management/planning.

    c. Maintain/preserve distinct urban identities with open space breaks or other natural features.

    d. Develop and implement land use policies, regulations, and incentives to promote the efficient use of urban areas.

Glossary

1. **Adequate public facilities –** means facilities which have the capacity to serve development without decreasing levels of service below locally established minimums.

2. **Affordable housing** – means residential housing that is rented or owned by a person or household whose monthly housing costs, including utilities other than telephone, do not exceed thirty percent of the household's monthly income.

3. **Available public facilities** – means that facilities or services are in place or that a financial commitment is in place to provide the facilities or services within a specified time

4. **Characterized by Urban Growth** - refers to land having urban growth located on it, or to land located in relationship to an area with urban growth on it to be appropriate for urban growth.

5. **Clustering** - a development design technique that concentrates buildings on a portion of a site to allow the remaining land to be used for recreation, common open space, agricultural uses, preservation of environmentally sensitive features or preserved for future development.

6. **Concurrency** - means that adequate public facilities are available when the service demands of development occur. This definition includes the two concepts of "adequate public facilities" and of "available public facilities" as defined above.

7. **County-wide Planning Policy** - a written policy statement or statements used solely for establishing a county-wide framework from which county and city comprehensive plans are adopted pursuant to the Growth Management Act. This framework shall ensure that city and county comprehensive plans are consistent as required in RCW 36.70A.100. The legislative authority of the county shall adopt this policy in cooperation with the cities within the county. Nothing in this policy shall be construed to alter the land-use powers of cities.

8. **Equitable distribution** - the allocation of population, essential public facilities, affordable housing, etc., based upon each jurisdiction's ability to provide urban governmental services and public facilities and land availability. The term 'fair share' has the same meaning as equitable distribution.

9. **Essential public facilities** - includes those facilities that are typically difficult to site, such as airports, colleges, universities, correctional facilities, solid waste stations, major highways or freeways, in-patient substance abuse treatment facilities, mental health facilities and group homes.

10. **Fair share** - see definition for 'equitable distribution.'

11. **Growth Management Act (GMA)** - a series of laws passed by the Washington State Legislature in 1990-91 that require cities and counties to plan for and manage growth and development.

12. **Joint Planning Areas** – areas designated as Urban Growth Areas assigned to a city or town for future urban development but located in the unincorporated county where a coordinated planning process between the cities, towns and the County will be conducted.

13. **Jurisdiction** - the government of Clallam County and/or an incorporated city and/or town located within Clallam County.

14. **Level of service** - an established minimum capacity of public facilities or services that must be provided per unit of demand or other appropriate measure of need.

15. **Low-income housing** - housing that is economically feasible for families whose income level is categorized as low within the standards set by the Department of Housing and Urban Development (HUD). Low income' is defined as 80% or less of the median family income for a particular market area.

16. **Multimodal transportation** - means a transportation system consisting of many travel choices or modes.

17. **Natural resource lands (resource lands)** - lands not already characterized by urban growth which have long-term significance for the commercial production of food or other agricultural products, timber or the extraction of minerals.

18. **Open space corridors** - lands within and between urban growth areas useful for recreation, wildlife habitat, trails and connection of critical areas.

19. **Public facilities** - include, but are not limited to, streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities and schools.

20. **Public services** - include fire protection and suppression, law enforcement, public health, education, recreation, environmental protection and other governmental services.

21. **Regional** - countywide activities involving the jurisdictions and, when applicable, the special purpose districts within Clallam County; may also include adjacent counties in Washington State as indicated in specific policies.

22. **Regional transportation plan** - means the transportation plan for the regionally designated transportation system which is produced by the Regional Transportation Planning Organization.

23. **Regional Transportation Planning Organization** (RTPO) - the voluntary organization conforming to RCW 47.80.020 consisting of local governments within a region containing one or more counties which have common transportation interests.

24. **Revised Code of Washington (RCW)** - legislation that has been passed by the State and documented in the form of a code.

25. **Rural lands** - means all lands which are not within an Urban Growth Area and are not designated as natural resource lands having long term commercial significance for production of agricultural products, timber or the extraction of minerals.

26. **Should** - indicates that an action specified in a policy statement is discretionary.

27. **Special purpose district** - a district created by act, petition or vote by the residents within a defined area for a specific purpose with the power to levy taxes.

28. **Urban Growth –** refers to growth that makes intensive use of land for the location of buildings, structures, and impermeable surface to such a degree as to be incompatible with the primary use of

such land for the production of food, other agricultural products, or fiber, or the extraction of mineral resources. When allowed to spread over wide areas, urban growth typically requires urban governmental services. "Characterized by urban growth" refers to land having urban growth located on it, or to land located in relationship to an area with urban growth on it as to be appropriate for urban growth.

29. **Urban Growth Areas** – means those areas designated by a county pursuant to RCW 36.70A.110.

30. **Urban governmental services** – include those governmental services historically and typically delivered by cities, and include storm and sanitary sewer systems, domestic water systems, street cleaning services, fire and police protection services, public transit services, and other public utilities associated with urban areas and normally not associated with nonurban areas.

31. **Washington Administrative Code (WAC)** – Regulation of executive branch agencies are issued by authority of statutes.

32. **Will -** indicates that an action specified in a policy statement is mandatory.

Urban Growth Areas

1. The County designates Urban Growth Areas (UGAs) per RCW 36.70A.110. The designation of UGAs must be coordinated between the county and cities per RCW 36.70A.100. This document provides the process and criteria for considering expansion of UGAs to accommodate the projected growth. While a change to an established UGA is most often expected to result in an expansion, in some instances a change to a UGA may instead be an adjustment, correction, or even a reduction.

2. Clallam County has six designated urban growth areas within urban growth will be encouraged and outside of which growth can occur only if it is not urban in nature. An urban growth area may include territory that is located outside of a city only if such territory already is characterized by urban growth whether or not the urban growth area includes a city, or is adjacent to territory already characterized by urban growth, or is a designated new fully contained community as defined by RCW 36.70A.350.

3. Urban growth will be located first in areas already characterized by urban growth that have adequate existing public facility and service capacities to serve such development, second in areas already characterized by urban growth that will be served adequately by a combination of both existing public facilities and services and any additional needed public facilities and services that are provided by either public or private sources, and third in the remaining portions of the urban growth areas. Urban growth may also be located in designated new fully contained communities, as referenced in RCW 36.70A.110(3).

4. Land designated for commercial or industrial uses which encourage adjacent urban development should not be located outside a UGA. Rural Communities are already-existing residential and commercial areas of more intensive rural development designated in the Clallam County Comprehensive Plan under RCW 36.70A.070.5. In-fill is expected. Rural Communities should be serviced by transportation providers and other services consistent with the Levels of Service adopted by Clallam County for roads and by Clallam Transit for transit upon their designation as an area of more intensive rural development.

5. Urban growth areas will be established to avoid critical areas, except where addressed as part of the city's comprehensive plan or critical areas ordinance. Urban growth areas should not include designated resource lands unless the city or county has enacted a program authorizing transfer or purchase of development rights.

6. Urban growth area designations will consider the linkage with open space corridors within and between urban growth areas as required in this policy and the Growth Management Act.

7. Lands within urban growth areas which are adjacent to existing cities should be encouraged to be annexed to those cities. The cities and county, in coordination with existing and ultimate service providers, when reasonable, develop an annexation plan which includes annexation of land characterized by urban development and a phased program of annexation consistent with the extension of services and the development of land in accordance with the city's comprehensive plan and capital facilities plan.

8. New or expanded urban services/facilities will be addressed in the six year capital facility plan or at time of new development to meet the identified needs.

9. Public facilities and urban services will be designated, supported and constructed in accordance with standards specified in the UGA Urban Services and Development Agreements.

10. The county and the cities will ensure appropriate techniques for managing future growth consistent with the designation of urban growth areas, such as a minimum density within the UGA and a maximum density outside the UGA. A range of densities should be provided for by the city and county for lands within the UGA, including some lands for relatively low density single-family development and some lands at a range of densities both allowing and encouraging multi-family development. The rural element of the County's comprehensive plan shall permit only those land uses that are compatible with the rural character of such lands and provide for a variety of rural densities and development patterns, including the use of cluster housing concepts to encourage conservation of open space and resource lands. Unincorporated UGA's should have equivalent zoning and urban development standards.

11. Where critical areas occur within the designated UGA, policies and regulations will be developed to ensure protection of such areas.

12. The County, in coordination with the adjacent city, will consider the need for future expansion of urban growth areas beyond the projected 20-year period required by the Growth Management Act. Special density considerations, when reasonable, will be given at the edge of urban growth areas, if determined necessary based on a land use analysis, so that future extension of urban growth areas and urban services allows conversion to more efficient urban patterns. Special density considerations could include reduced densities or cluster development options. Such considerations should occur during preparation and adoption of joint city/county comprehensive plans for the unincorporated urban growth area.

Joint Planning and Contiguous and Orderly Development

Once the Urban Growth Areas (UGAs) have been established by the County, it will be imperative for both the County and the Cities to agree on a procedure to ensure the contiguous and orderly development of the UGAs and to ensure the appropriate provision of urban services to such development. Some service providers, such as schools and libraries, provide services outside of urban growth areas. Service provision in the area outside the urban growth areas will be determined by the County which will work with the service providers for these areas. The following county-wide planning policies provide general guidance for the future development and provision of services both within and outside of the individual UGAs.

1. The UGA Urban Services and Development Agreements intended throughout these policies may not have been fully implemented. If such agreements or similar County-City efforts occur the following, when appropriate, will be included:

a. the establishment of an Urban Growth Area Development Committee made up of representatives from each of the participating agencies and/or service providers for the purpose of reviewing, coordinating, ensuring equitable financing and recommending long range service plans and capital facility plans for urban services proposed in the UGA and associated joint planning area;

b. a definition of "urban services" which at a minimum includes the provision for sanitary waste, solid waste disposal systems, water systems, urban roads and pedestrian facilities, public transportation systems, stormwater systems, police and fire and emergency service systems, electrical and communication systems, school and health care facilities, and neighborhood and/or community parks;

c. level of service standards for urban services within the unincorporated UGA and associated joint planning area;

d. policies identifying the interim and ultimate responsible service provider for the various urban services and their roles;

e. a requirement that any capital improvement and/or public facility providing an urban service constructed and/or planned within a UGA meet all design and urban service requirements of the ultimate service provider;

f. a policy and procedure identifying which development projects (subdivisions, rezones, etc.) require intergovernmental communication and coordination between the County and the adjacent city and a procedure for the submittal, review and approval of such project applications located in the UGA; (nothing in this policy or procedure will be construed to alter the land use powers of the city or the county);

g. a requirement that any project located in the UGA meet the subdivision, zoning, building, design and urban service standards agreed upon by the County and adjacent city;

h. an annexation plan which encourages annexation of land characterized by urban development and is a reasonable extension of urban services consistent with the City's Comprehensive Plan and Capital Facilities Plan;

i. policies which protect existing and future transportation/utility corridors, facilities, and services within the UGA and the associated joint planning area;

j. the establishment of a procedure for review, by the participating agencies of amendments to land use regulations and plans;

k. a procedure for joint capital facility planning between the participating agencies and service providers within the UGA and to ensure equitable financing of such facilities; and

l. policies to ensure a functional transition of public infrastructure between incorporated and non-incorporated areas within the UGA.

2. Each agency and/or service provider participating in a UGA Urban Services and Development Agreement will make available as early as possible an inventory and analysis of its existing and/or planned urban services for the purpose of coordinating with other such agencies and/or service providers in the UGA Urban Services and Development Agreement.

3. In those areas of UGA's under the county jurisdiction, efforts will be made to coordinate the planning and provision of urban services, public facilities and transportation needs.

4. The County and its cities will develop a process for early review and input in the development of comprehensive plans covering the land contained within the unincorporated portions of the city's urban growth areas in order to provide for coordinated and consistent planning between jurisdictions. Amendment of these plans will also be subject to early review and input by all jurisdictions operating within urban growth areas.

Siting of Public Capital Facilities

The Growth Management Act requires local governments to inventory existing capital facilities owned by public entities, evaluate existing and planned capacities of current facilities, determine capital facility needs for the next twenty years and develop policies for siting needed capital facilities. Counties and cities are required to coordinate their efforts in siting of county-wide and state-wide capital facilities in a manner that will reduce any potential adverse impacts resulting from the location and development of these facilities. Government entities must develop a process for siting essential public facilities.

The Growth Management Act recognizes those difficulties typically encountered in attempts to find locations for 'essential public facilities,' such as airports, colleges and universities, correctional facilities, solid waste stations, major highways or freeways, inpatient substance abuse treatment and mental health facilities and group homes. The Growth Management Act requires that Countywide Planning Policies address the need to site these necessary facilities throughout the county in an equitable manner and specifically prohibits local comprehensive plans and development regulations from precluding these uses from their communities.

1. Public capital facilities of a county-wide or state-wide nature as referenced in this document means existing, new or expanded physical facilities which are owned, licensed or sanctioned by a public entity, are large in size, and serve a county-wide or state-wide population. Public capital facilities of a county-wide or state-wide nature as referenced in RCW 36.70A.200, RCW 47.06.140, RCW 81.112.020 and RCW 71.09.020.

2. Public capital facilities that generate substantial travel demand should be located along or near major transportation routes.

3. Some types of public capital facilities such as those for waste handling may be more appropriately located outside of urban growth areas due to objectionable characteristics, size or potential for danger. Public capital facilities located outside of urban growth areas should be largely self-contained or be served by urban governmental services in such a manner that sprawl will not be promoted. Utility and service considerations must be incorporated into site planning and development.

4. The multiple use of corridors for major utilities, trails and transportation rights-of-way is encouraged. Jurisdictions will encourage the use of right of ways and corridors for multiple uses such as utilities, as well as multi-modal and traditional transportation purposes.

5. All efforts should be made to avoid the placement of essential public facilities and urbans services unrelated to recreational uses in resource sensitive areas.

6. The County and each city may impose reasonable conditions and/or mitigation of adverse environmental impacts on approval of a development agreement or other land use approvals as a result of the siting of local, regional, statewide, or federal essential public facilities.

7. The County and each city may establish a process through their respective comprehensive plans and implementing development regulations to identify and site local essential facilities, consistent with the provisions of the GMA. This process should include:

a. A definition of these facilities;

b. An inventory of existing and future facilities;

c. Economic and other incentives to jurisdictions receiving facilities;

d. A public involvement strategy;

e. Assurance that the environment and public health and safety are protected; and

f. A consideration of alternatives to the facility.

8. The County and each city will collaborate with public agencies and special districts to identify opportunities for the co-location of local essential facilities.

9. County and city comprehensive plans will not preclude the siting of essential public facilities.

10. The schedule for building new, essential public facilities will be coordinated with the provision of infrastructure and other development. Essential public facilities should be sited in areas that can easily be supported by infrastructure and services.

11. Essential public facilities should be sited in places that enhance the region's economy.

12. All jurisdictions should strive to identify locations of essential public facilities so as to equitably distribute them county-wide. No single community will absorb an undue share of the impacts of essential public facilities.

Transportation Facilities and Strategies

The Growth Management Act fundamentally changed the way that comprehensive planning will be done within the State of Washington. This change is notable by the increased importance of the transportation element of the comprehensive plan. The GMA makes it unlawful to approve development for which the approving jurisdiction cannot demonstrate the availability of infrastructure and service which are needed to accommodate the increase in traffic at the adopted level of service within six years. Future development activity will be constrained by a jurisdiction's ability to finance and provide transportation improvements or implement high occupancy vehicle strategies. This fact has some very significant implications for all jurisdictions which are dependent upon the region's transportation system because projected traffic growth on portions of the road system may exceed the ability to finance and construct the improvements needed to maintain existing level-of-service. Development within any one jurisdiction may also experience major impacts by decisions beyond that jurisdiction's control.

Financial constraints and potential coordination problems make it necessary to undertake a new approach for both transportation planning and land use planning. This is necessary if the region is to avoid haphazard denials of development permits following the deadline for implementing ordinances. In order to limit sprawl, retain the desired rural character and urban form, and provide some measure of predictability for landowners and developers, the County's transportation improvements must be focused on areas where densities support a multi-modal transportation system. System capacity investments will be targeted first to those areas where the existing land use and transportation system may achieve the desired multi-modal level-of-service within six years of the improvement.

1. Clallam County, its cities, tribes, adjacent counties, Clallam Transit System (CTS), the Port of Port Angeles, the Washington State Department of Transportation (WSDOT) and federal agencies will support the continuous, comprehensive and cooperative transportation planning process conducted by Peninsula Regional Transportation Planning Organization (PRTPO) for the development of regional transportation systems plans and strategies.

2. The existing and future land use pattern will be supported by a balanced transportation system which promotes the mobility of people and goods with a variety of options. This system should be cooperatively planned, and constructed between the county, state, cities and tribes.

The transportation system should include the following:

a. Highways, major/minor collectors, major/minor arterials, and local roads;

b. A transit component;

c. Non-motorized facilities; and

d. Air and water transportation modes and facilities.

3. In spite of the County’s rural nature, efforts needed to be made to ensure the development of a balanced multi- modal transportation system. Such a system would reduce congestion, allow for the movement of goods and raw materials, and encourage transit and ride share opportunities. Local land

use regulations, when reasonable, will provide for integrated design of transportation facilities to encourage transit - oriented land uses and non-motorized modes of travel.

4. The County and the Cities will actively participate in the Peninsula Regional Transportation Organization (RTPO) to assure that transportation planning is consistent and accurately reflects local needs as identified in the RTPO Transportation Plan.

5. Level-of-service standards will be used as the basis to evaluate concurrency for long-range transportation planning, development review and programming of transportation investments. They will be ultimately adopted by each jurisdiction. As long-range transportation planning goals change, the level-of-service will change accordingly.

6. Regional transportation planning will be considered by the Peninsula Regional Transportation Organization (PRTPO). The PRTPO should coordinate with local jurisdictions and the Clallam Transit System (CTS) to ensure that the regional transportation plan and local jurisdictions land use plans are compatible and consistent with one another.

7. Clallam Transit System will coordinate transit level-of-service standards to the highway level-of-service standards with the County, cities, and tribal authorities. Clallam Transit System should provide adequate public transportation within the service area based on level-of-service given funding ability.

8. Each jurisdiction will use its adopted level of service standards to evaluate concurrence for long-range transportation planning, development review and programming of transportation investments.

9. Local participants will work together to reassess regional land use and transportation elements, if the adopted level of service and concurrency cannot be met.

10. Should funding fall short for transportation improvements or strategies needed to accommodate growth, the following actions should be taken in order of:

a. consider appropriate changes in land use and level-of-service standards to better achieve adequacy and concurrency requirements; and

b. work with WSDOT, CTS, tribes, and the private sector to seek additional state transportation revenues and local options, to make system improvements necessary to accommodate projected employment and population growth.

11. The County and the PRTPO will prioritize the siting location of facilities.

12. County and State transportation facilities should be sited to support the county-wide land use pattern, support economic activities, and minimize public costs.

13. The comprehensive plans of the County and cities will consider polices which ensure that new development projects contribute the necessary fair share of financing for transportation improvements needed to accommodate the impacts to the transportation system resulting from new developments.

14. Regional revenues should be used to address regional mobility projects, including such strategies as creating or enhancing transit/ridesharing transfer centers.

15. The transportation element of comprehensive plans will include trail corridors, pedestrian

and bicycle travel as part of the transportation system and be developed on a coordinated, regional basis.

16. The comprehensive plans of the County and the Cities will include policies which encourage reduced reliance on the single occupant vehicle.

17. The comprehensive plans of the County and the Cities include strategies which support coordinated land-use policies for affordable housing, higher density housing and employment centers with transit or multi-modal options.

18. Comprehensive plans should include, where applicable, identified major transportation facilities to ensure that they are reasonably accommodated and compatible with surrounding land uses. Such facilities should include, but not be limited to, airports, state highways, railroads and water terminals.

Affordable Housing

Essential to community sustainability is the availability of safe, affordable housing1 that consists of a broad mix of community members, demographically and culturally, household sizes, types and locations throughout the county. As such, the region's existing collaborative task forces are critical tools to addressing homelessness the need for additional affordable housing. Participants, through their comprehensive plans, are encouraged to continue their active engagement in these existing efforts.

1. Participating government's will consider affordable housing as an essential component of their communities and will address those needs in their comprehensive plans and development regulations.

2. Participants will continue to encourage high density development in their UGAs that:

a. Ensures a variety of housing types along with a variety of densities;

b. Promotes the flexibility of styles, sizes, types and/or designs; and

c. Are closely paired with the existing infrastructure or in close proximity to infrastructure from which extensions can be easily permitted and where its cost efficient to make such extensions.

3. To address affordable housing needs, participants are encouraged to adopt and utilize such things as:

a. Statutory affordable housing incentives as found in RCW 36.70A.540;

b. Where applicable, utilization of publically owned land;

c. Fee reductions and waivers;

d. Development right transfers;

e. Density incentives;

f. Integration of new structures into existing neighborhoods and communities;

g. New designs and building formats; and

h. Encouragement of the restoration of existing housing stock.

4. Participating governments are encouraged to support the regional task forces and other entities implementing affordable housing initiatives.

5. At least every five (5) years, the County will convene the participants and those entities engaged in affordable housing issues in a regional forum on affordable housing that will:

[1] "Affordable Housing" used within the section is the same as used within WAC 365-196-201(4): " Affordable housing" means residential housing that is rented or owned by a person or household whose monthly housing costs, including utilities other than telephone, do not exceed thirty percent of the household's monthly income.

a. Affirm support for the implementation plans, policies, and programs of the participating housing advocates and entities;

b. Discuss the income and population trends;

c. Share information on the existing housing stock and housing demands; and

d. Discuss barriers to affordable housing initiatives.

6. Realizing that the market place makes adequate provisions for those with higher incomes, participants should develop some combination of appropriately zoned land, regulatory incentives, financial subsidies, and/or innovative planning techniques to make adequate provisions to address other income levels.

Economic Development and Employment

Since the Growth Management Act requires governments planning under the Act to have an economic development chapter, these policies are to aid in coordinating economic growth within the County while also providing regulatory predictability and certainty needed by businesses and investors.

In order to have a healthy economy, there must be a wide spectrum of employment opportunities that can raise family income levels while providing employment opportunities for all segments of the community wanting to work.

1. We recognize that our natural resources are an essential attribute of our communities and their wellbeing, and that our future success will be based upon our abilities to foster stewardship of these resources that allow both their use and their enjoyment. Towards that end, we see as a key component of our economy being the continued presence of our working farms, open spaces, forests and shorelines.

2. Economic growth and opportunity are closely tied to the existing fabric of roads, utilities, public services and regulations. The existing integrated infrastructure network has created a system where impacts on one element of that network can have significant impacts through the county.

3. We will collaborate with all entities to encourage economic growth and consistency with their comprehensive plans and strategic plans.

4. We recognize the ability to move people, goods, and services as fundamental criteria for economic growth and stability. Our rural, and in some areas remote, locale has organically created a strong reliance upon the transportation network that needs to have a redundancy to allow the easy movement of people, goods and services. Planning jurisdictions will work together to develop such forms of redundancy that augments the existing and future transportation corridors.

5. Comprehensive plans will integrate the need for strong public services (schools, hospitals, emergency services, etc.); affordable and diverse housing stock for the existing and growing workforce; and, maintaining a strong quality of life within vibrant diverse opportunities.

6. Comprehensive plans will encourage investment in our people through our local institutions that can provide the training and knowledge needed by employers and support the sharing of information with employers on the emerging demographic and social trends with a changing work force.

7. In the pursuit of economic growth and opportunity, there must also be recognition that such growth will enhance and support the quality of life enjoyed by our community.

Fiscal Impact Analysis of Urban Growth Areas

1. Clallam County and the cities, when reasonable, will work together and provide an analysis of the fiscal impact of annexation of lands within urban growth areas as needed. Clallam County, the Cities and other public service providers should develop agreed upon strategies for mitigation of the fiscal impact on the county, the cities or other service providers.

a. This analysis should include, at a minimum, an analysis of the County's revenue (tax) reduction, the City's revenue gain, the City's financial ability to maintain existing public investment and make new capital investments necessary to support the further development of the area.

b. Depending on the results of such an analysis the County and City will consider entering into a revenue sharing agreement that provides for a transition of the distribution of revenues and expenses in the subject area for an agreed upon transitional time frame.

Open Space Corridors Within and Between Urban Growth Areas

1. The County and the Cities will preserve and enhance, through inter-jurisdictional planning, significant networks and linkages of open space, regional parks and public/private recreation areas, wildlife habitats, critical areas and resource lands; historic and cultural landscapes; water bodies and trails. These efforts should be coordinated with other interested and appropriate stakeholders.

2. The County and Cities will cooperatively identify and designate open space. Open space corridors that separate urban areas recognized by major physical features that can be preserved as natural open space absent from urban development.

3. Each County and city comprehensive plan contains policies which promote intergovernmental cooperation in recreation corridor planning **(**e.g., Olympic Discovery Trail), funding, construction, and management.

Environment

With hundreds of miles of shoreline and a significant amount of square footage being occupied by water, water quality and water availability are essential for the prosperous growth in Clallam County.

1. The County and Cities must take actions to prevent the degradation of water quality within our communities. Where water quality is compromised, the County must work collaboratively with all stakeholders to enhance and improved such compromised water sources. Therefore, sanitary sewer systems, solid waste collection/disposal systems, water systems, and urban stormwater systems will be installed appropriately within land use designations and in accordance with County, City, State and Federal minimum standards and requirements.

2. The County and Cities will protect drinking water supplies from contamination, ensure that water for development is both legally and physically available, and identify and reserve future supplies.

3. The County and Cities recognize that our natural resources are an essential attribute of our communities and their wellbeing. However, these resources are limited and are in need of protection. Therefore, Clallam County and the Cities therein will require all development, including the location and design of all structures and open space areas, to be compatible with the environment and preserve and mitigate damage to all areas designated environmentally sensitive, while recognizing the rights of private ownership.

4. The County and Cities will encourage and pursue economic development opportunities that create positive environmental consequences. Therefore, we will promote and utilize environment enhancing conservation practices, including waste reduction, use of energy efficient and conserving materials, and energy conservation techniques, in all sectors of land and business development. We will, when reasonable, encourage the development and use of alternative forms of energy and transportation.

5. Clallam County and the Cities will maximize enjoyment of the environment by designating open spaces within and promoting public access to the natural environment, while maintaining protection of designated environmentally sensitive areas.

6. The County and Cities will establish a planning framework in local plans and coordinate regionally to anticipate, prepare for, and adapt as necessary to likely impacts of climate change.

Water Resources

1. Protect surface water and groundwater quality, including but not limited to:

   a. Reducing dependence on the use of chemicals and other products that pollute and, when their use is necessary, minimizing releases to the environment.

   b. Ensuring adequate clean water is available to support domestic and commercial needs while sustaining ecological systems through conservation, balancing of uses, and reuse.

   c. Protecting ground and surface water and the water of the Puget Sound from further degradation by adopting and participating in comprehensive, multi-jurisdictional programs to protect and monitor water resources for all uses.

d. Conserve, enhance, and restore surface and groundwater resources that provide habitat for aquatic and terrestrial plants and animals.

2. Support data collection and generation of a database for water quality and quantity which can be used to evaluate land uses and development. Including but not limited to:

a. Support the implementation of watershed plans to address water quantity and quality.

b. Continue to plan reserves for future population growth and track permit exempt well use.

c. Improve County tracking and coordination efforts with public water providers.

d. Assist the Dungeness Water Exchange with processing mitigation certificates in the Dungeness Water Rule Area.

e. Inventory the existing exempt wells and permitted wells.

f. Utilize adopted WRIA plans for the development of regulations on water quantity and quality concerns.

g. Support studies on safe, sustainable water yield in relation to planned growth.

h. Support water mitigation measures including infrastructure projects such as reservoir, aquifer recharge, and water source transfer projects.

i. Support development of outreach/educational materials to residents, interest groups, and developers concerning water resources.

j. Ensure adequate water for domestic and commercial development.

3. Ensuring connection to an existing public water system, where available, is a priority.

Stormwater

1. Improve stormwater management in order to prevent flooding, improve water quality, and preserve aquatic habitat.

2. At all new and redevelopment sites, prevent erosion and discharge of sediment and other pollutants into receiving waters.

3. To protect water resources, illicit discharges to stormwater drainage systems will be prohibited.

Rural Land Uses and Development Patterns

Rural areas of Clallam County are characterized as having a variety of parcel sizes, with a diversity of land use activities. These areas also contain significant amounts of complex natural systems. Great care will be taken to prevent the conversion of rural lands that would increase development, reducing ecological functions, fragment working rural lands which result in the loss of rural character. Counties are responsible for designating and regulating rural areas through the comprehensive planning process. However, rural preservation is a regional issue and it is important to coordinate these planning objectives with the Cities.

1. Maintain rural character and enhance the natural environment.

   a. Maintain and enhance working rural lands, natural ecological systems, open spaces, recreational opportunities, scenic and historic areas. Support small scale farming and working resource land, promote locally grown food, forestry, tourism. Support low-density residential living and cluster development that provides for a mix of housing types, rural levels of service, cultural activities, and employment that services the needs of rural areas at a size and scale that is compatible with long-term character, productivity, and use of these lands.

2. Maintain rural land use and development patterns:

   a. Rural Communities are already-existing residential and commercial areas of more intensive rural development designated in the Clallam County Comprehensive Plan under RCW 36.70A.070.5. In-fill is expected. Rural Communities should be serviced by transportation providers and other services consistent with the Levels of Service adopted by Clallam County for roads and by Clallam Transit for transit upon their designation as an area of more intensive rural development.

   b. In developing or designating future industrial or commercial development outside of UGAs, the County will ensure that such activities protect the existing rural character of those areas. Further, assessment of the impacts of such developments must include impacts associated with vehicle traffic and be mitigated in such a manner as to reduce vehicle trips.

   c. The County's Comprehensive Plan policies should promote clustering residential development and other techniques to protect and enhance significant open spaces, natural resources, cultural resources, and critical areas for more effective use of the land. Development clusters should be designed, scaled and sited in a manner consistent with rural character and the provision of rural levels of service.

   d. The County's Comprehensive Plan policies will support rural communities as locations of employment, a mix of housing types, and cultural activities for rural areas that primarily function as locations for service needs such as grocery stores, small scale retail, and community services, home based businesses/industries for the surrounding rural area.

3. Conserving small-scale natural resource use in rural areas:

   a. Rural land use designations in the County's Comprehensive Plan will recognize ecological

functions and support rural uses such as farming, forestry, mining, recreation, and other rural activities, and permit a variety of low-density residential uses which maintain rural character and ecological functions, and can be sustained by rural service levels.

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RESOLUTION 88, 2018

ADOPTION OF THE COUNTY-WIDE PLANNING POLICY UNDER RCW 36.70A.210 IN COORDINATION WITH THE CITIES OF SEQUIM, PORT ANGELES AND FORKS.

THE BOARD OF CLALLAM COUNTY COMMISSIONERS finds as follows:

1. The Washington State Growth Management Act (GMA) of 1990 required that a county that plans under RCW 36.70A.040 shall adopt a countywide planning policy in cooperation with the cities located within the county. RCW 36.70A.210.

2. Clallam County and the cities of Sequim, Port Angeles, and Forks are required to plan under the GMA.

3. A "county-wide planning policy" (CWPP) is a written policy statement or statements used solely for establishing a countywide framework from which county and city comprehensive plans are developed and adopted under the GMA. RCW 36.70A.210 (1).

4. The GMA requires counties and cities to collaboratively develop county-wide planning policies to govern the development of comprehensive plans. The primary purpose of county-wide planning policies is to ensure consistency between the comprehensive plans of counties and cities sharing a common border or related regional issues. Another purpose of county-wide planning policies is to facilitate the transformation of local governance in the urban growth area, through annexation to or incorporation of a city. WAC 365-196-305 (1).

5. County-wide planning policies must comply with the requirements of the GMA.

6. Consistent with RCW 36.70A. 210 (3) and WAC 365-196-305 (4), county-wide planning policies shall at a minimum, address the following:

   a. Policies to implement RCW 36.70A.110, including:
      i. Designation of urban growth areas;
      ii. Selection and allocation of population between cities and counties as part of the review of an urban growth area;
      iii. Procedures governing amendments to urban growth areas, including the review required by RCW 36.70A.130(3);
      iv. Consultation between cities and counties regarding urban growth areas; and
      v. If desired, policies governing the establishment of urban service boundaries or potential annexation areas.
   b. Policies for promotion of contiguous and orderly development and provision of urban services to such development;
   c. Policies for siting public capital facilities of a county-wide or statewide nature, including transportation facilities of statewide significance as defined in RCW 47.06.140;
   d. Policies for county-wide transportation facilities and strategies;
   e. Policies that consider the need for affordable housing, such as housing for all economic segments of the population and parameters for its distribution;
   f. Policies for joint county and city planning within urban growth areas;
   g. Policies for county-wide economic development and employment, which must include consideration of future development of commercial and industrial facilities; and
   h. An analysis of the fiscal impact.

7. Countywide planning policies are recommended to include policies addressing the following:

    a. Procedures by which the county-wide planning policies will be reviewed and amended; and
    b. A process for resolving disputes regarding interpretation of county-wide planning policies or disputes regarding implementation of county-wide planning policies. WAC 365-196-305 (5).

8. The deadline for counties required to plan under the GMA to adopt county-wide planning policies was July 1, 1992 in order to ensure a framework was in place prior to county and city development and adoption of their comprehensive plans under the GMA.

9. In 1991, the County and the cities of Sequim, Port Angeles, and Forks reached agreement on a process and framework for adoption of a county-wide planning policy. The County adopted the agreed upon process and framework pursuant to Resolution 247, 1991, and as further amended by Resolution 296, 1991.

10. Clallam County adopted the Clallam County County-Wide Planning Policy (hereinafter referred to as CWPP) on June 30, 1992 (Resolution 111, 1992) that addressed GMA policy requirements (see Finding 6 above). Similar actions to approve the CWPP were taken by the cities of Sequim, Port Angeles, and Forks.

11. The CWPP has served as a framework to guide the development and adoption of county and city comprehensive plans under the GMA, particularly related to the designation and planning for urban growth areas.

12. The review and update of the CWPP is not a requirement of the GMA, but it is recommended that county-wide planning policies incorporate procedures for review and amendments. WAC 365-196-305 (5).

13. Review and update of the CWPP was anticipated as set forth in the implementation section of the CWPP that states:

    > "It is also expected, like comprehensive plans, that this document will need revision, perhaps even before the adoption of the comprehensive plans. Therefore, a continued process of intergovernmental coordination is anticipated in order to resolve planning matters." (Clallam County CWPP, Implementation Section, 1992)

14. The 1992 CWPP establishes that Clallam County and the cities of Sequim, Port Angeles, and Forks may initiate amendments, with the initiating body responsible for making the necessary arrangement of the parties and preparation of materials, and following the ratification process used to adopt the CWPP.

15. County and city community development directors and planning managers met on a number of occasions in 2013/14 to discuss update of the CWPP.

16. In September 2014, the City of Sequim submitted a request to the County Commissioners to reconvene a regional collaborative process among the county and city governments to update the CWPP.

17. In February 2016, county and city community development directors and planning managers met again to develop a general strategy and schedule for updating the CWPP in light of current work program areas. Their recommendation was to reconvene a Growth Management Steering Committee to review and recommend proposed updates to the CWPP starting in April 2017 based on a similar collaborative review and approval process used for the adoption of the CWPP, or other agreed upon framework.

18. In April 2016, the Board of Clallam County Commissioners sent a letter to the Mayor of the cities of Sequim, Port Angeles, and Forks with an invitation to reconvene a regional collaborative planning process with the main objective being to update the CWPP, and welcomed input on the framework, scope and timeline for the update. The invitation also noted that it was anticipated that update process may lead to discussion of issues of countywide or regional significance that may become part of updates to the CWPP or inform the need for future joint planning efforts between jurisdictions depending on the issue(s) identified. Attached to the invitation was an outline of action steps and timeline recommended by county and city community development directors/managers, the City of Sequim's request to update the CWPP, and the process used to develop and adopt the 1992 CWPP.

19. Pursuant to WAC 365-196-305 (7), counties and cities should support forums for ongoing coordination of issues associated with implementation of county-wide planning policies, which should include both a forum for county and city elected officials and a forum for county and city staff responsible for implementation. These forums may also include special purpose districts, transit districts, port districts, federal agencies, state agencies, and tribes.

20. The county and cities have implemented the CWPP through adoption and amendments of their respective GMA comprehensive plan and development regulations, and also through various city/county staff interactions and intergovernmental coordination efforts related to growth, urban growth areas, and other planning issues of mutual interest.

21. The review and update of the 25-year old CWPP creates an opportunity to reconvene a broader county/city discussion of growth and related planning issues and to ensure the CWPP remain relevant and consistent with the GMA.

22. Clallam County adopted Resolution 22, 2017 on February 7, 2017, establishing a process and framework for updating the countywide planning policies, in coordination with the cities of Sequim, Port Angeles, and Forks.

23. The Growth Management Steering Committee collaborated on the countywide planning policies from April 12, 2017 through June 14, 2018. The Steering Committee, by general consensus, recommended adoption of the Countywide Planning Policies as substantially demonstrated in the attached Planning Policy.

24. The Growth Management Steering Committee over the past year went through each element of the adopted 1992 CWPP and made revisions to existing policies and created new polices that were more consistent with meeting GMA requirements and addressing the needs of all jurisdictions in Clallam County.

25. The Growth Management Steering Committee created two new elements that focused on the Environment (including water resources and stormwater policies), and Rural Lands and Development Patterns, as well as an expanded Glossary for Countywide Planning Policy terms and Countywide Planning Policy Overview.

26. An acceptance of the proposed Countywide Planning Policy updates recommended by the Growth Management Steering Committee signifies that a legislative body has determined that the Countywide Planning Policy is acceptable for ratification. If a legislative body accepts the Countywide Planning Policy, it may submit recommendations to the Growth Management Steering Committee to consider for revision. If a legislative body rejects the proposed Countywide Planning Policy updates, it shall inform the Growth Management Steering Committee of what changes are necessary for ratification.

27. Clallam County and the cities of Sequim, Port Angeles and Forks shall be solely responsible for conducting its own public hearings and may use any hearing process it deems sufficient for acceptance and ratification of the proposed updates to the County-Wide Planning Policy.

28. Following the above process, each city will be responsible to take own action to ratify updates to the CWPP and formerly transfer such action back to the County for final consideration and adoption by the Board of County Commissioners, as outline in the attached Planning Policy.

NOW, THEREFORE, BE IT RESOLVED by the Board of Clallam County Commissioners, in consideration of the above findings of fact:

1. That the attached County-Wide Planning Policy is adopted as required by the Growth Management Act.

2. That the cities of Sequim, Port Angeles, and Forks are encouraged to support the attached County-Wide Planning Policy and so acknowledge through ratification of the planning policy.

3. The Governor of the State of Washington recognize the collaborative process used to adopt the County-Wide Planning Policy and support adoption of the County-Wide Planning Policy in the interest of the citizens of Clallam County and the State of Washington.

PASSED AND ADOPTED this 2nd day of October 2018

BOARD OF CLALLAM COUNTY COMMISSIONERS

Mark Ozias, Chair

Randy Johnson

ATTEST:

Loni Gores, Clerk of the Board

Excused Absence

Bill Peach