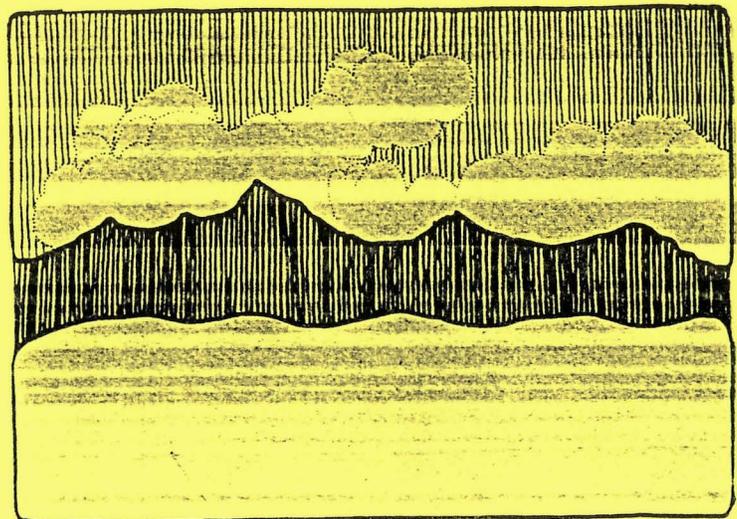


TRI-AREA

**COMMUNITY
DEVELOPMENT
PLAN**



TRI-AREA COMMUNITY DEVELOPMENT PLAN

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chapter 1

introduction and purpose

The Tri-Area of Jefferson County, including the semi-rural communities of Hadlock, Irondale, and Chimacum, is an area of unique qualities. It is located on the Quimper Peninsula near to the county's major population center, Port Townsend. The Tri-Area's topographic characteristics (varying from the beaches and cliffs along the bay to the inland valleys and ridges), its abundant natural resources (including forest and marine resources), its astounding beauty and tranquility, and the enthusiasm of those sturdy individuals and families who settled in the Tri-Area to maintain a chosen lifestyle have all contributed to the area's desirability as a community.

The communities of Hadlock, Irondale, and Chimacum have a colorful history of economic prosperity and decline. Enthusiastic business ventures brought many individuals and families to the area; however, during times of economic decline, many migrated away. Throughout the years the Tri-Area has primarily maintained a rural character. It is apparent, however, as the population continues to grow and development pressures increase, the beauty and charm of the area may be lost to uncontrolled growth. An uncharted course for the Tri-Area's growth and development could jeopardize the lifestyle that many have come to enjoy.

Recognizing this, the citizens of the Tri-Area communities of Hadlock, Irondale, and Chimacum asked the Jefferson County Board of Commissioners to assist with a planning program to address future growth and development of the area. This community development plan is a product of that program. It serves as a written expression of the thoughts of the people of the Tri-Area about the future of the area and their lifestyles.

Once adopted, the community development plan becomes a special chapter of the *Jefferson County Comprehensive Plan*, as a critical element in the decision-making process for a host of activities that may affect the Tri-Area.

It must be remembered that even though the purpose of this plan is to give direction, flexibility is also necessary. As community attitudes and other factors change, a new course may become desirable. To that end, this plan should be periodically reviewed, perhaps every four or five years, and appropriate amendments made.

The integrity of the *Tri-Area Community Development Plan* can only be assured by the continuing support of local citizens in cooperation with their elected officials.

chapter 2

the planning process

In 1965 the board of county commissioners appointed the Jefferson County Planning Commission as a non-paid citizen advisory group to make ongoing recommendations regarding the overall development of the county. The primary responsibility of the planning commission is to give policy-oriented recommendations to the county commissioners. The planning department provides the county commissioners and planning commission with administrative and technical planning assistance. The planning department also acts as a consultant to many private property owners and developers whose projects come within the jurisdiction of county plans, policies, and ordinances.

The authority to carry on the county planning program is granted by the State Planning Enabling Act first adopted by the legislature in 1959 and amended a number of times since. It governs many aspects of a county comprehensive plan. A comprehensive plan is defined by the act as policies and proposals adopted by the board of county commissioners that serve as: (a) a beginning step in planning for the physical development of the county; (b) the means for coordinating county programs and services; (c) a source of reference to aid in developing, correlating, and coordinating official regulations and controls; and (d) a means for promoting the general welfare.

A special chapter of the *Jefferson County Comprehensive Plan* is the community development plans. These community plans represent natural, homogeneous communities within distinct geographic areas, having unified interests concerning the growth and development of their area. The community plans are valuable in a number of different ways: (a) they allow groups of people in various areas of the county a better means of determining for themselves what type and degree of future growth and development they want in their specific community; (b) the distinct desires of one community in the county for growth and development need not intrude on the wishes of other areas; and (c) participatory democracy can be exercised to its fullest extent by involving as many citizens as possible in the decision-making processes of local government. The planning program for Jefferson County's community areas, including the Tri-Area communities of Hadlock, Irondale, and Chimacum, continually strives for the highest degree of public involvement. A community development plan will not truly be successful unless it represents the values and opinions of the area's citizens. It is the hope of the board of county commissioners, the planning commission, and the planning department that the citizens of the Tri-Area will take every opportunity to participate in all phases of the planning program, including periodic revisions and updating of their *Tri-Area Community Development Plan*.

As community attitudes and other factors change, a new course of direction may be desirable for the Tri-Area. To that end, the *Tri-Area Community Development Plan* should be reviewed periodically, perhaps every four or five years, and updated as necessary.

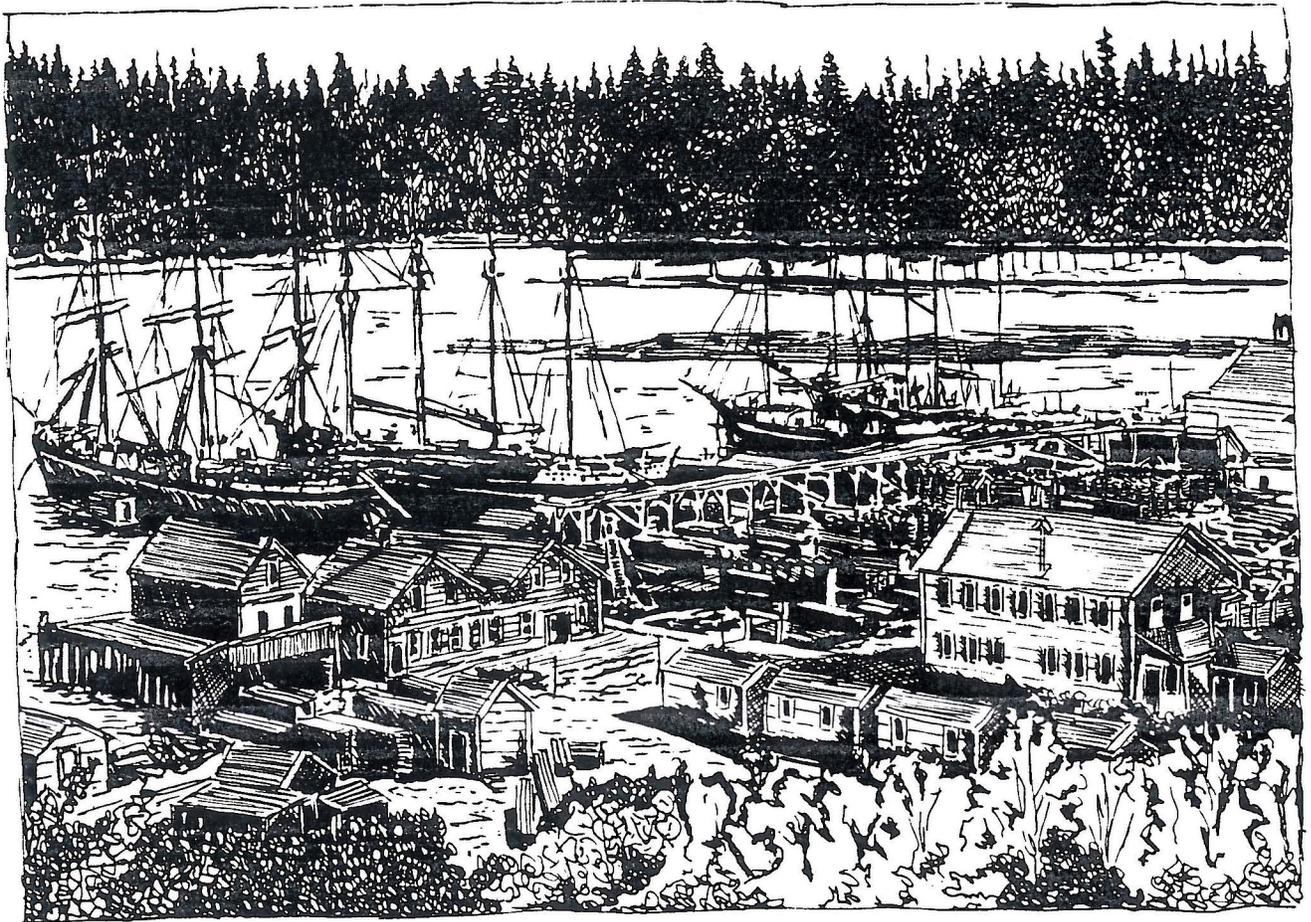
chapter 3

the tri-area and its resources

HISTORY

Throughout its history, Jefferson County has been a land which has inspired enthusiasm. The early explorers of many nations were intrigued by the area's uncharted features and astounded by its beauty. It was to Captain Vancouver's delight that he entered the tranquil waters of the Strait of Juan de Fuca in 1792 and found the land which later became Jefferson County.

The enthusiasm continued as settlers from around the world came to the area for permanent residency. Shipbuilding, logging, sawmills, farming, breweries, and canneries flourished. In the harbors at Port Townsend, Discovery Bay, Hadlock, Irondale, and Port Ludlow, ships were moored whose flags represented every maritime nation in the world. In 1870 Samuel Hadlock acquired several hundred acres of land on Port Townsend Bay. Four years later



in 1874 his enthusiasm for the area convinced San Francisco industrialists to build a sawmill on the bay. In 1875 the Western Mill and Lumber Company was established and they built a mill in Lower Hadlock. The mill stimulated rapid community growth and development in the area. Streets were platted and houses were built. The rapid influx of people to the area brought many diverse nationalities and backgrounds. Supportive commercial services competed for business, and hotels and saloons competed for patronage.

By 1880 the Western Mill and Lumber Company was the single largest mill in existence in the state (the Crown Zellerbach Kraft Paper Mill in Port Townsend was not established until 1927). It averaged 150,000 board feet per day and supplied lumber to local, national, and international markets. The mill supplied all the lumber used in the construction of Fort Worden, Fort Casey, and Fort Flagler. Docks in the harbor accommodated up to seven ships at one time for loading lumber.

Hadlock was a robust place with a booming local economy. There were frequent brawls at the hotels because of different nationalities (German, British, Chinese, Italian, and American). Sailors, loggers, millhands, and longshoremen all mixed at the local saloons. Police protection was a problem because it took forty-five minutes on buggy for the police to arrive from Port Townsend.

During these times, a few sturdy families moved into the wilderness around Chimacum Valley to settle. The Chimacum Valley was named after the Chimacum Indians who fished and hunted around the Chimacum Creek. Those families who settled inland took up agriculture and livestock for their livelihood. The valley and countryside were scattered with dairy farms, cart and garden farms, poultry farms, and horse and cattle ranches.

In 1907, after twenty-two years of successful operation, the Hadlock lumber mill closed down. The bottom dropped out of the lumber market and the company could no longer operate profitably. Just about this same time, in 1909, dreams of a great industrial complex in Irondale caught the enthusiasm of the Western Steel Corporation of Seattle. A blast furnace, a cast house, open hearth furnaces, a casting pit and heating furnaces, rolling mills, cooling beds, and a boiler house were built in Irondale for the steel plant. With high expectations of profitable industrial development and population growth, Irondale was expected to reach a population of 20,000 by the year 1912. It never did. The steel plant could not operate profitably so it also closed down.

One last surge of enthusiasm hit the area when the lumber mill's president, W.J. Adams, heard of a unique new way to produce pure alcohol out of sawdust. In 1911 he decided to give it a try and chose a site in Lower Hadlock, south of Skunk Island, for a plant. The alcohol plant operated for about a year and a half, but problems always plagued them. The by-product from the alcohol process (the leftover pulp) was mixed into cattle feed (bastol) and shipped to San Francisco. In San Francisco the bastol mildewed in warehouses and wouldn't sell. Another problem was transportation. Everything had to be shipped by water, a lengthy and expensive process. There were no adequate roads through the forest and no railroad lines to the area. In San Francisco distillers could make alcohol at half the cost because of the railroad system. As problems began to multiply, the plant could no longer operate successfully so it was shut down in 1913, taking the savings of many local

investors with it.

After the closure of the alcohol plant, many people left the area; however others chose to stay and took odd jobs in the immediate area on farms and ranches in the valleys and in Port Townsend. Their love of the area and its resources, their faith in its future, and their enthusiasm to maintain a chosen lifestyle, wove them tightly into the fabric of the communities of Hadlock, Irondale, and Chimacum. Today many of the descendents of those early settlers still reside in the Tri-Area communities.

LOCATION and TOPOGRAPHY

The Tri-Area communities of Hadlock, Irondale, and Chimacum are located about six to seven miles south of the city limits of Port Townsend, the major population center and the county seat of Jefferson County. Located on the Quimper Peninsula, adjacent to Port Townsend Bay, the Tri-Area communities encompass about fifteen square miles.

The Tri-Area's topography varies from the beaches and cliffs along the shoreline of Irondale and Hadlock to the inland valleys and ridges around Chimacum. The area consists of three distinct topographic areas: those areas of fairly level slope, such as in the valleys (0 to 8 percent slope); those areas with moderate slope (8 to 15 percent); and those areas with steep slope, such as the cliffs along the shoreline and the valley ridges (15 percent and over).

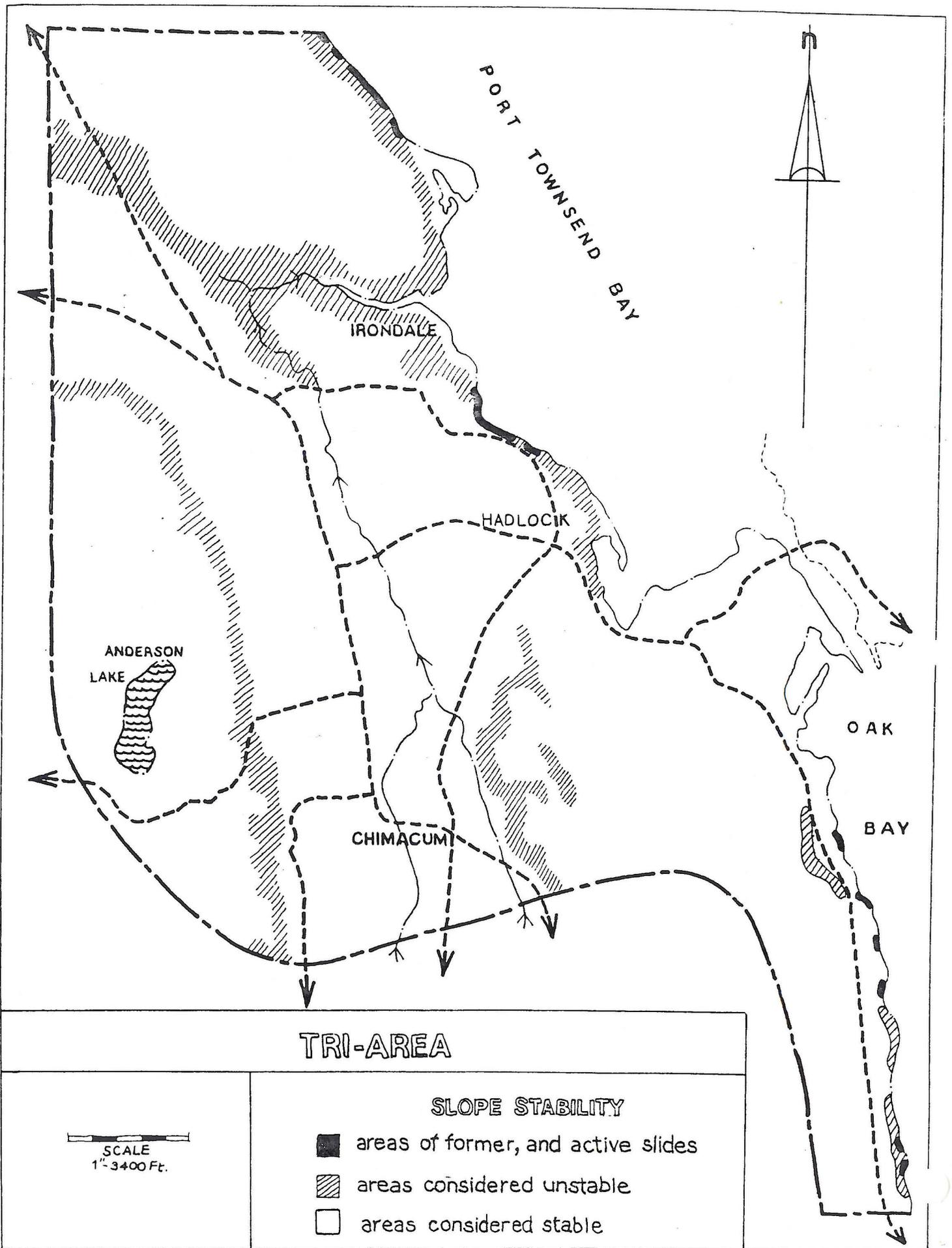
One of the Tri-Area's outstanding physical assets is its shoreline to the east along Port Townsend Bay. The bay is well known for its marine resources. The area's history is filled with colorful stories associated with the shoreline and surrounding waters, such as the past business ventures of the saw-mill, steel plant, and alcohol plant.

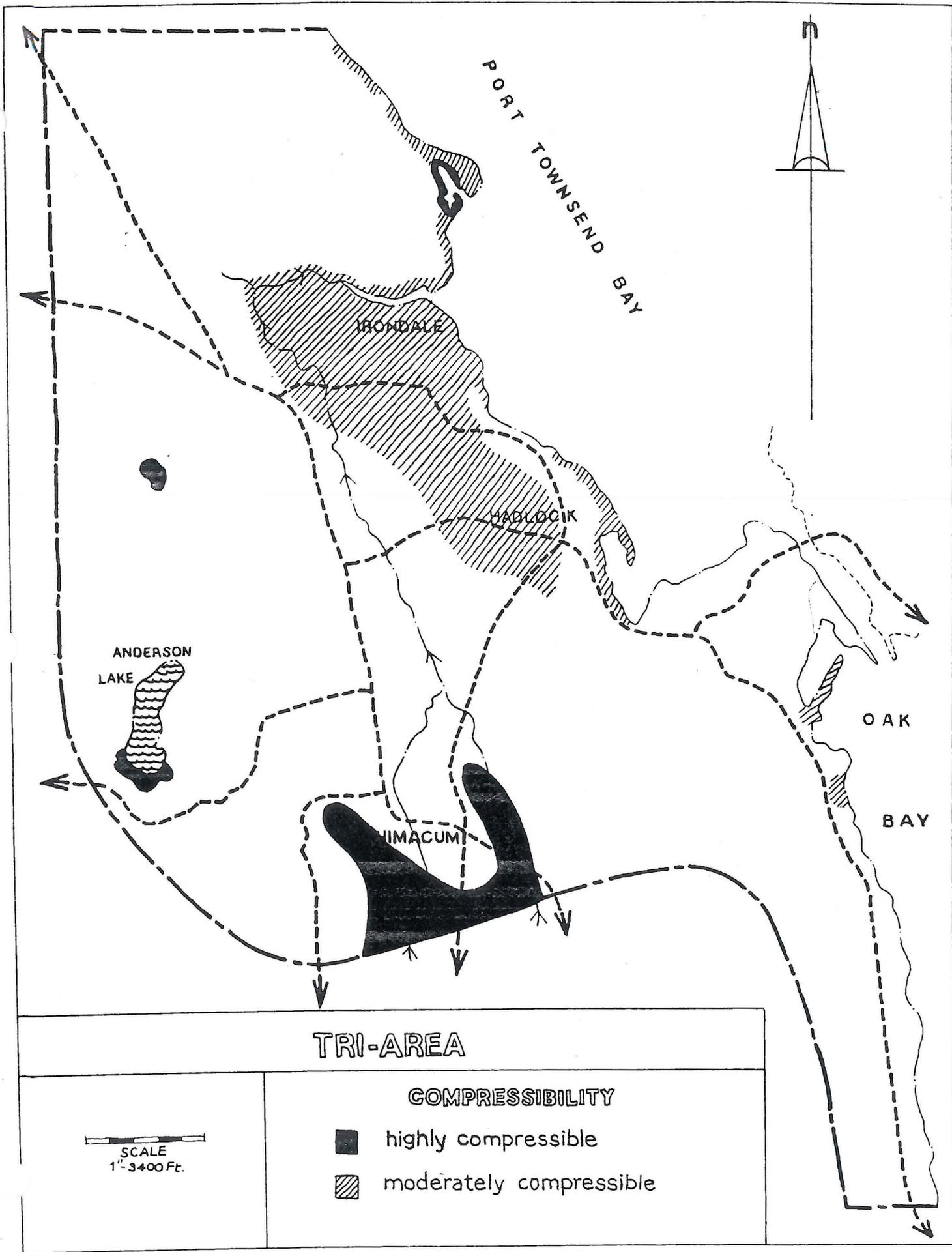
LANDFORMS and GEOLOGY

During the Ice Age, four major periods of glaciation invaded the Puget Sound Lowland. With ice sheets 2,000 to 5,000 feet thick, these glaciers forged ahead and subsequently retreated. Glaciers, both mountain and continental, have been the primary sculptors of Jefferson County. The Quimper Peninsula, on which the Tri-Area is located, was created by glacial action during the Pleistocene Ice Age, about 10,000 years ago.

The glacial action which carved the highlands and lowlands of Jefferson County left behind a variety of glacial deposits. These glacial deposits are found about five feet below the surface soils and constitute the parent material or geologic structure of the county. On the Quimper Peninsula the two primary types of glacial deposits are outwash and till. *Outwash* consists of unconsolidated sand, gravel, and rocks, which results from the run-off of melting glaciers. Outwash is located just beneath the surface soils and is highly permeable allowing for good drainage. *Glacial till* or hardpan, on the other hand, consists of unsorted clay, sand, gravel, and rock which has been compacted by the weight of the glacier into a highly impervious concrete-like material. Glacial till is located at depths of twenty to forty inches and is generally impermeable, sealing off drainage from ground water sources below. Due to the advance and decline of several glaciers, these layers of outwash and till may overlap one another, and may run in different directions.

The influence of glacial action on the Quimper Peninsula is readily apparent in the varying topographic conditions, from the lowlands and valleys to



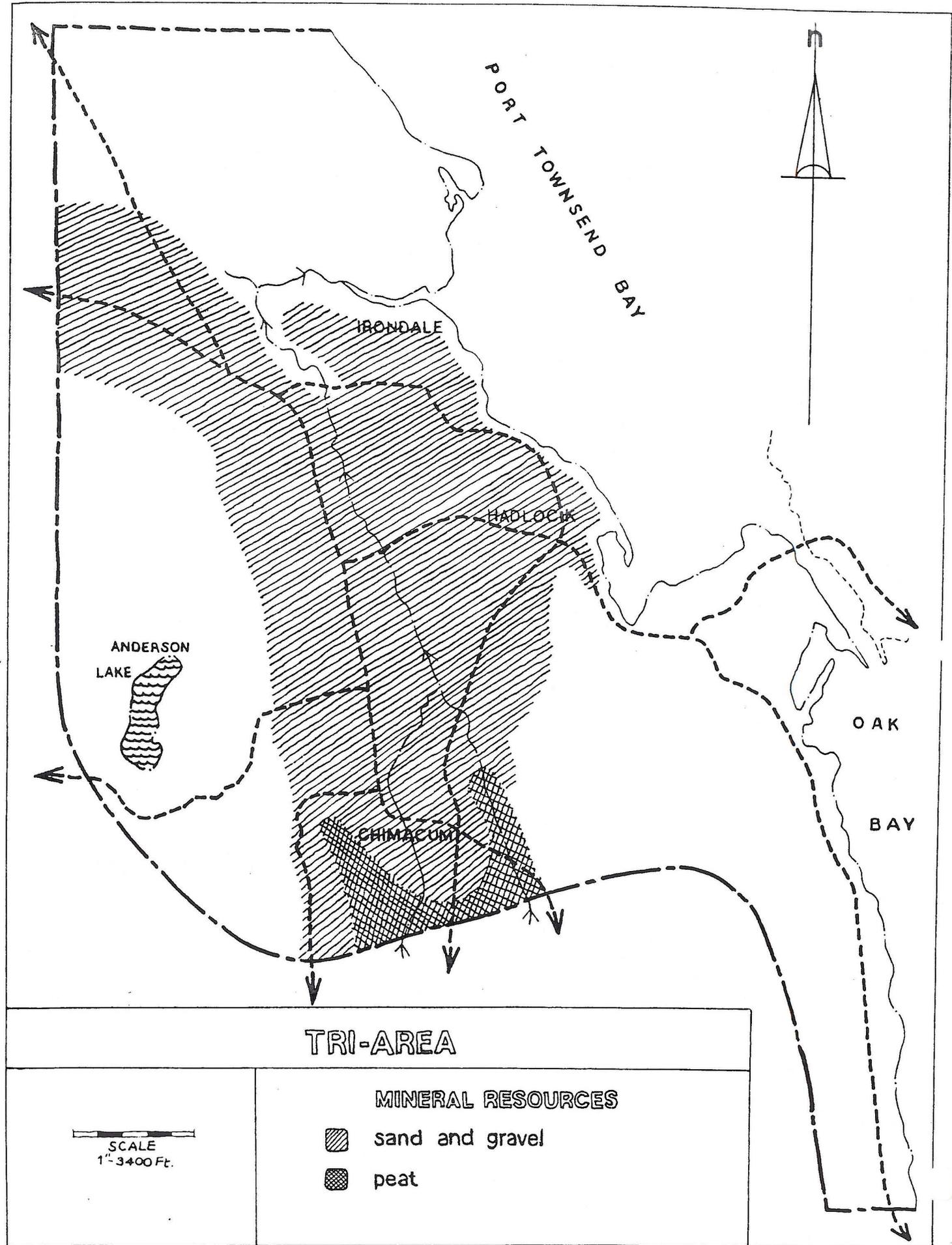


TRI-AREA

SCALE
1" = 3400 Ft.

COMPRESSIBILITY

- highly compressible
- ▨ moderately compressible



PORT TOWNSEND BAY

IRONDALE

HADLOCK

ANDERSON LAKE

OAK BAY

BAY

CHIMACUM

TRI-AREA

MINERAL RESOURCES

- ▨ sand and gravel
- ▣ peat

SCALE
1" = 3400 Ft.

the highlands and ridges; however equally important, although less obvious, is the impact of glacial action on the underlying geology. Knowledge of geologic characteristics is important when determining the suitability of properties for various uses. Within the Tri-Area, such geologic characteristics include slope stability, compressibility, waste disposal suitability, and mineral resources. Interpretive maps of these geologic characteristics are available for inspection at the Jefferson County Planning Department (Third Floor, Courthouse, Port Townsend). It should be noted, however, these maps should not be substituted for specific on-site field inspections which may produce findings somewhat different from the more general accounts.

Slope Stability: *Slope stability* is the potential of land slippage due to such factors as slope gradient, change in vegetative cover, soil and geologic characteristics, and water content. Within the Tri-Area geologically unstable areas are located along the shoreline edges of Port Townsend Bay and Oak Bay and areas around Chimacum Creek. Areas of active landslides are located just north of Kala Point along the shoreline.

Slope stability characteristics are important to consider. Without special precautions, the placement of heavy overburdens, such as houses and roads, could result in land slippage or landslides. When developing on geologically unstable properties, property owners should take special precautions, such as placing structures and roads an adequate distance from the shoreline edge or bluff, taking measures to avoid oversaturation of the subsurface geology with water from septic tank and drainfield systems or rainwater retention systems, and careful consideration when removing vegetation, soil or rocks from hillsides and bluffs. In extraordinary situations, special engineering techniques and slope stabilization measures may be needed to ensure against possible landslides.

Compressibility: *Compressibility* is the characteristic of a geologic formation to resist consolidation or compaction due to a heavy overburden or from seismic shaking. In general, the more compressible an area, the less stable it is for supporting building and road foundations. In highly compressible areas, adequate measures should be taken to ensure that building foundations are structurally sound. The higher the bearing capacity of a material, the more pounds per square inch it can withstand, and the less compressible it is. Under optimum conditions, geologic material has a high bearing capacity and is capable of adequately supporting heavy loads. Slightly compressible to moderately compressible areas in the Tri-Area are located along the shoreline edges, at the mouth of Chimacum Creek, and in some areas of Irondale and Hadlock. Areas of high compressibility are located around Kuhn Spit (Kala Point) and Anderson Lake. In these compressible areas property owners should take adequate measures to ensure that building and road foundations are structurally sound, such as allowing the property to settle and compact before developing, filling the area with compact material before developing, excavating to solid earth, or driving pilings to solid earth on which to place building foundations. Extraordinary architectural engineering design and construction may be required on some properties to secure structures.

Waste Disposal Suitability: *Waste disposal suitability* is the ability of the geologic substrata to manage liquid waste disposal without contaminating ground water supplies. This characteristic considers slope, permeability, drainage, depth to the water table, and the type of geologic material. Under optimum conditions, areas which are well suited for liquid waste disposal have gravelly sandy soils, a permeable underlying geologic deposit allowing drainage, and an impermeable geologic deposit such as glacial till. Septic tank effluent percolates through the first two layers and is sealed off from ground water sources below by the impermeable till layer.

Waste disposal suitability of properties within the Tri-Area varies from very poor to good. Very poor areas for waste disposal are found along the shoreline, Kuhn Spit, Anderson Lake, and in areas along Chimacum Creek. Property owners in these areas may need to increase usable lot area or use extraordinary waste disposal methods in order to protect groundwater supplies. Areas identified as good for waste disposal encompass the major residential and commercial areas of the Tri-Area. In these areas the geologic substrata below surface soils is generally capable of managing liquid waste disposal without contaminating ground water supplies.

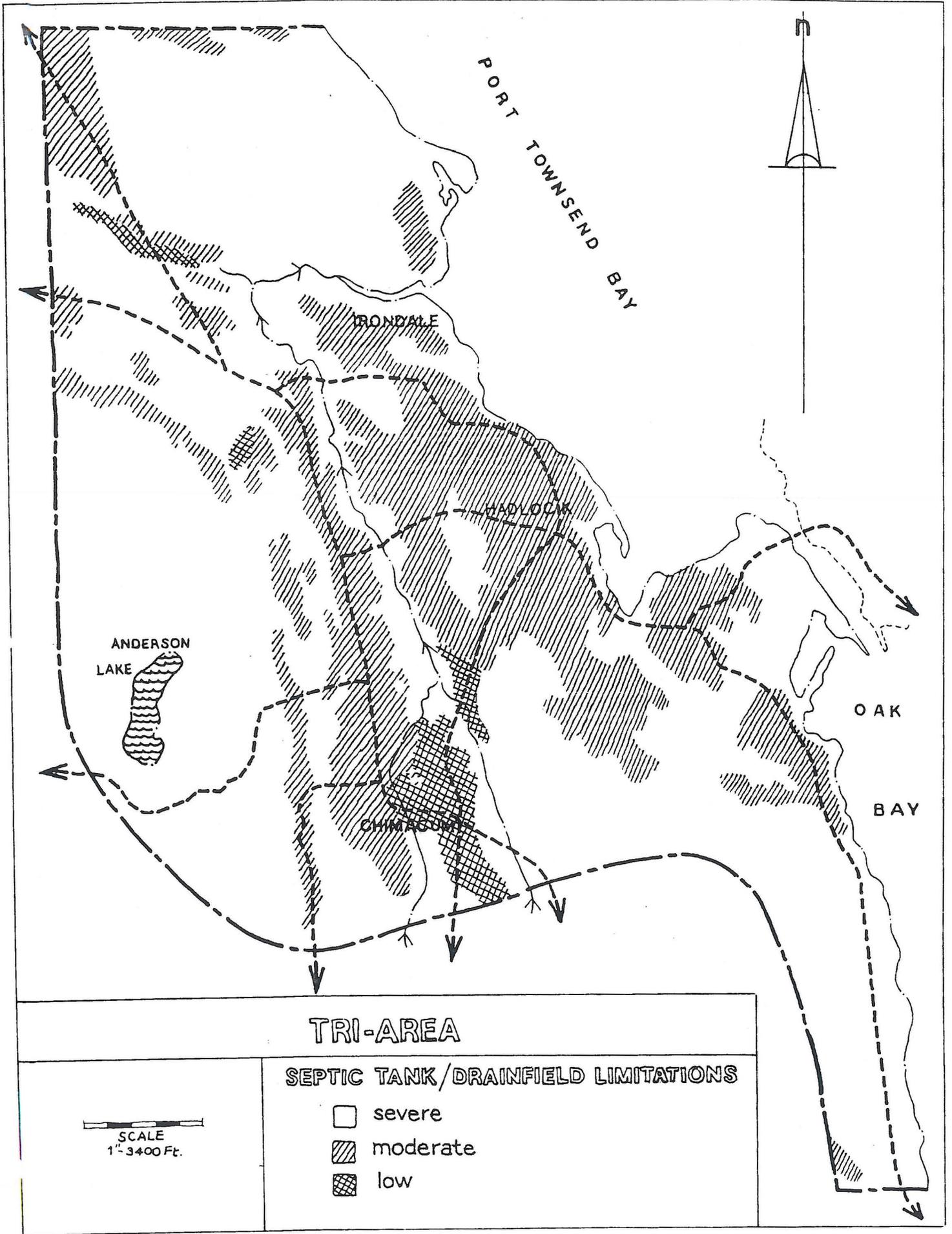
The waste disposal suitability of an area and its ability to manage septic tank effluent becomes increasingly important as an area grows. Within the Tri-Area properties are dependent solely on individual septic tank and drainfield systems for waste disposal. Therefore, as more properties are developed, owners may need to take measures to avoid oversaturation of the geologic substrata with septic tank effluent which could otherwise result in possible contamination of ground water supplies.

Mineral Resources: The predominate mineral resource within the Tri-Area is sand and gravel. Marketable quantities of gravel are found throughout the Tri-Area. Jefferson County presently operates three gravel pits for county road construction work in the Tri-Area. In addition, several gravel pits for commercial purposes are located within the area. As required by state law, obsolete gravel pits must be reclaimed and redeveloped for other land uses. Examples of reclaimed gravel pits within the Tri-Area include the county's Little League Baseball Park, Seagull Field, and Chimacum Creek Estates residential development.

SOILS

The soils of Jefferson County were formed by the various forces of water, heat, time, vegetation, and animal life all acting upon the geologic parent material. In the county the principal parent material consists of the sands and gravels associated with glacial till and outwash. Most of the soils were developed in a moist, mild, marine climate under a rich covering of plant life. Within the Tri-Area, the major soil group is the Clallam-Hoypus-Dick Association. This major soil group is identified by the U.S. Soil Conservation Service as "well drained and somewhat excessively drained, nearly level to very steep soils underlain by compact glacial till, loamy sand and gravel, or gravelly sand."

Knowledge of soil characteristics and capabilities is important when determining the suitability of properties for various uses and can lead to the wise planning of both public and private investment projects, such as road construction projects or private residences. Within the Tri-Area important



soil characteristics include: septic tank suitability, depth to seasonal water table, ponding and flooding, aquifer recharge potential, and woodland suitability. Interpretive maps of these soil characteristics are available for inspection at the Jefferson County Planning Department (Third Floor, Courthouse, Port Townsend, Washington). It should be noted, however, these maps should not be substituted for specific on-site field inspections which may produce findings somewhat different from the more general accounts.

Suitability for Septic Tank and Drainfields: The classification of soil suitability for septic tank and drainfield systems considers soil properties that may inhibit the proper functioning of these systems (i.e. the proper absorption and decomposition of septic effluent).

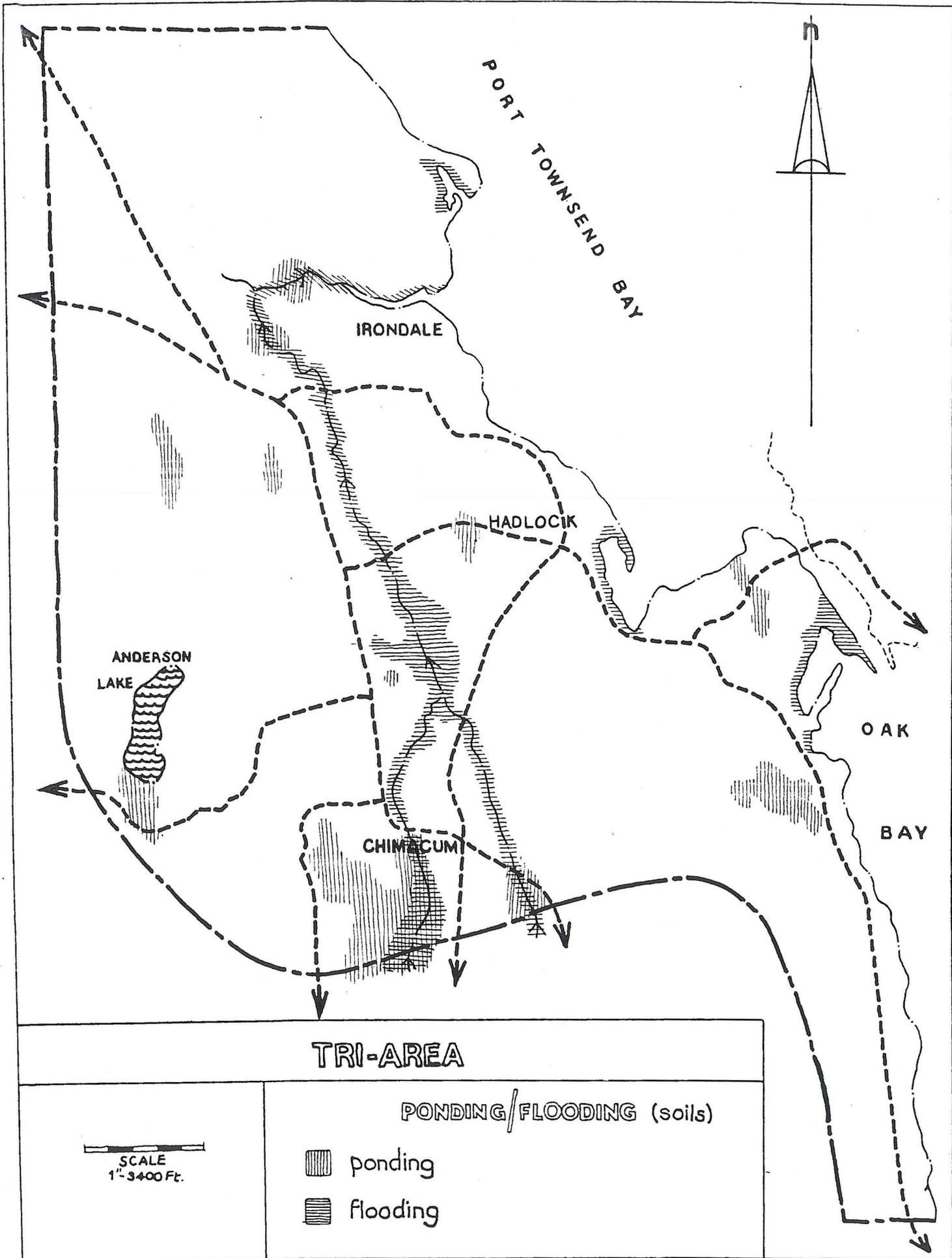
Soils classified as having moderate to low limitations for septic tank and drainfield systems encompass the major residential and commercial areas of Hadlock, Irondale, and Chimacum. In general, these soils allow the proper functioning of septic tank and drainfield systems. Soils classified as having severe limitations are located along the shoreline edges, along Chimacum Creek, and around Anderson Lake. In these areas, large lot sizes or extraordinary engineering measures may be required to safely dispose of septic tank effluent.

Depth to Seasonal Water Table: *Depth to seasonal water table* is a measurement from the surface of the ground to the water table that occurs during the wet months of the year. A shallow depth between the ground surface and the water table may cause foundation and septic tank effluent disposal problems. A high seasonal water table may inhibit septic tank effluent from being properly decomposed in the soil. A high seasonal water table may also cause foundations to float on their footings, resulting in structural damage to buildings.

Most of the residential and commercial areas of the Tri-Area have depths to the seasonal water table of over five feet, which does not present a hazard to roads and structures or inhibit septic tank effluent disposal. Areas of steeper slopes, such as along Chimacum Creek, around Anderson Lake, and along Oak Bay, are identified as having a high seasonal water table of 0 to 3 feet from the surface. In these areas property owners should use special engineering techniques to stabilize building foundations to avoid floating of structures on their footings and ensure proper disposal of septic tank effluent.

Ponding and Flooding: Ponding occurs when the seasonal water table rises above the surface of the ground. Areas of ponding are almost exclusively found in low lying areas and areas surrounding lakes and ponds. Flooding occurs when a spring, stream, or river over-runs its banks or when coastal lands are inundated by water due to the combination of storm conditions and high tides. In river and stream valleys, the area most regularly flooded is called the flood plain.

Within the Tri-Area regular flooding occurs around Kuhn Spit at Kala Point, along Chimacum Creek, and at Oak Bay Park. Regular ponding occurs at the southern end of Anderson Lake and along Chimacum Creek. Ponding and flooding, like a shallow depth to the seasonal water table, may be a hazard to development. Property owners should take adequate measures to ensure that



structural damage will not occur to buildings and roads on soils subject to ponding and flooding, or avoid development on these soils altogether. Likewise, septic tank and drainfield systems should not be installed in areas exhibiting these characteristics.

Aquifer Recharge Potential: *Aquifer recharge potential* is the relative ability of the soil and underlying geology to transport rainwater into underground aquifers. This classification considers the water intake rate of the topsoils and the permeability of subsoils and parent materials. While it is not exactly known if water falling on these areas actually reaches the aquifers that supply wells in the area, it is reasonable to assume these aquifer recharge areas do play a role in recharging undergroundwater reservoirs.

Aquifer recharge areas contain some of the most permeable soils. Conflicts can arise between the proper functioning of these soils and development. First, roof tops, driveways, walkways, and roads all reduce the amount of land surface able to receive rainwater. Second, in areas of extreme permeability, septic tank effluent may percolate faster than the ability of soil micro-organisms to purify it, thus increasing the chance of ground water contamination. Proper precautions should be taken when developing on areas considered to have aquifer recharge potential so the function of these areas may be maintained without depleting or contaminating ground water supplies.

Woodland Suitability: The U.S. Soil Conservation Service has classified soils within Jefferson County that are well-suited for the growing of timber, specifically Douglas Fir, Western Hemlock and Western Red Cedar. Classes 1, 2, and 3 woodland productivity soils produce high yields of marketable timber. In East Jefferson County there are no Class 1 soils. Within the Tri-Area Class 2 and 3 soils are located around Kala Point, in areas throughout Irondale, around Anderson Lake, and along areas of Oak Bay Road. Both Crown Zellerbach and Pope and Talbot timber companies have large holdings of timber property within the Tri-Area which they operate as tree farms.

FLORA and FAUNA

The diverse forest ecosystems on the Olympic Peninsula provide habitat areas for a variety of flora (plant) and fauna (animal) species. Local Indians found these resources plentiful and had no need to cultivate. Since the landing of the first white settlers, a number of new species were introduced, including various plants for cultivation and domestic and herd animals.

Within the Tri-Area native vegetation includes a variety of coniferous and deciduous trees, such as Douglas Fir, Western Hemlock, Red Cedar, Western White Pine, alder, maple, and oak. Typical shrub plants include rhododendron, Oregon grape, salal, and sword fern.

Wildlife species found in wooded areas include deer, skunk, raccoon, cottontail rabbits, and squirrels. A variety of waterfowl species are seasonally common along the shores of Port Townsend and Oak Bays and along Chimacum Creek. Upland game birds, such as quail, pheasant, grouse, and pigeons are common in areas of cleared forest.

MARINE RESOURCES

The marine waters of the Tri-Area provide a rich habitat for many shellfish and fish resources. Oysters, clams, and shrimp are common along the shoreline of Port Townsend and Oak Bays. Rainbow and cutthroat trout, coho and chum salmon run in Chimacum Creek. The waters of Port Townsend Bay and Oak Bay provide habitat for a variety of fish including herring, surf smelt and true cod.

Knowledge of marine resource areas may have important implications for upland activities. For example, the leaching of septic tank effluent or siltation caused by soil excavation may disrupt or degrade marine habitats, such as clam beds or fish spawning areas.

CLIMATE

The Tri-Area is located in the *West Coast Marine Climatic Region* of North America, a climate influenced by moist air flowing in from the Pacific Ocean. Also influencing the Tri-Area's climate is the effect of the Olympic Rain Shadow. The *Olympic Rain Shadow* is a climatological phenomenon that results when the prevailing weather to the west is altered by the Olympic Mountains, thus creating a shadowed area or dry area on the leeward or east side of the mountains. Areas influenced by the Olympic Rain Shadow are generally characterized as having low rainfall and sunny days.

Located on the fringe of the Olympic Rain Shadow, the Tri-Area receives about 20 to 25 inches of rain annually. In the summer months high temperatures range in the 60's and 70's; low temperatures range in the 40's and 50's. During the winter months temperatures range from highs in the mid-40's to lows in the mid-20's.

COMMUNITY FACILITIES and SERVICES

The Tri-Area utilizes one of the most unique water systems in the State of Washington, the Olympic Gravity Water System (O.G.W.S.). This system provides high quality municipal water to Tri-Area residences and businesses. There are some properties within the area, however, which still depend on individual wells for the water supply.

A community sanitary sewage disposal system has not been constructed in the Tri-Area. Individual septic tank and drainfield systems are used for sewage disposal. Due to variable contours and soil conditions within the area, requirements for individual septic tank and drainfield systems may vary from lot to lot.

Jefferson County operates a solid waste (garbage) drop box station at the county's Little League Baseball Park, Seagull Field. The solid waste is hauled from the drop boxes to the county's sanitary landfill. The landfill site is located about one mile south of the City of Port Townsend.

Puget Sound Power and Light Company serves the Tri-Area with electric power. Telephone service is provided by Pacific Northwest Bell Telephone Company to Irondale and Hadlock, with the United Telephone Company serving Chimacum.

Within the Tri-Area there are dental, optometric, out-patient medical, chiropractic, and veterinary services. Major medical facilities are located in Port Townsend at Jefferson General Hospital. Also located in Port Townsend are two out-patient clinics and one nursing home.

Police protection to the Tri-Area is provided by the Jefferson County Sheriff's Department. Fire protection is provided through the volunteer efforts of Chimacum Fire Protection District 1. Ambulance service is provided by contract with the City of Port Townsend. Emergency aid car service operates in conjunction with the fire district responding to emergency aid requests.

The boundaries of Chimacum School District 49 encompass the Tri-Area communities of Hadlock, Irondale, and Chimacum. Both the elementary school grades (kindergarten through eighth grades) and the high school (ninth through twelfth grades) are located at the Chimacum school complex.

The Jefferson County Rural Library District provides book circulation to Tri-Area residents.

The Tri-Area Community Center, located in Chimacum, provides a variety of services to area residents, such as the senior nutrition program, health clinics for seniors and children, and Happy Bus transportation service. Classes offered at the center include macrame, knitting, crochet, needlepoint, bingo, and square dance. A number of local groups and organizations also use the center, such as the 4-H Club, Garden Club, Mycological Society (mushrooms), Audubon Society (birds), and Community Quilters.

The Tri-Area is blessed with many natural resources that accommodate a variety of recreational pursuits. Port Townsend and Oak Bays provide opportunities for fishing, shellfish gathering, and sailing. Several parks are located in the area offering picnicking, camping, and boat launching facilities. The *Jefferson County Park, Recreation, and Open Space Plan* designates specific bicycle and horse trails within the Tri-Area. In addition, tennis courts are available for public use at the Chimacum school complex. Within close vicinity to the Tri-Area are Fort Worden, Fort Townsend, and Fort Flagler, which offer a variety of recreational facilities.

Each year in the month of June, the Hadlock Lions Club sponsors Port Hadlock Days in Lower Hadlock. The community festival includes sailboat races, row boat races, a marathon and bike race, and a clam and salmon bake. Several local organizations coordinate with the Hadlock Lions Club in organizing Port Hadlock Days.

COMMUNITY GOVERNMENT and SPECIAL PURPOSE DISTRICTS

Jefferson County is governed by a three member board of commissioners. The Tri-Area is represented in County Commissioners' District 2. Through their various boards, departments, and advisory commissions, the board of county commissioners acts as both the legislative and executive branches of county government. It is the board of county commissioners who adopt official county plans, policies, and regulations, including community development plans.

Tri-Area residents sit on both the Jefferson County Planning Commission and Shoreline Management Advisory Commission. These two commissions advise the county commissioners on planning, community development, and marine resource related matters. The commissions perform an important and integral role in effective county government.

There are several special purpose units of government which affect Tri-Area residents. The Tri-Area is located within the boundaries of Chimacum

School District 49, Hospital District 1, Fire Protection District 1, Public Utility District 1, Chimacum Drainage District 1, and the Jefferson County Rural Library District. The Port of Port Townsend, as a county-wide special-purpose unit of local government, also has jurisdiction and responsibility within the Tri-Area.

The Jefferson County Transit Authority is a county-wide special purpose district providing public transportation throughout Jefferson County. Approved by the voters in 1980, the transit authority is funded by a three-tenth cent sales tax.

chapter 4

the tri-area and its people

POPULATION GROWTH

In the early 1900's many people were attracted to the Tri-Area by employment opportunities in the saw mill, steel plant, and alcohol plant. With high expectations of profitable industrial development and population growth, the Irondale area was platted for a population of 20,000; however, expectations were never reached. Business closures brought economic decline and many people were forced to migrate out of the area. Since that time, the Tri-Area has developed slowly, maintaining primarily a rural character.

In recent years, however, the Tri-Area has become one of the fastest growing areas in Jefferson County. Encompassing the second largest population concentration in the county, the Tri-Area population is growing about 7 percent a year, compared to the county-wide average of about 4 percent a year. Population estimates for 1980 in the Tri-Area are about 2,000 persons. At the current rate of growth, the Tri-Area's population can be expected to double within ten years.

POPULATION CHARACTERISTICS and DISTRIBUTION

The 1970 U.S. Census identified about 30 percent of the Tri-Area population in the age group 18 years and younger, about 54 percent of the population between the ages of 18 and 65, and about 16 percent of the population over the age of 65. The Tri-Area's retiree percentage of 16 percent is somewhat larger than the state's average of 10 percent. The 1970 Census also identified the median age in the Tri-Area as 39.8 years and the average number of persons per household as 2.67 persons.

Residential population within the Tri-Area is concentrated primarily in the Hadlock-Irondale vicinity. Much of this area was platted in the 1900's by the early industrialists. The availability of previously platted lots has encouraged residential development into these areas. Tri-Area residences are also concentrated along shoreline and waterview properties. In areas of larger parcels or acreage, population is more disperse, such as along Oak Bay Road and in areas around Chimacum.

DEVELOPMENT TRENDS

In recent years the Tri-Area has become one of the fastest growing areas in the county. A number of factors have influenced growth in the area, including the activities at the Navy facility on Indian Island, the availability of previously platted lots in the area, and the geologic characteristics and quality of soils which are generally favorable towards development.

In 1970 the Tri-Area received 3 percent of all new residential building permits issued within the county. In 1979 that figure jumped to 25 percent, indicating that the Tri-Area is receiving a larger proportion of total county population increases than in previous years. In response to this, the City of Port Townsend has improved and extended its water system lines within the

Tri-Area, Jefferson County has continued to improve roads within the area, and the Chimacum school district has built a new high school complex. The private sector has also responded to an increased population by providing a number of supportive services, such as new commercial and professional businesses. In addition, the telephone and electric companies have implemented new expansion programs to meet the growing demands for new hook-ups within the Tri-Area.

The natural conditions, supportive community services, and desirability of the Tri-Area as a place to live will continue to attract new people to the area.

chapter 5

community values

In the fall of 1979 a team of Tri-Area residents, in cooperation with the Jefferson County Planning Department, developed and distributed a growth and development opinion survey to 1,100 Tri-Area residents and property owners. Approximately 250 surveys were returned for a response rate of about 22 percent. Of those surveys returned, about eighty-five percent were from Tri-Area residents; the remaining returns came from Tri-Area property owners not living in the area.

The survey contained twenty-five questions covering a wide range of community development issues. While there was a diversity of opinions on specific questions, almost all respondents agreed what they liked and enjoyed about the Tri-Area is its semi-rural atmosphere and friendly neighborhoods. These features are highlighted in the Tri-Area plan's goals and policies (see Chapter 6).

Survey results indicate two-thirds of the Tri-Area respondents would prefer the population of the area to grow slower than the present rate of seven percent annually. Results also show the most desired pattern for residential, commercial, and industrial activities is concentrations of developments separated by areas of greenbelt (i.e. natural areas and open space).

RESIDENTIAL DENSITIES

Questions dealing with preferred residential densities (the number of housing units per acre) show a variety of responses depending on the given level of utility service (i.e. individual wells and septic tank drainfields versus community water and sanitary sewage systems). Preferences also vary according to neighborhood location. In general, those living in more populated areas prefer higher residential densities (more housing units per acre) than those living in more sparsely populated areas. For example, residents living in the more populated areas of Irondale and Hadlock prefer residential densities of four units per acre; residents in the more sparsely populated areas prefer residential densities of two units per acre for properties with individual wells and septic systems. The majority agree mobile homes should be treated like frame built houses with respect to location and land development standards. Multi-family dwelling construction (i.e. apartments and condominiums) is desired in more populated areas to provide a buffer between commercial and industrial areas and single family residential areas.

COMMERCIAL and INDUSTRIAL ACTIVITIES

The survey contained many questions dealing with commercial and industrial activities. In order of respondent preferences, desired locations for commercial activities include: locations within a defined business district; clustered at specific intersections within the community, such as at Ness' Corner, the four-way stop in Hadlock, and the Chimacum intersection; and clustered in planned commercial developments, such as shopping malls. Survey results also show a desire for more comparison goods (i.e. housewares and

sporting goods), convenience goods (i.e. groceries and drug store items), professional services (i.e. medical, dental, and legal), and specialty goods (i.e. clothing, antiques, and books). About half of the respondents feel new and diverse industries should be encouraged to locate in the area. In order of respondent preference, desired industries include: boat building and repair shops, light industry (i.e. electronics), arts and crafts activities, and aquaculture production (i.e. salmon rearing, clam processing, and oyster harvesting). Other preferred industries include: wood processing (i.e. finished products, such as, cabinets and furniture), plant nurseries, and boat marinas. Most respondents prefer small industries (one to twenty employees) to medium-sized industries (twenty-one to fifty employees).

PARK and RECREATION FACILITIES

The survey contained a number of questions about park and recreation facilities within the Tri-Area. Facilities which respondents feel are inadequate include: Hadlock boat launch, Irondale reserve park (undeveloped), and Irondale athletic park. About two-thirds of the respondents feel Jefferson County should begin planning for and acquiring lands for future park needs of Tri-Area residents. In order of respondent preferences, desired facilities include: a waterfront park at or near the mouth of Chimacum Creek, a community swimming pool, a public trail system along Chimacum Creek, and a park site within the Hadlock business district. When asked about developing Anderson Lake (managed by the Washington State Parks and Recreation Commission), most agreed the park should be developed; however there is some disagreement with respect to how soon the park should be developed and to what level of development. Some preferred park development within five years; others preferred over five years. Desired levels of development for the state park include: primitive facilities (i.e. trails and fishing accommodations), overnight use facilities (i.e. camping units), day use facilities (i.e. playfields), and intensive use facilities (i.e. constructed lodge).

COMMUNITY ISSUES

Questions dealing with specific community issues, such as construction of a sewage disposal system, incorporation of the area into a town or city, and planning for an alternate by-pass route, show a variety of responses. When asked about construction of a sanitary sewage disposal system, about one-third feel they need more information before making a judgement and about one-third were against the proposal or had no opinion; the remaining one-third were in favor of constructing such a system. When asked about incorporation of the Tri-Area, or a part thereof, into a separate town or city, about one-third of the respondents feel they need more information before making a judgement, and about one-third were against the proposal or had no opinion; the remaining one-third were in favor of incorporation. When asked about planning for an alternate route to by-pass the intersection of Ness' Corner and the Irondale Cut-Off, just over one-third of the respondents feel there should not be a by-pass, just under one-third had no opinion, and about one-third were in favor of the proposal.

COMMUNITY SERVICES

The survey contained a variety of questions about community services (both public and private services). Most respondents feel these services meet their needs; many expressed praise for services, such as the senior program and Happy

Bus; however there is indication that some services need more attention, such as, a coordinated public transportation system, enforced animal control, local emergency medical services (i.e. ambulance and first aid), hospital and doctor services, stronger land development standards, more programs for youths, extended library service, and more efficient telephone service in some areas. In planning for future road improvements, survey results show the following areas need attention: road signing (i.e. road names and directional signs), paved shoulders for bicycle trails, turning and holding lanes, speed limit reduction in some areas, jogging paths, horse trails, and more pedestrian crosswalks.

The survey asked respondents if they felt it would be desirable for the Tri-Area to adopt a community theme. About one-third of the respondents felt it would be undesirable, bringing tourists and architectural facades; another one-third expressed no opinion; the remaining one-third felt it would be desirable by bringing the community together. Respondents offered the following community theme ideas: "Home of the Wooden Ships and Iron Men", "Boat and Forest Wonderland", "Port Hadlock", "County Western Rural", "Wooden Sailboats", "Tall Trees", "Welcoming Woods", "Progressive Energy and Environment", "Hadlock Truckers", "Lumber and Fishing", "Heart of Jefferson County", "Crossroad to Vacationland", "Old Ships", and "Chim-Lock-Dale."

The response to this survey by Tri-Area residents and property owners provides the basis for the goals and policies that follow in Chapter 6. As stated at the beginning of this chapter, almost all respondents agree what they like and enjoy about the Tri-Area is its semi-rural atmosphere and friendly neighborhoods.

chapter 6

community plan

This chapter of the *Jefferson County Comprehensive Plan* contains specific guidelines for public and private actions and development activities within the Tri-Area. These guidelines are in the form of goals and policies and have evolved after careful consideration of a number of important factors:

1. Natural resources of the area such as soils, geology, climate, water, topography, fish and wildlife, and shoreline features.
2. Cultural resources of the area such as its people, community facilities and services, businesses, and heritage.
3. Past, present, and projected growth and development trends.
4. Desires and needs of area residents and property owners as expressed in the opinion survey and community meetings.
5. Sound professional planning and community development principles.

Goals are statements of the long range objectives of the community.

Policies are statements of specific actions to achieve the goals. Policies are used during the review of public and private actions and development activities. The goals and policies of this community plan, the *Tri-Area Community Development Plan*, will be used during the review of proposed land subdivisions, commercial and industrial developments, open space and recreational areas, roads and transportation facilities, utilities, and other community facilities and services within the Tri-Area.

General Goals

1. To maintain the small town and rural character of the Tri-Area.
2. To promote and reinforce a sense of community and neighborhood identity.
3. To maintain a balanced community that continues to provide for a diversity of activities, interests, and lifestyles.
4. To encourage development activities that are located, designed, and constructed in a well-planned manner with proper consideration given to natural features and constraints.

General Policies

OVERALL

1. The Tri-Area community should continue to provide a mixture of housing types; a diversity of employment opportunities; supportive commercial services; and areas for agriculture, timber production, recreation and open space.
2. Community facilities and services and transportation and circulation improvements should serve the current and anticipated needs of area residents.
3. Public and private actions and development activities should follow the appropriate goals and policies of the *Jefferson County Comprehensive Plan*.
4. Developments along shorelines should follow the appropriate policies and

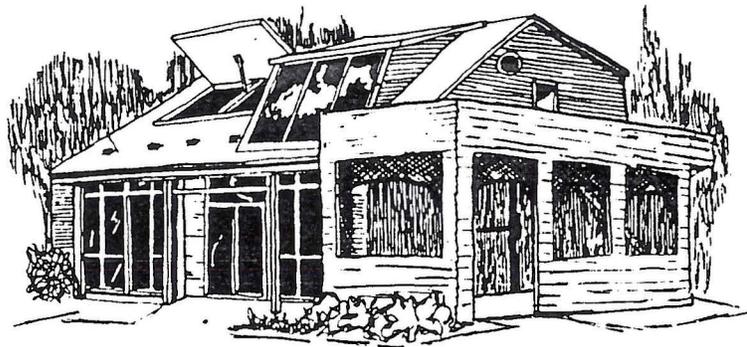
performance standards contained in the *Jefferson-Port Townsend Shoreline Management Master Program*.

NATURAL FEATURE CONSIDERATIONS

5. Developments should not occur within geologically unstable areas, unless structural stability can be assured.
6. Developments should not occur within sensitive natural areas such as tidelands and tidal marshes.
7. Developments should not occur within flood hazard areas such as certain areas along Chimacum Creek.
8. On-site drainage controls should be employed to reduce soil erosion and prevent damage to adjacent properties. Natural drainage ways should be retained and used whenever possible.
9. Ground water resources, ground water recharge areas, and shorelines should be protected from septic tank effluent and toxic wastes.

ON-SITE CHARACTERISTICS

10. The use of native building materials and styles is encouraged.
11. Innovation in architectural design and site layout is encouraged, such as orienting structures to benefit from solar energy potential.



Solar Structure

12. Structures should be located in a manner that will not significantly block views from adjacent properties, views open to the public, or solar exposure to adjacent properties.
13. Developments should provide screening (natural areas or landscaping) when adjacent to major roads and incompatible uses.
14. Landscaping of sites should be an integral part of site development, particularly along driveway entrances and within parking areas.
15. Signs should follow the goals and policies of the "Signs" section of this plan.
16. Street design and driveway accesses should follow the goals and policies of the "Transportation and Circulation" section of this plan.
17. Developments should not create dangerous, noxious, or similar public hazards that adversely affects the use, value, or enjoyment of adjacent properties and areas.
18. Developments should follow the standards of the Jefferson County Health Department for water supply and sewage disposal.

RESIDENTIAL DEVELOPMENT

Over the past several years, the Tri-Area has been one of the fastest growing areas in Jefferson County. Many new and diverse housing accommodations have been provided. Large acreage tracts in outlying areas have been divided into acreage homesite parcels, several new residential subdivisions and mobile home parks have been established, multi-family developments have been constructed in the more populated areas, and new homes have been sited on lots that were created during the original time of settlement of the Tri-Area.

Goals

1. To encourage residential development consistent with the small town and rural character of the Tri-Area.
2. To maintain and encourage a mixture of housing types within the community.
3. To provide housing opportunities for a wide range of lifestyles and economic capabilities.
4. To ensure residential development is located, designed, and constructed in a well-planned manner with proper consideration given to natural features and constraints.

Policies

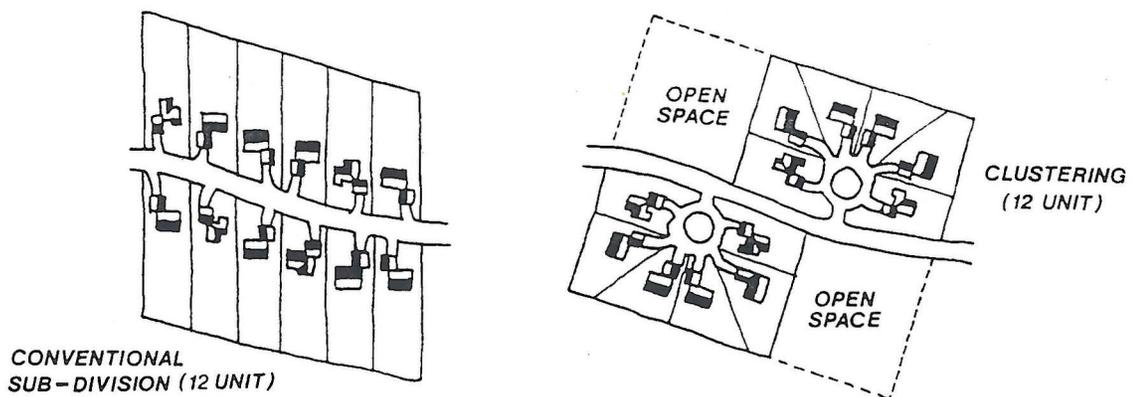
OVERALL

1. Residential developments should meet other applicable policies of this plan.
2. A mixture of housing types and styles is encouraged.
3. Residential developments should include provisions for recreational and open space areas such as playfields for children and garden space for residents.
4. Residential developments on sloping properties should be designed in a manner that will protect and maintain views, such as terracing structures along the same contour as back slopes.
5. Upgrading and renovation of existing housing units is encouraged.

CLUSTERING

Clustering is a technique used to group housing units. Clustering is intended to reduce site development costs, retain more open space area than in a conventional subdivision, and take advantage of the best features of the property, such as good views.

6. The clustering or grouping of housing units is encouraged for all residential developments.



NEIGHBORHOODS AND RESIDENTIAL DENSITIES

The following policies define residential densities (number of dwelling units per acre) for four types of residential areas: the Port Hadlock Community Center, residential neighborhoods, rural residential neighborhoods, and resource production areas. Density is expressed in "dwelling units per acre" rather than "minimum lot size" to allow flexibility in the siting and type of residential dwelling units. Depending on the level of utility service, some properties may be developed at higher residential densities than others. Under certain adverse soil conditions, however, the Jefferson County Health Department may require a larger area for individual dwelling units for the safe disposal of septic tank effluent.

The *Port Hadlock Community Center* is the business and commercial center of the Tri-Area. In conjunction with these activities will be higher density residential development, including multi-family dwellings such as apartments, townhouses, and condominiums.

7. In the Port Hadlock Community Center, the maximum residential density should be eight (8) dwelling units per one (1) gross acre.

Residential neighborhoods are those areas of moderate intensity residential settlement supplied by public utilities. Areas anticipated for public utility expansion are also included in this definition. Examples of residential neighborhoods are the original townsites of Hadlock and Irondale and recent residential subdivisions such as Chimacum Creek Estates.

8. In residential neighborhoods, the maximum residential density should be four (4) dwelling units per one (1) gross acre.

Rural residential neighborhoods are those areas of low density settlement served by individual wells and septic tank systems or small, private, neighborhood systems. These neighborhoods are adjacent to residential neighborhoods and outlying resource production areas. Properties along the Oak Bay Road, the Four Corners Road, and the West Valley Road are examples of rural residential neighborhoods.

9. In rural residential neighborhoods, the maximum residential density should be two (2) dwelling units per one (1) gross acre.

10. At such time when the area's public utilities expand into rural residential neighborhoods, those neighborhoods should be considered residential. Such a change, however, will require an amendment to this community development plan.

Resource production areas are those areas of the community suitable for the production of forest and farm products because of soil types and climatic conditions. These areas are characterized by large acreage tracts and sparse residential settlement. Large acreage forest parcels around Anderson Lake and above the Oak Bay Road are examples of resource production areas.

11. In resource production areas, the maximum residential density should be one (1) dwelling unit per five (5) gross acres.

MANUFACTURED HOUSING

Mobile or manufactured homes are becoming a popular form of housing because of changing economic conditions and increased family mobility. In 1979 one out of every three new housing units in the Tri-Area was a manufactured home. Manufactured homes have located throughout the area on individual lots, large acreage tracts, and in mobile home parks and subdivisions.

12. Manufactured homes and manufactured home parks should meet the same standards and policies as conventional housing.
13. To maintain the character of individual residential neighborhoods, double and triple wide manufactured homes are preferred.

MULTI-FAMILY HOUSING

Over the past several years, many multi-family residences have been constructed in the Tri-Area, such as duplexes, apartments, townhouses, and condominiums. These multi-family residences have provided new, diverse, and affordable housing opportunities for area residents.



3 UNIT TOWN HOUSE

14. Multi-family developments should meet the applicable policies of this plan.
15. Multi-family developments should provide off-street parking and loading areas sufficient to serve the size and type of activity.
16. Multi-family developments should not exceed three (3) stories in height.
17. Multi-family developments should meet applicable neighborhood density policies and contain no more than four (4) dwelling units per structure.

Exceptions to this policy are:

- a. *Multi-family developments located along arterial roads that provide a buffer between residential neighborhoods and the roadway may contain six (6) dwelling units per one (1) gross acre and six (6) dwelling units per one (1) structure.*

- b. *Multi-family developments within the Port Hadlock Community Center and Lower Hadlock may contain eight (8) dwelling units per one (1) gross acre and eight (8) dwelling units per one (1) structure.*

PLANNED RESIDENTIAL COMMUNITIES

Planned residential communities (P.R.C.'s) are residential developments that provide a mixture of activities within an integrated site design. These developments may contain a mixture of housing types (both single-family and multi-family units) with integrated and developed recreational amenities, and sometimes commercial and light industrial activities. An example of a P.R.C. is the Kala Point development which provides single-family units, multi-family units, and recreational facilities within a planned residential community.

18. P.R.C.'s should meet the applicable policies of this plan.
19. P.R.C.'s are encouraged to provide a mixture of housing types and should provide developed recreational amenities. P.R.C.'s may also contain commercial and industrial activities serving the residential community. Land area utilized for commercial and industrial activities and their common appurtenances should be excluded when determining overall density.
20. The overall residential density within P.R.C.'s may be increased to six (6) dwelling units per one (1) gross acre for single-family detached units and eight (8) dwelling units per one (1) gross acre for multi-family dwellings.
21. P.R.C.'s may be located within either residential or rural residential neighborhoods; however, P.R.C.'s should not be located within resource production areas.
22. P.R.C.'s should contain a gross acreage of five (5) acres or more.
23. P.R.C.'s should provide at least twenty percent (20%) of the gross site area for open space or recreational areas.
24. For multi-family structures within P.R.C.'s, the number of dwelling units per structure may be increased to eight (8).

COMMERCIAL DEVELOPMENTS

Commercial activities include the buying, selling, or distribution of goods and services through wholesale and retail businesses. Commercial activities are vital to the economic well-being of a community, providing goods and services to residents and opportunities for employment and livelihood.

The Tri-Area contains the largest concentration of commercial activity within the unincorporated Jefferson County. Many new businesses have located in the community in response to population growth and a growing demand for commercial goods and services. In 1979 approximately twenty new businesses were established in the Tri-Area. These businesses followed the traditional pattern of locating next to existing businesses and at major road intersections. The Tri-Area community, as a desirable place to live and shop, will likely continue to attract new commercial activity.

Goals

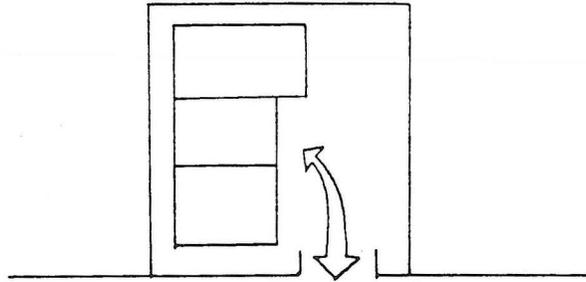
1. To encourage commercial development consistent with the small town and rural character of the Tri-Area.
2. To provide for a level of commerce adequate to meet the needs of current and future residents.

3. To ensure that commercial developments are located, designed, constructed, and operated in a well-planned manner.

Policies

OVERALL

1. Commercial developments should meet other applicable policies of this plan.
2. The size and scope of commercial developments should be consistent with the small town and rural character of the Tri-Area.
3. Commercial developments should not locate in a linear "strip-like" manner along roadways. *An exception to this policy is the highway business district.*
4. A variety of commercial activities within the community is encouraged.
5. A mixture of uses within commercial structures is encouraged. An example is a commercial structure containing retail space, professional offices, and residential units.
6. Commercial structures should not exceed three (3) stories in height.
7. Buildings should be oriented to minimize frontage along arterial roads.



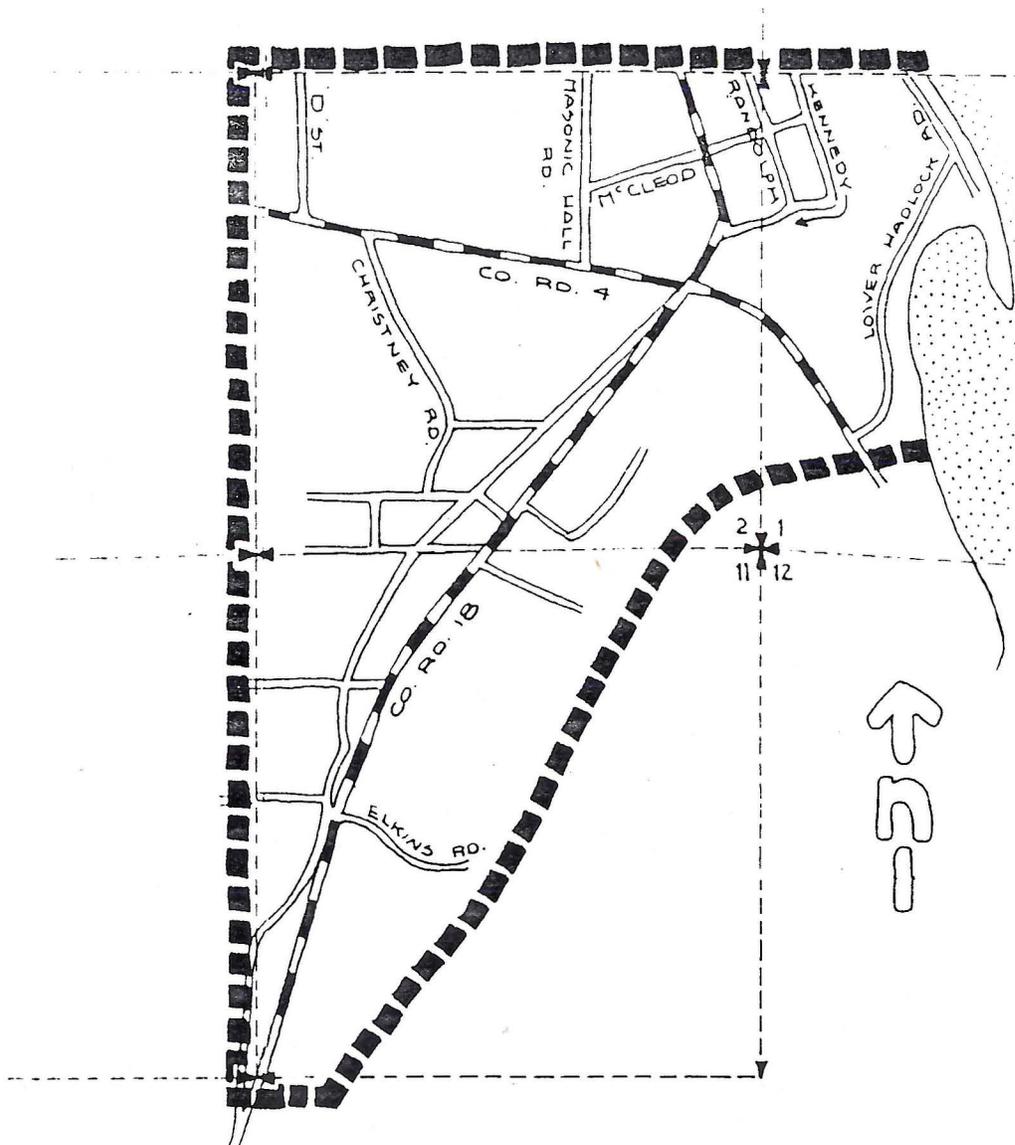
8. Innovation in architectural design and site layout is encouraged.
9. Landscaping should be an integral part of site development and should cover at least ten percent (10%) of the total developed site.
10. Signs should follow the goals and policies of the "Signs" section of this plan.
11. On-site drainage controls should be applied to prevent run-off onto adjacent properties.
12. Developments shall provide off-street parking and loading areas sufficient to serve the size and type of activity. These areas should provide adequate drainage and be lighted for night-time use.
13. Whenever practical, parking and loading areas should be used in common with adjacent properties.
14. Commercial developments should provide a vegetative buffer or visual screen when located adjacent to existing residences or other dissimilar uses.

COMMERCIAL DESIGNATIONS

There are several types of commercial activities providing service to Tri-Area residents. These include the Port Hadlock Community Center, intersection commercial areas, neighborhood businesses, the Highway Business District, planned commercial developments, home occupations, and the special planning areas of Lower Hadlock and Chimacum Creek.

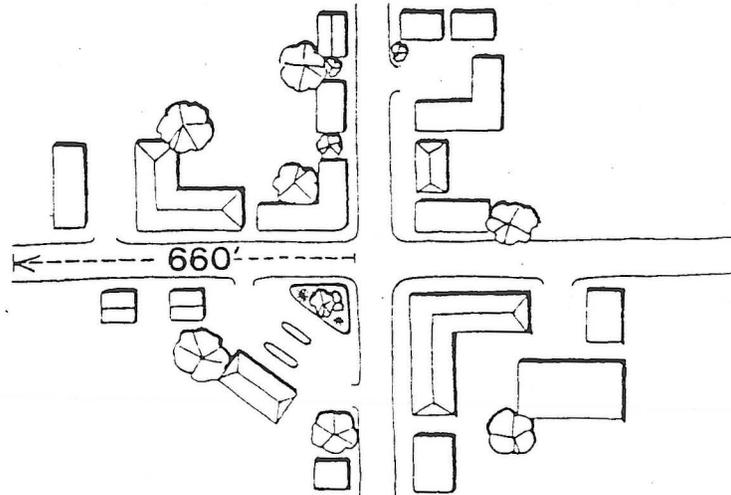
The *Port Hadlock Community Center* is focused around the intersection of the Ness'-Flagler Road and the Hadlock-Chimacum Road. Around this intersection is the largest concentration of businesses within the Tri-Area. The area also contains residences, industry, governmental services, recreational opportunities, and vacant land. This area functions as the commercial center of the Tri-Area and, because of its variety of uses, has also developed as the Tri-Area's community center.

15. Port Hadlock should continue to provide a mixture of housing types, various commercial activities, and areas for recreation and open space.
16. Community improvements and commercial developments within Port Hadlock should expand in a consolidated manner from the main intersection, north to the east-west half section line of Sections 1 and 2, south to the east-west half section line of Section 11, east to the Lower Hadlock Road, and west to the north-south half section line of Sections 2 and 11.



Intersection commercial areas are centered around the intersection of two arterial roads. Examples in the Tri-Area are the Chimacum Intersection, Ness' Corner, and Community Shell Intersection.

17. Intersection commercial areas should center around, and not expand beyond, six hundred and sixty (660) feet from the intersection of two arterial roads. *Exceptions to this policy are: the intersections of the Four Corners and Airport Cutoff Roads and Flagler and Oak Bay Roads, which should not be considered secondary commercial areas.*



18. Commercial developments within these areas should expand in a consolidated and block-like manner.

Neighborhood commercial businesses sell convenience goods, such as gasoline and groceries, to local residents. These businesses are located at the intersection of arterial and collector roads and are usually within walking distance from residential areas.

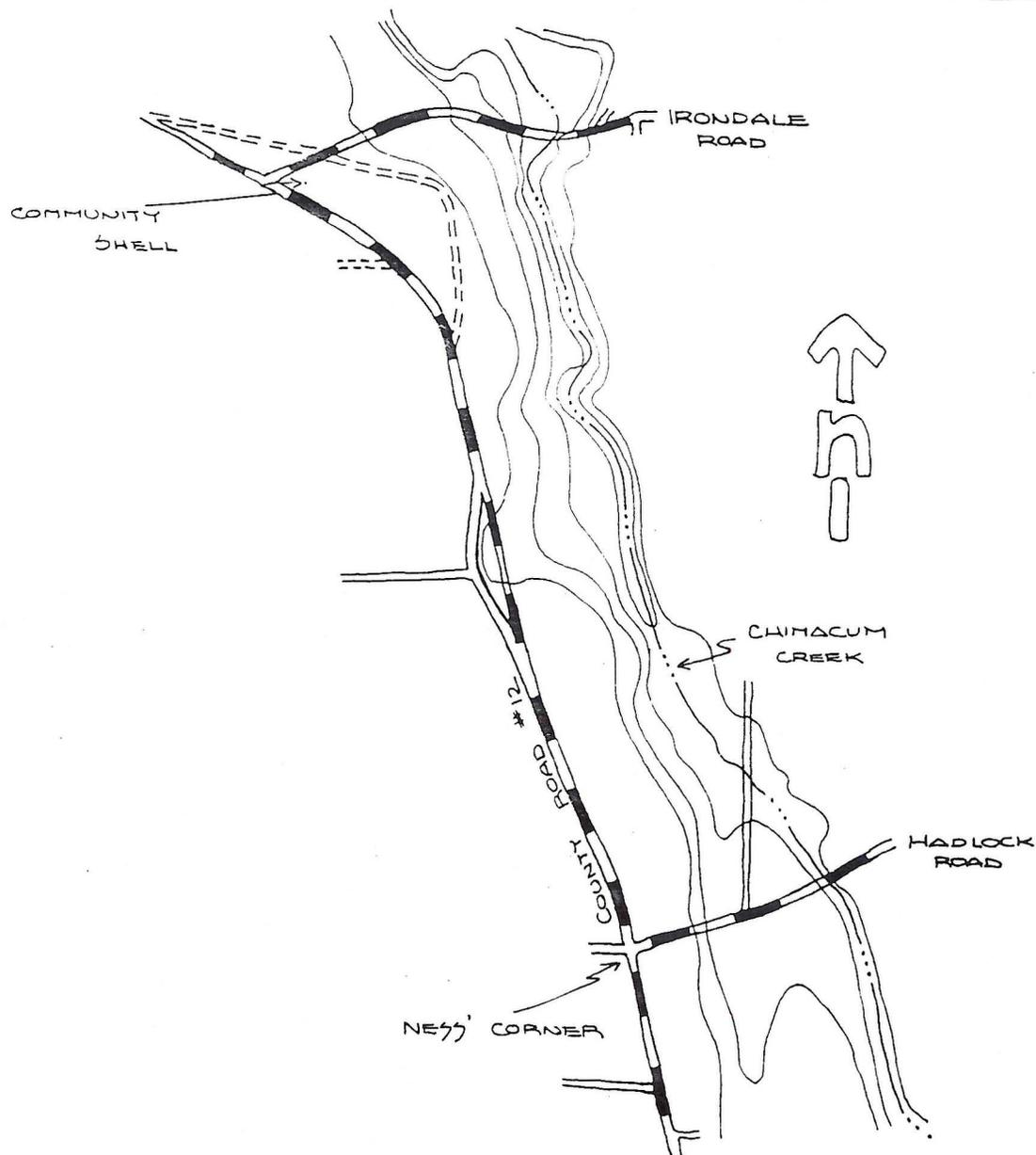
19. Neighborhood commercial businesses should locate at the intersection of arterial and collector roads. *The exception to this policy is the intersection of the Anderson Lake and Port Townsend-Beaver Valley Roads, which should not be considered a neighborhood commercial business area.*
20. Neighborhood commercial businesses should be oriented to serve the residents of local neighborhoods.

The Tri-Area *Highway Business District* is that area adjoining County Road 12 (Port Townsend-Beaver Valley Road) between the Community Shell and Ness' Corner intersection commercial areas. This area has developed as a combination of residences, some with home occupations and highway-oriented businesses. While this type of commercial development is not as desirable as a consolidated commercial area, it must be recognized as part of the Tri-Area business community. In order that this area may continue to serve the needs of area residents, while being compatible with the overall goals and policies of this plan, the following policies apply:

21. Commercial developments within the Highway Business District should adjoin County Road 12.
22. Access onto County Road 12 should be limited in number and extent. Joint use driveways, common frontage roads, etcetera are essential to maintain

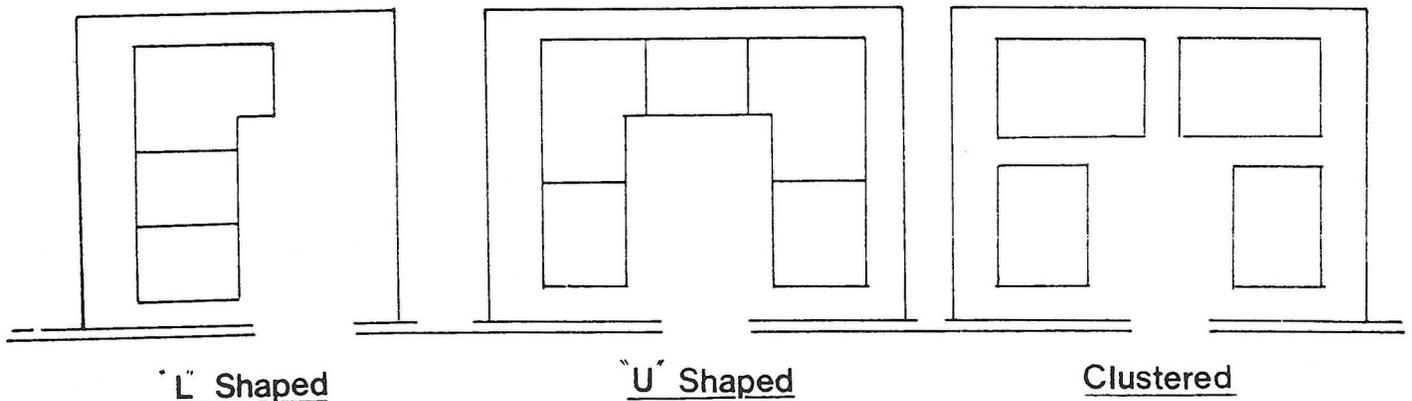
the integrity of the business area.

23. Commercial developments within this district should provide a vegetation buffer or visual screen when located adjacent to existing residences or other dissimilar uses.
24. Commercial developments within this district should not adversely affect the use, value, or enjoyment of adjacent properties.



Planned commercial developments provide a mixture of uses within an integrated site design. Several businesses may locate within a common structure or cluster of individual structures. These types of developments provide greater pedestrian access and convenience, while supplying a variety of goods and services. An example of a planned commercial development is the Kivley Center in Port Hadlock.

25. A mixture of land use activities within planned commercial developments is encouraged. Examples are a structure containing a grocery store, plant nursery, professional offices, and residential units.
26. Planned commercial developments may locate throughout commercial, residential, and rural residential areas of the community; however, they should not locate in resource production areas.
27. Planned commercial developments should front on and have access to arterial roads; however, access should be limited in number and extent. Measures that would eliminate multiple or unnecessary access points, such as the use of joint use driveways, frontage roads, or side roads, are considered positive steps toward accomplishing this policy.
28. Planned commercial developments should be designed to contain a minimum of three (3) individual commercial businesses.
29. Planned commercial developments should contain at least 1,500 square feet within a single structure or combination of structures.
30. Planned commercial developments should retain at least ten percent (10%) of the gross site acreage as landscaped areas; for example, landscaping around entrance signs, within parking areas, and around building exteriors.
31. "L"-shaped, "U"-shaped, and cluster designs are encouraged for planned commercial developments.



- Resort and tourist commercial developments* are commercial enterprises that cater to the seasonal or transient visitor. Such developments are recreation-oriented and may provide overnight accommodations along with day use activities. Such developments would include motels, cabins, private campgrounds, recreational vehicle parks, restaurants, resorts, amusement centers, etcetera. In addition to the general commercial policies, the following policies apply:
32. At least twenty percent (20%) of the site should be retained for buffers, open space, or recreational areas.
 33. The maximum density should not exceed eight (8) overnight units (cabins,

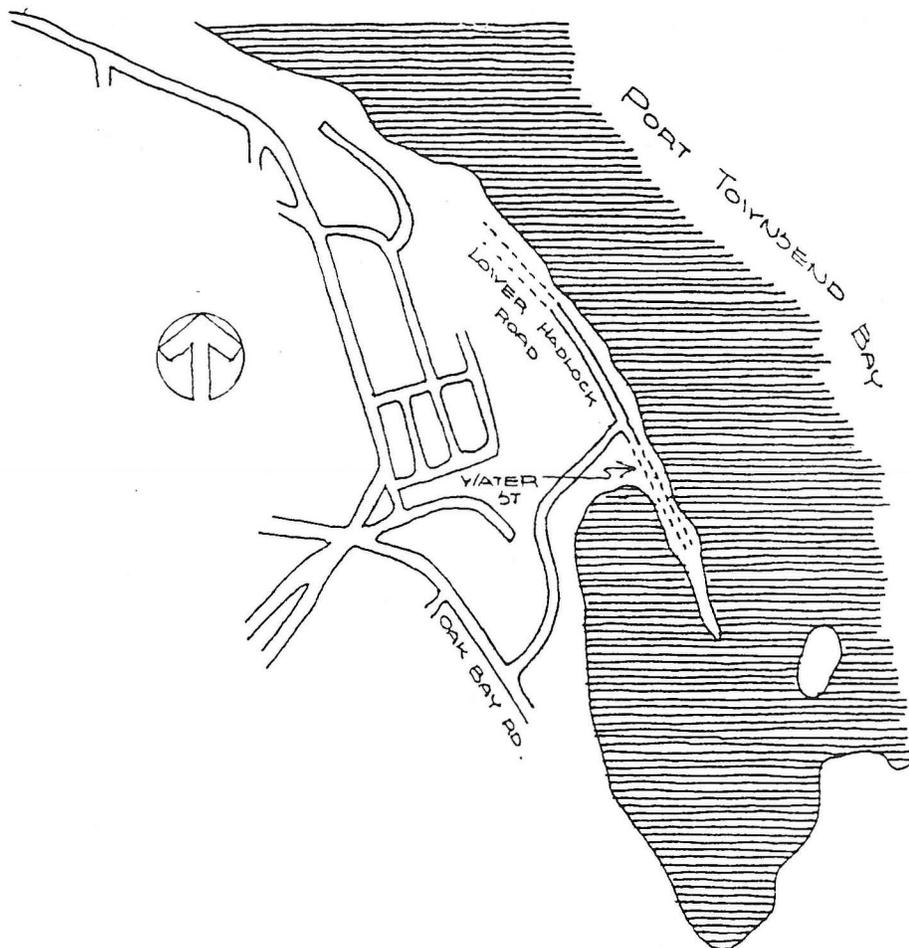
- recreational vehicle spaces, motel units, etcetera) per one (1) gross acre.
34. Resort and tourist commercial developments should provide adequate screening and buffering when adjacent to incompatible or dissimilar uses, such as residential areas. Such developments should also provide means and methods to prevent patron trespass onto adjacent properties or tidelands.
 35. Resort and tourist commercial developments that provide overnight accommodations should be a minimum of five (5) acres in size and may include associated commercial services such as a convenience goods store, snack bar, or restaurant as part of the recreational complex.
 36. Resort or tourist commercial developments that provide overnight accommodations should be treated as planned commercial developments for locational purposes. All other resort or tourist commercial developments should be considered as general commercial activities and locate accordingly.

Home occupations are businesses that operate out of a person's home or associated out-building. These small businesses normally do not produce excessive traffic, noise, or other impacts and require little or no signing and lighting. Examples of home occupations are a tax service, garden nursery, and beauty shop.

37. Home occupations should be secondary to the primary residential use of the property.
38. Home occupations should be contained within the primary residential structure or an associated out-building.
39. The height, dimensions, and style of associated out-buildings should be compatible with the character of the surrounding neighborhood.
40. Home occupations should employ no more than two (2) full-time persons outside the immediate family for on-premise employment.
41. Parking related to home occupations should be located on the property.
42. Home occupations should not generate excessive traffic, parking, noise, vibrations, glare, fumes, odors, or electrical interference.
43. The outside storage of materials, goods, supplies, or equipment should be screened from public view.
44. Home occupations should not affect the use, value, or enjoyment of adjacent properties and should maintain the character of their neighborhood.

Lower Hadlock is a unique waterfront area along Port Townsend Bay. The Lower Hadlock area was once a bustling area with shipping and industrial activities. It was a robust place with people from all nationalities; however, misfortune and economic decline brought closures to the area's industries. Today, Lower Hadlock is the location of a mixture of uses, including a restaurant, residential units, a boat launch, boat building activities, and an aquaculture operation. Lower Hadlock is also recognized for its unique natural features (including a major tidal marsh) and of historical significance (the area is listed on the state register of historical places as the "Cultural Resource of Hadlock Bay"). Lower Hadlock, as a unique area of the community, will likely continue to attract new and diverse activities.

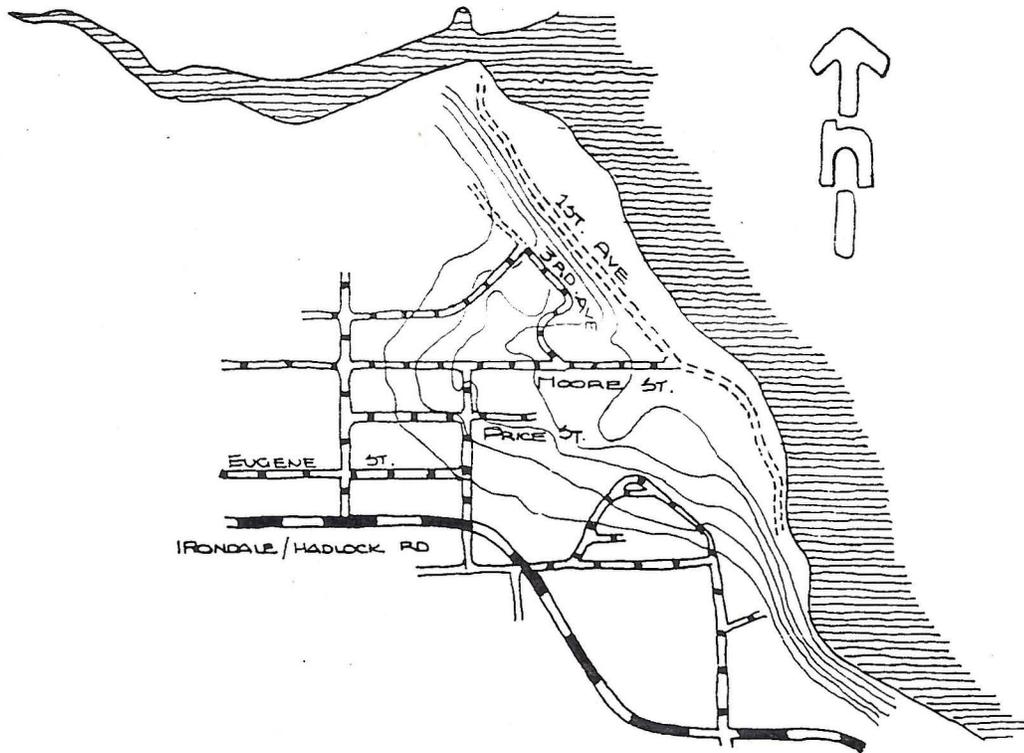
45. The Lower Hadlock area should be considered that area bounded to the north by the end of the Lower Hadlock Road, to the south by the end of Water Street, to the west by the Oak Bay Road, and to the east by Port Townsend Bay.



46. Development within the area defined "Cultural Resources of Hadlock Bay" should be closely coordinated with the Washington State Office of Archaeology and Historic Preservation.
47. A mixture of uses within Lower Hadlock is encouraged, including marine-oriented commercial and industrial activities, residential units, and recreational opportunities.
48. Structures should be located in manner that will not significantly block views from adjacent properties or views open to the public.

The *Chimacum Creek Marine Area*, consisting of the shoreline and adjacent upland area south of Chimacum Creek, is one of the few low bank waterfront areas suitable for marine and industrial activities within the Tri-Area. This area has been used as a log sorting and storage yard for many years. Besides accessibility to water-borne transportation, the area is served by a hard-surfaced access road to the Irondale-Hadlock Road.

49. The Chimacum Creek marine area should be considered that area of the shoreline and immediate upland extending south from the mouth of Chimacum Creek to beyond Moore Street.



50. Structures within this marine area should be located in a manner that will not significantly block views from adjacent properties or views open to the public.
51. A mixture of uses within this marine area is encouraged, including marine-oriented commercial and industrial activities, residential units, and recreational opportunities.

INDUSTRIAL DEVELOPMENT

Industrial activities include the production, processing, manufacturing and assembly of goods and materials. Warehousing and transporting of these goods and materials is also part of the industrial process.

Within the Tri-Area, industrial activities have historically related to the utilization or extraction of area resources. For example, shipbuilding, logging, and sawmills once thrived in the area. Today, industrial activities

are still related to the area's natural resources, boat building and repair, log storage and processing, sand and gravel extraction, and salmon rearing. Industrial activity will most likely continue to utilize the area's natural resources; however, other types of industry may also find it advantageous to locate within the Tri-Area.

Goals

1. To encourage industrial development compatible with the small town and rural character of the Tri-Area.
2. To encourage industrial development related to the natural resources of the area.
3. To ensure industrial development is located, designed, constructed, and operated in a safe and well-planned manner.
4. To ensure industrial development does not significantly or adversely affect the residents or environment of the Tri-Area.

Policies

1. Industrial development should meet other applicable policies of this plan.
2. Those industries related to the natural resources of the area are encouraged to locate in the Tri-Area. Examples include timber processing, gravel extraction, and marine-related industries.
3. Industrial development should not create dangerous, injurious, noxious, or similar conditions that adversely affect human health, the environment, or the use or value of adjacent properties.
4. Industrial development should access onto arterial roads whenever practical. Should direct access not be feasible, then local access roads should be upgraded to assume the burden of industrial traffic. Particular emphasis should be placed on not disrupting nor severing residential neighborhoods with industrial traffic.
5. The clustering of industrial structures in planned industrial parks or adjacent to existing industrial structures is encouraged.
6. A mixture of uses within industrial developments is encouraged. An example is a development containing industrial activity, professional offices, and retail outlets.
7. The height and dimensions of industrial structures should be compatible with the character of the surrounding area.
8. Landscaped areas should be an integral part of industrial site design, including landscaping around entrance signs, within parking lots, and along the exterior of buildings.
9. Industrial developments should provide adequate screening and buffering when adjacent to dissimilar uses such as residential areas.
10. Industrial developments should provide off-street parking and loading areas sufficient to serve the size and type of industrial activity. These areas should be lighted for night-time use and provide adequate drainage. Whenever practical, parking and loading areas should be used in common by adjoining businesses.
11. New industries should utilize the local labor force whenever feasible.
12. Retail sales associated with industrial developments should be secondary to the primary industrial use of the property.
13. Gravel pits and other mineral extraction areas should be immediately reclaimed upon their abandonment. Subsequent use of these sites should be compatible with the surrounding area.

14. Marine-dependent industries should be located at the mouth of Chimacum Creek and Lower Hadlock.

COMMUNITY FACILITIES AND SERVICES

Community facilities and services include the wide variety of utilities, facilities, and services in a community. These facilities and services are provided by the public and private sectors and include roads, police and fire protection, power, telephone, and medical services.

Within the Tri-Area, community facilities and services have concentrated primarily in areas of growth and settlement. For example, the area's public water system first served properties within the original settled townsites of Port Hadlock and Irondale, then later extended south to Chimacum. Future increases in the Tri-Area's facilities or services will likely be in response to community needs and occur in areas of more concentrated settlement.

Goals

1. To ensure community facilities and services are adequate to serve the current and anticipated needs of area residents.
2. To ensure the expansion or establishment of community facilities and services (water and sewer systems) are consistent with the small town and rural character of the Tri-Area.
3. To ensure community facilities and services are located, designed, constructed, and operated in a efficient and well-planned manner.

Policies

OVERALL

1. The expansion or establishment of Tri-Area community facilities and services should support the goals and policies of this community plan.
2. Citizen participation should be an integral part of community facilities and services planning, particularly that related to public utilities and transportation systems.
3. The costs and benefits of incorporation of the Tri-Area, or a portion thereof, should be studied. Incorporation should only occur when it can be shown that a net benefit will be gained by area residents.

UTILITIES

Community utilities can be prime determinants of an area's rate and distribution of settlement. When a utility such as a community water or sewer system expands its geographical service area, many noticeable changes can occur; new industries and commercial businesses may locate where once they could not and residential densities may increase. For example, property capable of sustaining low density single family residences may suddenly be able to support higher residential densities when supplied with the appropriate utilities such as community water or sewer systems.

4. The development or expansion of utility systems should be scaled to meet the current and anticipated needs of area residents.
5. Priority for expansion of the area's public water system should be given to residential neighborhoods, including that area bounded to the north by

Irondale Tracts and the Kala Point development, to the west by the Anderson Ridge, to the south by the Chimacum Intersection, and the east by the Portage Canal Bridge.

6. Priority for the establishment of a public sewer system should be given to Port Hadlock Business Area, Lower Hadlock, and immediate residential neighborhoods. Secondary consideration should be given to residential neighborhoods served by the area's public water system.
7. Consistent with the laws governing such matters, the development or expansion of the area's utilities systems should be financed by those requesting or benefiting from the utility. Financing arrangements should allow for a "late-comer's hook-up" or other means in order to ensure true and equitable distribution of costs.
8. Public water or public sewer systems should not extend into resource production areas.
9. Utility installation and improvements within road right-of-ways should be closely coordinated with the programs of other utility providers and the Jefferson County Public Works Department.
10. Sites for water and sewer system facilities should be adequately fenced and screened from public view.

COMMUNITY IMPROVEMENTS

11. Port Hadlock should receive a variety of community improvements such as street lighting, public restrooms, sidewalks, street furniture, landscaping, park areas, and expanded public utilities. These improvements should be coordinated by means of a development program for Port Hadlock.
12. The county's shop complex should be screened and landscaped along the Irondale-Chimacum Road.
13. The establishment of a garbage collection service for commercial, industrial and residential areas is encouraged.
14. The county's solid waste drop box station at Seagull Field should be fenced and screened from public view.

COMMUNITY SERVICES

15. The discharge of firearms within the more populated areas of the community should be prohibited.
16. Pet owners should retain their animals on their own property. If the situation warrants, an animal control ordinance should be developed for the populated areas of the community.
17. A house numbering system should be established, maintained, and constantly updated to identify the location of dwellings and aid in the efficient delivery of fire protection, law enforcement, medical aid, and postal service.
18. An emergency aid and ambulance service should be located within the Tri-Area.
19. Additional medical facilities are encouraged to locate within the Tri-Area.

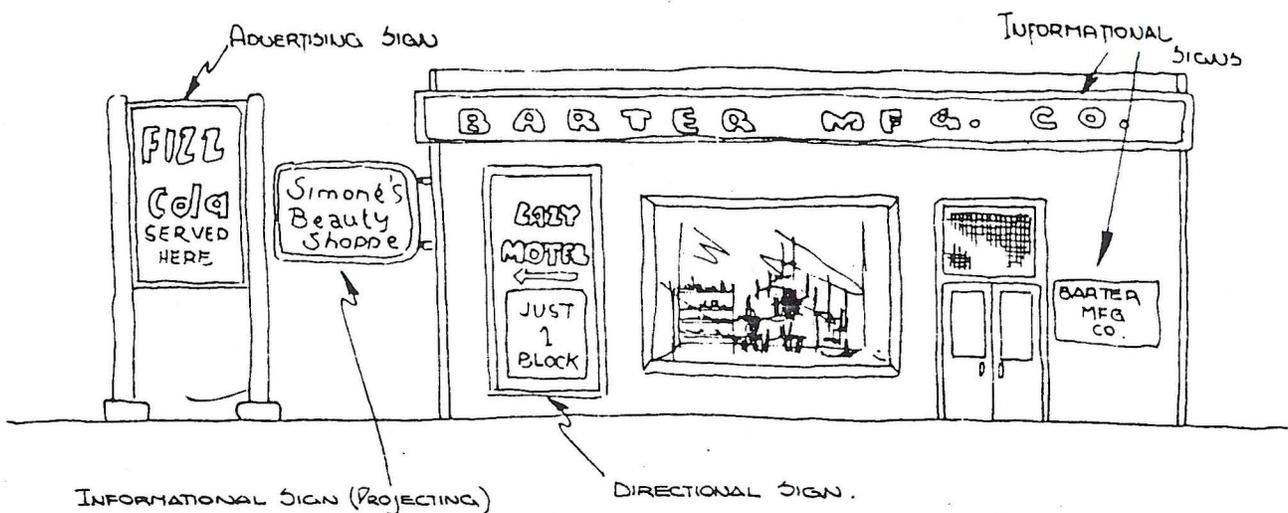
COMMUNITY PROGRAMS

20. Efforts to maintain and expand library service to area residents is encouraged, including efforts to establish a separate library building in the area.

21. Vocational training and apprenticeship programs should be an integral part of Tri-Area student and adult educational programs.
22. Programs for all age groups should be maintained and supported. Efforts should be made to encourage residents to become active in existing programs designed for them, such as recreational programs, senior and youth programs, and adult college educational programs.

SIGNS

People need signs. Signs give direction and information and become fixed markers in the visual landscape of the community. Signs are usually categorized into three groups: directional, informational, and advertising. *Directional signs* provide notice about the location of a place or destination; for example, "Lazy Motel Ahead One Block" or "Hadlock Two Miles Ahead." *Informational signs* notify the public about an establishment, service, or existing condition; for example, "Barter Manufacturing Company" or "Road Slippery When Wet." *Advertising signs* direct attention to promotion of a business, service, or product; for example, "Fizz Cola Served Here." Signs can also be categorized by those found on the premises of an establishment or off the premises. Most signs within the Tri-Area are private informational and advertising signs. These signs are usually found on the premises, erected next to the roadway, or directly attached to the related building.



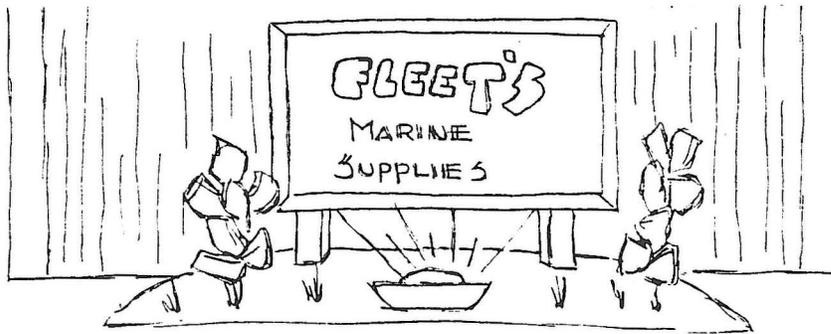
Goals

1. To provide necessary information and direction with appropriate signs.
2. To encourage signs consistent with the small town and rural character of the Tri-Area.

Policies

PRIVATE

1. Signs within the Tri-Area should be kept to a minimum, both in size and number.
2. Off-premise and private informational signs such as billboards are not consistent with the small town and rural character of the Tri-Area and should not be erected.
3. Private signs should not be located on or intrude into public road right-of-ways, unless approved by the Jefferson County Public Works Department.
4. Signs should be located in a manner that will not significantly block views from adjacent properties or views open to the public.
5. Signs should be located in a manner that will not create a traffic hazard.
6. Common use signs are encouraged. An example is the Kivley Center sign in Port Hadlock where one common sign represents many establishments.
7. Sign location and design should be an integral part of the site layout plans. Whenever possible, signs should be integrated with landscaped areas.
8. The use of native building materials and styles in sign construction is encouraged.
9. Signs should be constructed against or painted onto buildings whenever possible.
10. Signs should not extend in height beyond the highest exterior wall of the related building.
11. Signs should not be erected upon the roofs of structures.
12. Lighting of signs should be from indirect sources only and be directed or beamed away from roadways and adjacent properties.



13. A community identification sign for the commercial core should be actively maintained.
14. No sign or part thereof should consist of rotating and moving parts, (revolving signs, banners, streamers, or spinners) or flashing lights (blinkers or rotating lights). *Exceptions to this policy are temporary signs associated with local festivals, fairs, and parades (temporary banners and streamers).*
15. Advertising and promoting signs for activities or businesses that have ceased operation should be removed. Examples are political signs that remain after an election and business signs that remain after the business has terminated.

PUBLIC

16. Road identification signs (county road names and numbers) within the Tri-Area should be actively maintained.
17. Public directional signs, identifying names of places within the Tri-Area should be erected and actively maintained. An example is "Port Hadlock Two Miles Ahead."
18. Bicycle, walking, and horse trails should be appropriately marked or signed. These signs provide direction to users and serve as a warning to motorists.
19. International symbols for public signs are encouraged whenever possible.



OPEN SPACE AND RECREATION

The Tri-Area is blessed with many open space and recreational areas: Port Townsend and Oak Bays provide opportunities for fishing and sailing and beaches for recreational and aquaculture activities; several parks in the area accommodate sports activities, picnicking, camping, and boat launch facilities; bike and equestrian trails are designed along many roadways; and open space areas such as timberlands and pasturelands provide scenic views and natural buffer areas within the community.

Goals

1. To encourage a diversity of open space areas and recreational opportunities.
2. To encourage conservation of the area's unique natural features.

Policies

1. The retention of private and public lands in their natural state and agriculture or timber production should be encouraged. To this end, property owners should be encouraged to take advantage of the open space-agriculture-timber taxation program available through the Jefferson County Assessor's Office.
2. The action program outlined in the *Jefferson County Park, Recreation and Open Space Plan* for trails and park improvements should be closely followed and supported.
3. An inventory and assessment of park and recreational facilities should occur on a regular basis; future acquisition and development of park and recreational facilities should be in response to current and anticipated needs of area residents.

4. Citizen participation should be an integral part in the planning and improvement of recreational areas and facilities.
5. Recreational facilities and programs should accommodate a diversity of age and interest groups.
6. Public entities should continue to provide recreational facilities for public uses; for example, public use of school gym facilities and tennis courts during off hours.
7. The Washington State Parks and Recreation Commission is encouraged to develop limited facilities at Anderson Lake. Primitive camping, hiking, and fishing should be the thrust of park development. Local citizen and county government participation should be an integral part of project planning.
8. Chimacum Rock, Skunk Island, and Chimacum Creek, three of the area's significant natural features, should be retained in their natural state and be added to the recreational inventory in the *Jefferson County Park, Recreation, and Open Space Plan*.
9. A public park area within the commercial core should be established and maintained.
10. The development of a marina within close proximity to the Tri-Area is encouraged.
11. The public boat launch facility at Lower Hadlock should be expanded to provide parking, a day use picnic area, and an improved launch ramp. If necessary, a new site should be studied for feasibility.



12. A local trail or pathway system within the Tri-Area should be established. Such a system would connect residential areas with schools, recreational sites, and commercial areas.
13. Improvements for the trail system outlined in the *Jefferson County Park, Recreation, and Open Space Plan* should include signing of trail corridors, upgrading road shoulders for bicyclists, such as the Oak Bay Road, and providing equestrian trails between road shoulders and rights-of-way.
14. The county's eighty acres located behind the solid waste drop box station at Seagull Field should be included in the county's inventory for future park expansion.

MOTORIZED TRANSPORTATION AND CIRCULATION

Transportation and circulation is that network of conveying people, goods, and services. In the Tri-Area the primary means of transportation is motorized vehicles traveling on the area's arterials, collectors, and access roads. Bicyclists, pedestrians, and equestrians also use the road system to a limited extent. Air transportation is accommodated through the Jefferson County International Airport and a small private airport in Irondale.

Roads are classified by their design and function as primary or secondary arterials, collectors, or access roads. *Primary arterials* carry interregional traffic (Hadlock to Port Townsend, Hood Canal, or Port Ludlow). Access is primarily limited to traffic from other arterials and collectors; however, some direct access to abutting property may occur in certain situations. *Secondary arterials* carry traffic from collectors and access roads to major arterials; however, direct access to abutting properties may also occur in certain situations. *Collectors* carry traffic from access roads to the larger road systems. Direct access to abutting property, while not ideal, is more appropriate than onto an arterial because of lower traffic volumes and speeds. *Access roads* link homes and properties to the larger road systems. They provide access, privacy, safety, economy, and internal circulation throughout an area. Aesthetics and safety replace speed and volume as the primary concerns for access roads. Access roads that are designed to prevent through traffic help create a sense of a neighborhood identity in residential areas because traffic is locally oriented.

The location of many of the Tri-Area's roads are the result of the original platting of the area. Plat design at that time laid out lots and roads in straight lines without much regard to topography. The area's arterials, however, were designed and developed at a later date and were designed to fit the area's natural features. The combination of straight access roads and curving arterials has thus created several intersections with acute angles. These acute angled intersections are traffic hazards because of awkward turning angles and limited sight distances. Circulation on arterials is also impacted by the number of access roads and driveways that intersect with arterials. This increases traffic congestion and hazards. Reducing the number of driveways and access roads intersecting with arterials, particularly those that form acute angles, would improve the safety and efficiency of those arterials.

Road system design can also be used to create and maintain the identity of neighborhoods. This can be accomplished by using arterials as neighborhood boundaries and designing collectors and access roads to prevent through traffic from disrupting neighborhoods. Neighborhoods can also be improved by a variety in collector and access road design. This lessens the monotony of the gridiron patterns and provides greater safety in residential neighborhoods by reducing the potential of speeding that sometimes occurs on straight through roads.

Goals

1. To develop and maintain a transportation system that is safe, reliable, and efficient and at the same time conserves costs, energy, and natural resources.
2. To develop and maintain a transportation system that serves the current and anticipated needs of area residents.
3. To develop a transportation system that supports the identity of area neighborhoods.

4. To maintain the efficiency and integrity of primary and secondary arterials.

Policies

1. Future road system improvements should be designed and built to meet the needs of local residents. Roadway planning should always invite local citizen participation.
2. Facilities associated with transportation and circulation should be located and designed with respect to such natural features as topography, soils, geology, shorelines, etcetera. These same facilities should be located within existing routes and corridors whenever feasible.
3. Transportation and circulation routes, including rights-of-way, should not be vacated or abandoned (a) where existing or future land development indicates their usefulness, (b) where the effectiveness of fire, medical, or other emergency services may be impaired, (c) where such routes can effectively be used for utility corridors as trails or pathways, or (d) where a county road abuts a body of fresh or salt water, unless such a vacation is for public purposes as specified in R.C.W. 86.37.
4. Circulation corridors should be multi-functional with provisions for roadways, utilities, and pathways (bicycles, equestrians, and pedestrians).
5. Roads should be clearly signed to facilitate convenient travel for the public and efficient service delivery for emergency vehicles.
6. Car-pooling, bicycling, and other means of transportation that conserves energy, reduces traffic, and reduces wear and tear on the Tri-Area roads should be encouraged.
7. The public transportation system connecting the Tri-Area to other areas of Jefferson County should be maintained and actively supported.
8. Arterials should be utilized to form the boundaries of residential neighborhoods, thereby permitting through traffic to travel around and not through residential areas.
9. Local access streets should be short in length and intersect with other local streets and collector streets, but should not intersect with arterial roads or highways, whenever feasible.
10. Variety in local access street designs should be encouraged, including loop streets, cul-de-sacs, and modified grid patterns.
11. An access road system network should be developed by the Tri-Area residents to guide future road vacations and abandonments.
12. Whenever two roads meet at a grade, they should meet in three-way "T"-junctions whenever possible.
13. Road systems within residential areas should be designed to eliminate or minimize through traffic.
14. Roads should be designed to intersect at right angles.
15. Driveway access to commercial and industrial activities and multiple family dwellings should be located and designed in such a manner that any vehicle entering or leaving such premises is traveling in a forward motion and is clearly visible for a reasonable distance to any pedestrian or motorist approaching the access.
16. The number of intersections of access roads with arterials and the number of direct accesses from adjacent properties onto arterials should be minimized. Joint-use driveways and frontage roads are encouraged.

Transportation Planning

ROAD CLASSIFICATIONS

The following road classification system has been designed specifically for the Tri-Area. While not necessarily consistent with similar systems developed by state and federal agencies, these classifications accurately depict the succession of road types found in the Tri-Area.

For the purpose of the *Tri-Area Community Development Plan*, the following road classifications apply:

1. Primary arterials:
 - a. County Road 12 (Port Townsend-Beaver Valley Road); and
 - b. That portion of County Road 18 (Chimacum-Center Road) south of Chimacum.
2. Secondary arterials:
 - a. County Road 4 (Ness'-Flagler Road);
 - b. County Road 18 (Irondale-Chimacum Road);
 - c. County Road 38 (Four Corners Road); and
 - d. County Road 10 (Oak Bay Road).
3. Collector roads:
 - a. Prospect Avenue;
 - b. County Road 85 (Anderson Lake Road);
 - c. County Road 22 (West Valley Road);
 - d. Beginning at Patison Street, continuing on 7th Avenue to County Road 314 (Irondale-Airport Road), and County Road 314 (Irondale-Airport Road) to its' terminus;
 - e. 4th Avenue north of County Road 18 (Irondale-Hadlock Road) to Moore Street and easterly on Moore Street to its' terminus; and
 - f. Cedar Street north to Montgomery Street, then east on Montgomery Street to its' terminus.
4. All other existing Tri-Area public roads should be considered access roads.

INTERSECTION IMPROVEMENTS

1. The sight distance and alignment of 7th Avenue's intersection with County Road 18 should be improved. Closure of this intersection should also be examined as an alternative.
2. The northern intersection of County Road 18-15.63 (Old Chimacum-Hadlock Road) with County Road 18 should be realigned.
3. Vegetation within rights-of-way at intersections should be removed to improve sight distances.
4. The sight distance at the intersection of County Road 18-15.95 (Hadlock Dump Road) with County Road 18 should be improved. Also a left turn lane on County Road 18 should be constructed when justified by traffic conditions.

TRANSPORTATION PLANNING

1. A third lane to County Road 12 between the Community Shell and Ness' Corner intersections should be constructed when justified by traffic conditions.

- At that time, the costs and benefits of adding a fourth lane to County Road 12 or constructing a by-pass road should be investigated.
2. Route feasibility for a county road connecting the Oak Bay Road westerly to the Hadlock Dump Road at the Port Townsend-Beaver Valley Road should be studied.

NON-MOTORIZED TRANSPORTATION

Many bicyclists, particularly children, ride on Tri-Area roads. Presently bicyclists ride on roadway surfaces or on undesignated road shoulders in the absence of a pathway system. It is Jefferson County's policy to provide wide paved shoulders on arterials when new roads are constructed or old roads are upgraded. Paved shoulders along arterials provide a safe pathway for bicyclists and pedestrians, particularly when signed for such uses and are kept free of debris. Motorized traffic on access roads is usually light and slow enough to enable the joint use of the roadway surface safely with bicyclists and pedestrians.

The *Jefferson County Park, Recreation, and Open Space Plan* is concerned with the recreational aspects of trail systems for bicycling, horseback riding, and walking. Recreational trails can be utilized by non-motorized transportation.

Goals

To develop and maintain a pedestrian, bicycle, and equestrian pathway system within the Tri-Area for transportation and recreation.

Policies

1. Development of pedestrian, bicycle, and equestrian pathway systems should be coordinated with the *Jefferson County Park, Recreation, and Open Space Plan*.
2. Route feasibility for a public road connecting County Road 10 westerly to Elkins Road and County Road 18, then westerly to County Road 12 should be studied.
3. Pathway systems should connect residential areas with schools, recreational sites, and commercial areas whenever possible.
4. Pathway systems should be marked with signs to serve as directional devices to the users and as a warning to motorists and be kept clear of glass, rocks, and other debris.
5. A pathway system should be developed by the Tri-Area residents to serve as a guide to future improvements and expansion.
6. Where access roads are blocked off to prevent automobile access to an arterial, a pathway to the arterial should be provided for pedestrians and bicyclists.
7. Wide paved shoulders should be provided along arterials and collectors to provide pathways for bicyclists and pedestrians.
8. Crosswalks should be provided where pedestrian pathways cross arterial roads.
9. Where designated equestrian trails follow county roads, a portion of the right-of-way should be maintained for equestrian use.

chapter 7

implementation

As a special chapter of the *Jefferson County Comprehensive Plan*, the *Tri-Area Community Development Plan* is a statement of how the communities of Hadlock, Irondale, and Chimacum should grow and develop over time. The goals and policies in this plan are guidelines—not regulations. These guidelines will be used during the review of public and private actions and development activities, such as proposed land subdivisions, commercial and industrial developments, open space and recreational areas, roads and transportation facilities, utilities, and other community facilities and services within the Tri-Area.

A variety of techniques can be used to implement the goals and policies of this plan: (a) existing county ordinances and programs, (b) private actions by individuals, (c) a community council and local citizen committees, and (d) other ordinances and programs. A combination of techniques may be necessary to implement specific goals and policies of this plan.

EXISTING COUNTY ORDINANCES AND PROGRAMS

The *Jefferson County Subdivision Ordinance* provides guidelines for subdivision of land into lots for sale or lease, including residential subdivisions, mobile home parks, recreational vehicle parks, travel trailer parks, and commercial and industrial parks. All land subdivisions must be consistent with the *Jefferson County Comprehensive Plan* and special community plans.

The *Jefferson County Camper Club Ordinance* provides design and development standards for membership recreational campgrounds. All membership campgrounds must be consistent with the *Jefferson County Comprehensive Plan* and special community plans.

The *Jefferson County Implementing Ordinance: State Environmental Policy Act* ensures environmental values and issues are given appropriate consideration in the public decision-making process. Jefferson County requires applicants to prepare an environmental checklist and in some instances an environmental impact statement to determine probable impacts of a project on the environment.

The *Jefferson-Port Townsend Shoreline Management Master Program* provides standards for the future development of the shoreline resources within Jefferson County. Development projects located within two hundred feet of the shoreline are subject to review and conformance with the program's performance standards. The standards of the shoreline program compliment the Tri-Area plan.

The *Jefferson County Six Year Road Improvement Program* is an annual planning program for county road improvements and construction over a six year period. This program may implement the goals and policies for traffic controls, road construction, and upgrading.

Public agency capital improvement programs are planning programs for an agency's future physical improvement. An example is the school district's planning program for future building expansion. The capital improvement programs by public agencies (school districts, fire districts, port districts,

and public utility districts) may be required to be consistent with the Tri-Area plan.

Health, building, and fire codes and regulations may also implement the goals and policies of this plan.

PRIVATE ACTIONS

Development activities of individuals, partnerships, and corporations can be a primary method of implementing this plan. By following the goals and policies of this plan, private development activities will implement the Tri-Area's goals.

Restrictive covenants can be used by individual property owners to restrict the future use of their property; for example: "Recreational Use Only of Beach Lot", "No Commercial or Industrial Use of Lots", or "No Residence May Exceed Fourteen Feet in Height from Mean Grade."

Transfer of development rights (T.D.R.) is a new and somewhat complex method of land development regulations. T.D.R. assumes that land ownership is a bundle of rights that can be separated from the land itself. For example, water rights and mineral rights have historically been detached from property and sold separately to a landowner. T.D.R. maintains that development rights may also be sold without actually conveying the land itself.

For instance, a property owner whose undeveloped land is regulated by a specific land use may sell the development rights to an adjoining landowner. The party that purchases those development rights may then add the development rights to their property and develop at a more dense development than ordinarily permitted for the area. Suppose Mr. Jones and Mr. Smith are neighbors and each owns four acres in an area regulated at a maximum of one house per one acre. If Smith wishes to keep his land as pasture or a woodlot, he could sell his development rights to build four houses on four acres to his neighbor Jones. With his rights for increased density, Jones could then build eight houses on his four acres and Smith could not build. Jones would still have to meet local health requirements and other local requirements. The overall density of the area, however, would not change due to Smith's limitations of use.

Land trusts are private or public non-profit organizations to which land, development rights, or conservation easements may be sold, dedicated, or granted. By their charters and by-laws, land trusts ensure the use of a tract of land will remain as the previous owner had intended. The conveyance of land or development rights has advantages with respect to property taxes and income taxes.

COMMUNITY COUNCIL AND COMMITTEES

A community council could be established in the Tri-Area or a portion thereof. Such an organization would act as a forum to deal with a wide range of community issues and aspirations. Although community councils generally do not have legal standing, they do provide a focal point for community discussion, debate, and problem solving. A community council would be of assistance to the board of county commissioners and their various departments and advisory commissions by providing a broad based input to the decision making process. Many of

the provisions of this plan could be carried out, refined and augmented by community council action. Short of incorporation, a community council would be most effective in representing the views of Tri-Area residents.

Several local citizen committees, as part of or in addition to a community council, could be formed to concentrate efforts in implementing specific goals and policies of this plan.

A community improvements group could be formed to (a) initiate a development program for the special planning district of Port Hadlock and Lower Hadlock; (b) study the costs and benefits of incorporation; or (c) coordinate efforts with the Jefferson County Public Utility District in the planning and establishment of a sewer district.

A community services group could be formed to (a) coordinate efforts with the Jefferson Transit Authority to maintain public transportation within the area; (b) coordinate efforts with the fire district to establish emergency aid and ambulance service within the Tri-Area; or (c) study the possibility of a garbage collection service for residential and commercial areas.

An open space and recreational group could be formed to (a) coordinate efforts with the Jefferson County Assessor's Office to accumulate and disseminate information for area residents about property tax reductions offered by the Washington State Open Space Law for the preservation of agriculture, timber, tidelands, and other open spaces (this group could also accumulate and disseminate information about private, non-profit, land, conservation trusts); (b) coordinate efforts with the Washington State Parks and Recreation Commission in developing Anderson Lake Park; or (c) coordinate efforts with the Jefferson County Parks Department to establish specific trails within the area or make additions to the recreational inventory in the *Jefferson County Park, Recreation, and Open Space Plan*.

Other groups could be formed by local citizens to concentrate efforts on other specific goals and policies of this plan.

OTHER ORDINANCES AND PROGRAMS

The following are examples of other types of ordinances the county could adopt to further the goals of this plan.

Conventional zoning is a type of land development regulation used by many cities and counties. Zoning ordinances generally divide land into geographical districts or zones. Within each district certain types of land uses or building types are permitted while others are prohibited. Each district also has standards, such as building setbacks from roads, parking requirements, minimum lot sizes, and building height limitations. Zoning's primary purpose is to separate conflicting uses such as industrial development and residential neighborhoods.

A performance standards ordinance permits the mixture, not the separation, of land uses. For instance, commercial areas and residential development may be constructed side by side. Even though such uses may intermingle, and theoretically any parcel of land can be used for any purpose, developments are protected from the adverse effects of each other by performance standards. Such standards may include provisions for maximum density, signs, parking, landscaping, utilities, accesses, noise limits, etcetera. This type of ordinance allows more flexibility in the use of land than with conventional zoning.

chapter 8

optimum land use map

The optimum land use map for the Tri-Area is a graphic representation of the goals and policies of this plan. The map should be used as a guide for proposed development activities in the area; the goals and policies determine an activity's consistency with the plan.

Within the Tri-Area there may be existing activities that are not consistent with the goals and policies of this plan. These activities are considered "grandfathered" and may continue and expand. The expansion of these activities should be consistent with the applicable goals and policies of this plan, except those policies related to location.

MAP LEGEND

RESIDENTIAL NEIGHBORHOODS

Residential neighborhoods are those areas of moderate intensity residential settlement supplied by public utilities. Areas anticipated for public utility expansion are also included in this definition. Residential densities in residential neighborhoods should not exceed four (4) units per one (1) gross acre.

RURAL RESIDENTIAL NEIGHBORHOODS

Rural residential neighborhoods are those areas of low density settlement served by individual wells and septic tank systems or small, private, neighborhood systems. Residential densities in rural residential neighborhoods should not exceed two (2) units per one (1) gross acre.

RESOURCE PRODUCTION AREAS

Resource production areas are those areas of the community suitable for the production of forest and farm products because of soil types and climatic conditions. These areas are characterized by large acreage tracts and sparse residential settlement. Residential densities in resource production areas should not exceed one (1) unit per five (5) gross acres.

PORT HADLOCK COMMUNITY CENTER

The Port Hadlock Community Center of the Tri-Area is centered around the intersection of the Ness'-Flagler Road and Hadlock-Chimacum Road. This area of the community has the largest and most diverse businesses and generally the heaviest vehicular and pedestrian traffic. Residential densities in the Port Hadlock Community Center should not exceed eight (8) units per one (1) gross acre.

INTERSECTION COMMERCIAL AREAS

Intersection commercial areas have less concentrated activity than the Port Hadlock Community Center and are secondary to the community center's activities. These areas are centered within 660 feet of the intersection of 2 or more arterial roads. The Community Shell intersection and Ness' Corner are examples of intersection commercial areas.

HIGHWAY BUSINESS DISTRICT

The Tri-Area Highway Business District is that area adjoining the Community Shell and Ness' Corner intersection commercial areas. This district is suitable for a mixture of single and multi-family residences, home occupations, and highway-oriented businesses.

NEIGHBORHOOD BUSINESSES

Neighborhood businesses are those that sell convenience goods such as gasoline and groceries to local residents. These businesses are located at the intersection of arterial and collector roads and are usually within walking distance from residential areas. The Irondale grocery store is an example of a neighborhood business.

CHIMACUM CREEK MARINE AREA

The Chimacum Creek Marine Area is the marine shoreline area south of Chimacum Creek, including adjacent uplands. This area is suitable for marine-oriented industrial, commercial, and residential activities.

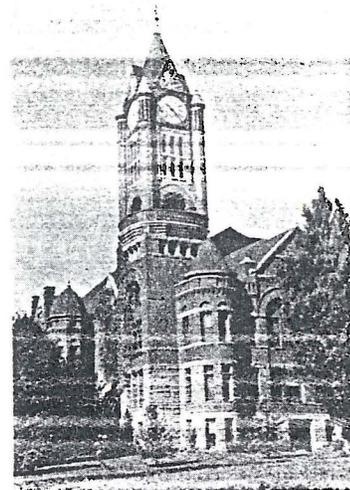
LOWER HADLOCK

The Lower Hadlock area along Port Townsend Bay is bounded to the north by the end of the Lower Hadlock Road, to the south by the end of Water Street, to the west by the Oak Bay Road, and to the east by Port Townsend Bay. Lower Hadlock contains a mixture of residential and marine-oriented commercial and industrial uses and is also recognized for its unique natural and historic features.

Jefferson County Planning Commission

COURTHOUSE

PORT TOWNSEND, WASHINGTON 98368



July 7, 1982

Jefferson County Board of Commissioners
County Courthouse
Port Townsend, Washington 98368

Re: *Tri-Area Community Development Plan*

Gentlemen:

On May 12, June 2, and July 7, 1982 the Jefferson County Planning Commission held public hearings on the proposed *Tri-Area Community Development Plan*. As a result of these hearings, the following findings and recommendations are forwarded for your consideration:

The commission found the proposed plan: (1) has been reviewed for compliance with the Washington State Planning Enabling Act, R.C.W. 36.70, including the required public hearing; (2) was prepared by the mutual cooperation of the citizen's in the Tri-Area community, the Jefferson County Planning Department, and the Jefferson County Planning Commission; and (3) conforms with and furthers the goals and policies contained in the *Jefferson County Comprehensive Plan*.

By unanimous decision of the voting membership (six members), the Jefferson County Planning Commission recommends that the Jefferson County Board of Commissioners adopt the proposed *Tri-Area Community Development Plan* as a special chapter of the *Jefferson County Comprehensive Plan*.

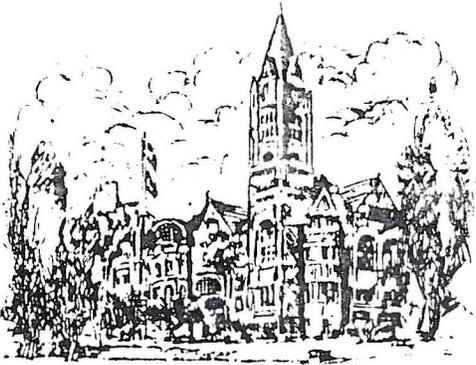
Respectfully submitted,

JEFFERSON COUNTY PLANNING COMMISSION


George Burkhart, Chairman


Barbara Kvinsland, Secretary

GB:RN:1s



JEFFERSON COUNTY COURTHOUSE
NATIONAL HISTORIC SITE
PORT TOWNSEND, WASHINGTON

Jefferson County

BOARD OF COUNTY COMMISSIONERS

Port Townsend, Washington 98368

• Phone (206) 385-2016

A. M. O'MEARA, DISTRICT 1

B. G. BROWN, DISTRICT 2

CARROLL M. MERCER, DISTRICT 3

RESOLUTION NO. 86-82

ADOPTION OF THE *TRI-AREA COMMUNITY DEVELOPMENT PLAN*

WHEREAS, the Washington State Planning Enabling Act (Chapter 36.70, Revised Code of Washington) permits the *Jefferson County Comprehensive Plan: A Policy Guide for Growth and Development* to be, ". . . amplified or augmented in scope by progressively including more completely planned areas consisting of natural homogeneous communities, distinctive geographical areas, or other types of districts having unified interests within the total areas of the county"; and

WHEREAS, the Tri-Area community constitutes a distinctive geographical area whose citizens have unified interests; and

WHEREAS, the *Tri-Area Community Development Plan* has been prepared by the mutual cooperation between the property owners and residents of the Tri-Area community, the Jefferson County Planning Department, the Jefferson County Planning Commission, and other interested and responsible parties; and

WHEREAS the *Tri-Area Community Development Plan* has been reviewed in compliance with the Washington State Planning Enabling Act and the Washington State Environmental Policy Act, including required public hearings; and

WHEREAS, the Jefferson County Planning Commission has approved the *Tri-Area Community Development Plan* and recommended the Jefferson County Board of Commissioners approve and certify the plan; and

WHEREAS, the Jefferson County Board of Commissioners finds the certification of the *Tri-Area Community Development Plan* to be in the interest of the public health, safety, and welfare of the citizens of the Tri-Area and the citizens of Jefferson County.

NOW, THEREFORE, BE IT RESOLVED that the *Tri-Area Community Development Plan* is hereby approved and certified as an official amendment to the *Jefferson County Comprehensive Plan: A Policy Guide for Growth and Development*.

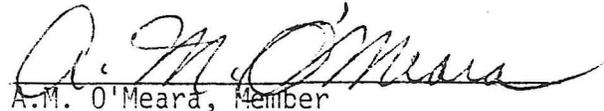
APPROVED and CERTIFIED this 9th day of August, 1982.

SEAL:

BOARD OF COMMISSIONERS OF
JEFFERSON COUNTY, WASHINGTON

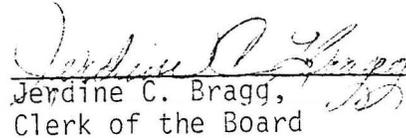


B.G. Brown, Chairman



A.M. O'Meara, Member

ATTEST:

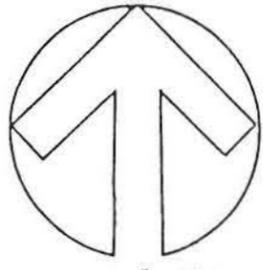
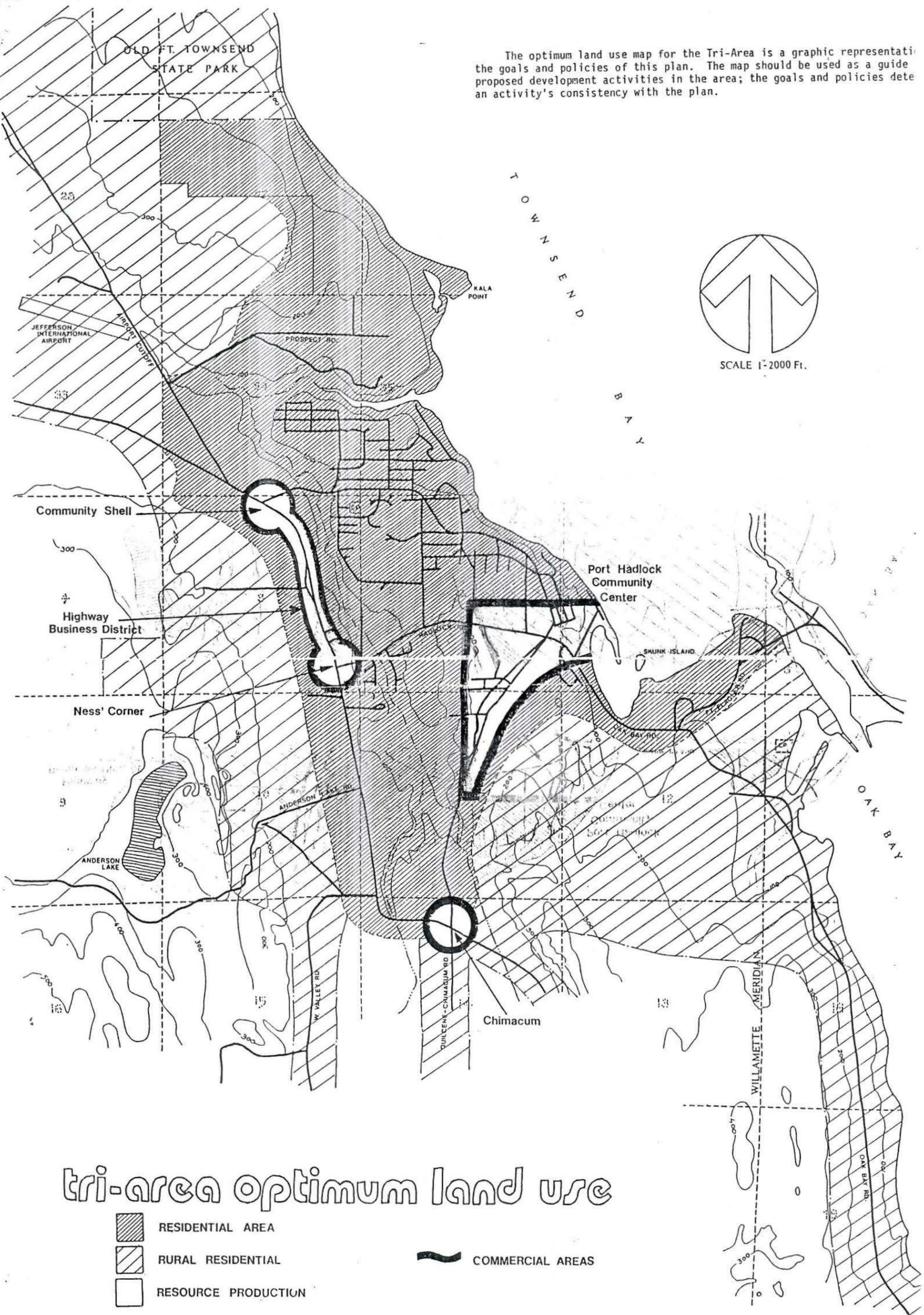


Jerdine C. Bragg,
Clerk of the Board



Carroll M. Mercer, Member

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SCALE 1"=2000 Ft.

Tri-area optimum land use

-  RESIDENTIAL AREA
-  RURAL RESIDENTIAL
-  RESOURCE PRODUCTION

 COMMERCIAL AREAS