

Clallam Bay/Sekiu

Strategic Economic Development Plan

**Adopted by the Clallam Bay Community Council
December 16, 1997**

**Adopted by the Clallam County Commissioners
December 16, 1997**

**Assisted by
Northwest Small Cities Services
4569 Purdue Ave. N.E.
Seattle, WA 98105**

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Summary of Conclusions and Recommendations

This report is based on the review of thirty-eight possible capital projects by Clallam Bay and Sekiu residents and business owners at three well advertised and well attended public meetings in the community. Three projects emerged as top priorities:

- the Community Center in Sekiu,
- the entry and parking areas of the Clallam Bay Beach Park, improved access to the river and spit area and acquisition and improvements to the Coast Guard property to permit the installation of a Maritime Museum, and
- construction of a highway between Neah Bay and Lake Ozette.

Project Background

This strategic economic development planning project is the latest in a series of plans in recent years for the Clallam Bay/Sekiu area. In 1995, the "Straits Regional Comprehensive Plan" was adopted for the area. It included ideas for a number of projects, but did not include a capital facilities plan *per se*. Also in 1995, Clallam County adopted a "Clallam County Parks Master Plan". It included a number of parks capital projects in and around Clallam Bay/Sekiu, but neither priced them nor prioritized them. Finally, in 1996 the County Commissioners selected Northwest Small Cities Services to spend several days in the subject area, discussing projects with local business people and residents. More projects were added to the previous lists, again without an attempt to cost them out or to prioritize them.

In early 1997, the Clallam County Commissioners submitted an application to the U.S. Forest Service for financial assistance to help the community and the commissioners sort out and prioritize the thirty-eight projects that had emerged from the planning processes cited above. This application went through the WA-CERT project proposal process and was funded. The Clallam County Commissioners created and then appointed the members of a local Community Council and this Council selected Jack Collins and Northwest Small Cities Services to fulfill the objectives of the grant. This report is one result.

Community Meetings

Northwest Small Cities Services first met with the Clallam Bay Community Council at the Breakwater Inn on September 18. The Council adopted a detailed scope of work and an ambitious schedule because they wanted to submit projects by early December to the County for adoption. The County had established a mid-December deadline for reprioritizing all of the projects to be forwarded through the WA-CERT project proposal process to the appropriate federal and state agencies for funding.

After a considerable local effort to generate community interest, the first of three community meetings was held at the Clallam Bay High School on September 30. Twenty people attended, including all of the members of the Community Council. Northwest Small Cities Services provided a list, on flip charts, of all thirty-eight projects described in one of three plans mentioned above and community representatives added several more. Each of the projects were described by knowledgeable community members and the projects were prioritized by community members applying colored labels to those economic development projects that they felt best met the criteria established by the Community Council: create local jobs, add value to the community, and fundable.

The projects described in detail below are the ones that received the most support at the September 30 community meeting. Other projects, such as a new fire station, might well have deserved equal attention and might rise in the future to sufficient community support to be considered for local, state, or federal funding.

On November 18, a second community meeting was organized and took place as scheduled. Northwest Small Cities Services sent letters inviting each person who attended the first meeting to attend the second one. Between meetings, Morgan John of Northwest Small Cities Services spent a day in the community taking photographs of two of the highest priority projects: the Community Center and the Clallam Bay Beach Park. He delivered the developed photographs to John Owen and Ben Hruska of the Seattle-based architectural firm called MAKERS. The firm made large scale drawings of the facilities for community consideration at the November 18 meeting.

The first part of the meeting was devoted to review and comment on the projects the community had rated highly, but which Northwest Small Cities Services believed did not best meet the criteria established by the Community Council. They have been labeled as secondary projects, but the reader should understand that they are in the top echelon of all of the projects listed in various planning reports. The projects listed on September 30 as community priority projects are described below, along with comments by Northwest Small Cities Services, based on interviews held with various agency representative with knowledge about the projects.

The second part of the November meeting was devoted to discussion of two of the three top priorities. The loop road project is sufficiently straightforward and further community input on it was not considered to be particularly helpful. Most of the November meeting time was devoted to consideration of the community's ideas for the other two primary projects.

Finally, separate meetings were held with the County Commissioners and with the Clallam Bay residents and business owners on December 16. This report was reviewed in detail and after deliberation and making suggestions for improvements, this report was formally approved by the County Commissioners and by the Clallam Bay Community Council.

Primary Projects

Clallam Bay/Seki Conference and Community Center

Project Description

This community building was built as a school at the turn of the century and used for that purpose until 1946. Since then, while continuing to be owned by the School District, it has been used primarily for senior citizen services and for other community services such as recreational classes and community functions.

The large, two story building is sited on a hill in the middle of Sekiu and from it one has an unobstructed view of the Sekiu Harbor and Clallam Bay. To quote the architect's report, community residents consider the building as "an irreplaceable asset critical in maintaining the community's social cohesiveness and historical identity." Tourist-oriented business leaders consider it a focal point for visitors who could hold meetings and conferences in it, contributing to the local economy by purchasing meals in local restaurants and staying overnight in local motels and resorts. The building has been designated as an historic landmark.

Following many constructive ideas from community members, MAKERS recommends a two-phased project. In the first phase, they recommend replacing the existing sewer line and making necessary repairs to the on-site sewage system. At the same time, dirt should be removed around the building where it touches the exterior of the walls. Drainage piping should be installed around the building and the drainage system fixed so that water runs away from the building rather than toward it. Finally, the first phase (outside) work should include replacement of wall sections that have dry-rot and the exterior of the entire building should be painted. *(ed. A letter dated March 2, 1998 from Newsome Baker, Chairman of the Clallam Bay Community Council, on behalf of the Council (hereafter "CBCCC letter") noted that the replacement of the sanitary sewer line, regrading of the site to improve drainage and restoration of landscaping in the regraded areas are all the acknowledged responsibility of the school district and "are being addressed presently". The letter is attached.)*

For the second phase, MAKERS prepared a rough drawing of the building dimensions so that community participants could make suggestions on it for particular improvements. The drawings have been reduced and the architect's suggestions are clearly shown. They are attached and should be considered an important part of this plan.

Key recommendations include upgrading lighting, installing sprinklers and replacing carpeting in the main room downstairs. Most windows should be replaced to improve visibility and reduce energy costs. The floor upstairs should be resurfaced and then refinished. The architect recommends replacement of all bathroom fixtures as a legally required improvement. As a labor-saving device, a dumbwaiter between the downstairs kitchen and the upstairs conference area should be installed. *(ed. the CBCCC letter noted that the project should include upgrading*

the kitchen itself to handle the needs for meals of special events in the remodeled facility, such as for a conference or convention. The creation of a small office was also recommended.)

There are also recommendations for modest demolition and for the installation of a small ramp and a new wall as well as the purchase of appropriate furniture and equipment required for classes and conferences.

All cost estimates are shown as an addendum to this plan. Readers should understand that they are initial estimates based on a very short site visit and prepared within a very short deadline.

Cost Estimate

Phase One (exterior): \$26,860

Phase Two (interior): \$142,005

Total: \$168,865

Source of Possible Funding

Community Development Block Grant (Washington Dept. of Community, Trade and Economic Development)

Priority Recommendation: High

Clallam Bay Beach Park

Project Description

This park, which is owned by the State and maintained by the County is located in the middle of the Clallam Bay community adjacent to State Route 112. One of the major problems that needs to be addressed is its unattractive entrance. Not only does the entrance fail to attract, the fact that a wonderful river and beach park lies just beyond the parking lot is not apparent to visitors. The community views this park as its most important asset for family recreation and its most valuable asset for attracting visitors. By making substantial improvements, community-building and community development will result and well as economic development.

This report includes improvements to be made in three phases. The first phase addresses improvements to the park entry itself and core improvements to the parking lot and uplands area. Much of the asphalt should be removed from the area, especially in areas where parking is not needed.

The entry should be clearly defined and landscaped with native plant materials. A highly visible and attractive sign should be erected at the entry. Parking for the adjacent businesses should be provided by the adjacent businesses and screened from the park. The entry drive itself should be clearly defined and improved with the installation of curbs, gutters, sidewalks, and pavement marking to improve park access and vehicle and pedestrian safety.

The community wants to have a multipurpose shelter built in the core area and adequate lighting installed. The installation of interpretive panels nearby that describe the history of the area and the ecology of Clallam Bay would be a matter of interest to visitors and a matter of education and local pride to community residents.

The improvements recommended in the first phase can be accomplished without expensive preparation and study and without the necessary technical assessment and property acquisition necessary to implement the second two phases. As the architects have noted, by making these initial improvements, the parks value would be considerably increased because of substantial improvements in its attractiveness and usefulness for community residents and visitors.

The second phase of the improvements takes advantage of the natural areas of the park and because the area is natural, the architects recommend a geohydrological study to identify and make recommendations regarding the best way to manage the way the river meets the Bay. (*ed. the CBCC recommends otherwise, see comment pp. 12-13.*) Recommendations might include simply leaving the river to choose its own course, which means that the access and use of the park changes over time. At the other extreme, a technical review might recommend that steps be taken to keep the river in the same channel, either where it used to be or where it is now.

After the river's course is determined, a master plan for the natural areas of the park can be adopted. The community has recommended a second bridge either opposite Kalawah Street or to connect the sand bar to Salt Air Street. Residents and local businesses would also like to see recreational trails, picnic areas and camp sites properly located in the natural area, but planners should take care to respect the spectacular beauty of the area. Man-made features should be as unobtrusive as possible and the recreational activities should be quite passive, respecting the environment.

Phase three contemplates the acquisition from the federal government of the Coast Guard Lighthouse and adjoining property. Although considerable community interest has recently risen to develop a maritime and historical museum on the site, considerable planning needs to be done to determine the specific proposed uses of various rooms in the buildings and the adaptability of the buildings to these uses. Although the architects did not see inside the building, they have estimated that a considerable investment would have to be made to bring the building up to modern construction and accessibility codes suitable for public accommodations. Ground improvements also need to be planned and built to serve the visitor parking, interpretive panels, outdoor exhibits and picnic areas.

Cost Estimate

Phase One: \$612,100
Phase Two: \$397,200
Phase Three: \$439,400
\$1,448,700

Source of Possible Funding

Community Development Block Grant
State Parks and Recreation Commission
Interagency Committee for Outdoor Recreation

(ed. the CBCC letter suggests that a possible source of funding for the park project is the Aquatic Lands Enhancement Account in the Washington Department of Natural Resources.)

Priority Recommendation: High, especially Phase One

Loop Road from Neah Bay to Ozette

Project Description

This road would be constructed from Neah Bay in the northwest corner of Clallam County (and Washington) southerly along the coastal corridor to Lake Ozette. The purpose of the road would be to provide a second access to Neah Bay and the Hoko/Lake Ozette area. It would complete the third side of a triangular loop with roads between Ozette and Sekiu and between Sekiu and Neah Bay. It would significantly improve emergency access for police, fire, power and road services and would greatly improved circulation for community residents, businesses and the general public. It is considered crucial for economic development of the area.

In preliminary plans developed several years ago, cost estimates and a schedule were developed for an eighteen mile road, about one-third of which would be on Makah tribal land.. A 60' right-of-way would need to be acquired. Construction costs for a 28'-34' paved width, low speed, rural access road were estimated at \$10 - 12 million. By building the road in existing logging road corridors, environmental impacts will be reduced and the scenic nature of the area enhanced. The Tribe is very supportive of construction of this road and participated in the discussions several years ago when Commissioner Phil Kitchel led an effort to get the project planned and funded.

In recent years, the Tribe has purchased 2,000 acres south of the existing reservation for the purposes of expansion of the reservation. Assuming the Tribe continues to favor the new road, this purchase will make acquisition of right-of-way somewhat easier. Alan Ostensen advised that he will discuss the proposed road with the current Tribal Chair and Council to determine their current position. He noted that although most of the tribal members favored the road several years ago, there are a number of tribal members who oppose the noise and invasion of tourists that would accompany the construction of the proposed road.

Cost Estimate

The fact sheet developed three years ago estimated cost for acquiring right-of way for this project at \$1-2 million. Cost for construction of the road with the geometry as described above were estimated at \$10-12 million.

Sources of Possible Funding

Washington Department of Transportation, U. S. Department of Transportation, U. S. Bureau of Indian Affairs, Clallam County

Priority Recommendation: High

Interviews: Fleener, Darrin - Economic Development Director, City of Forks
Hauff, Steve - Director of Public Works, Clallam County
Johnson, Pat, Office of the Regional Director
Ostensen, Alan - Director of Planning, Makah Tribe
Probart, Ashley - Regional Transportation Planner, WA Dept. of Transportation
Rolland, Richard - former Director of Planning, Makah Tribe

Secondary Projects

Ferry between Neah Bay or Clallam Bay and Port Renfrew (Vancouver Island)

Project Description

This proposed ferry service is viewed by participants as a valuable economic development transportation link that would serve both the residents and businesses of the western part of Clallam County. It would provide a shorter and therefore less expensive trip from and to western Washington and Vancouver Island. It would be an especially big help to businesses located at each of the proposed terminals.

The chief planning official of the ferry system expressed the firm opinion that as long as a private company is willing to provide ferry service across the Strait of Juan de Fuca, the State of Washington would not be interested in competing with it. The fear is that if the private company were to go out of business, the state would have to provide the service, something the state wants very much to avoid.

Each recent session of the Washington Legislature has included the Marine Transportation Division struggling to convince legislators from areas of the state that gain no benefit from the ferries that the subsidies from state general funds for current services are necessary. Justifying new ferries to replace old and no longer efficient ferries is at best a difficult chore.

Mr. Deardorf's analysis is that there would not be enough income from a Port Renfrew service to convince legislators of the need for the substantial subsidy to provide it. He indicated that Marine Transportation staff would not recommend it. In the September 11 issue of The Seattle Times, there was a article stating that although there is a documented need for \$2.2 billion of maintenance work to be accomplished by the Department of Transportation, legislative leaders stated that they are opposed to the use of a new gas taxes and made no suggestions of other sources of state revenue that could be used to meet the need. (attached)

Cost Estimate

If passenger ferry only service were to be provided, the estimated cost for terminals would be \$5 million for each one. One passenger only ferry would cost around \$10 million. Costs escalate substantially for a system that would accommodate vehicles. Terminals to accommodate vehicles would each cost \$20 million and one such ferry would cost from \$50-100 million depending on its size.

Sources of Possible Funding

Washington Department of Transportation, U. S. Department of Transportation

Priority Recommendation

Low

Interview: Deardorf, Ray - Director of Planning, Marine Transportation Division, WA DOT

Industrial Park

Project Description

This project involves the installation of water and sewer utilities and streets on an industrial zoned (M) property, immediately west of Sekiu on Highway 112. Water, sewer and power are available but would have to be bored under Highway 112 to serve the property. Estimates range widely because the soil conditions and the availability of the land are unknown. A local Realtor estimates development costs of at least \$160,000. Another estimate notes that development of a 40 acre industrial property in Forks recently cost \$750,000. With acquisition costs, this property could cost one million dollars to develop.

Although several state and federal agencies do fund the development of industrial property, they have very firm policies requiring that the jobs promised will really be created. To insure that this promise is kept, they insist that contracts for development of the property be signed by a sufficient number of new businesses to guarantee the successful development of the property. No such guarantees are possible at this time.

Cost Estimate

\$200,000 - \$1,000,000

Source of Possible Funding

Community Economic Revitalization Board (CTED)
Small Business Administration

Priority Recommendation

Medium

New swimming pool in Sekiu

Project Description

The participants in the planning session supported the idea of a new pool to be built at the site of the community center. The new pool would accommodate senior citizens who would benefit from the therapeutic value of circulating hot water as well as the health benefit of swimming. Children, especially those of school age could be enrolled in "learn to swim" programs and some in competitive swimming teams. There are also special programs for pregnant women and infants.

Cost Estimate

Two architectural firms that were asked for estimates each said that a standard pool would cost at least one million dollars. An equally important cost is for maintenance: staff, heat, chemicals etc. No estimate is available, but few public pools operate without a substantial subsidy. A new pool at local expense would require substantial payments to retire the principal and interest payments for bonds floated to finance the construction of a pool.

Source of Possible Funding

Interagency Committee on Outdoor Recreation

Priority Recommendation

Medium

Clallam Bay Park and Sekiu Community Center Improvements Design Study (by MAKERS)

Summary of Workshop Results - November 26, 1997

Introduction

The attached materials represent the initial products of a brief design study to explore opportunities to improve the shoreline park at Clallam Bay and the Sekiu Community Center in the historic Sekiu School. The improvements described were developed during a community workshop held on November 18th, 1997. During the workshop, MAKERS staff worked directly with community members to identify opportunities and priorities to upgrade the park and center to further the community's revitalization and economic redevelopment goals.

MAKERS is pleased to provide the community these services free of charge to help them start their economic revitalization efforts. If it would be useful for matching grants or other purposes, we could itemize the firm's contributed expenses. It should be remembered that the budget estimates were prepared without the benefit of surveys, engineering reports, hazardous materials inspections or design drawings. Therefore, they represent very preliminary, order-of-magnitude estimates subject to major revision as more information and study is available.

Sekiu Community Center

During the work session, community participants made it clear that the building is an irreplaceable asset critical to maintaining the community's social cohesiveness and historical identity. By providing space for senior services and other formal and informal activities, the historic school building is the area's focal point for several communal functions. Also as a historic landmark, the building is an important link to Sekiu and Clallam Bay's past. Therefore, a primary objective of proposed improvements should include actions necessary to preserve the building itself, including foundation and site stabilization and weatherization.

Interior renovations will be very helpful in increasing the buildings utilization and flexibility. For example, accessible toilets are necessary to accommodate disabled persons on the upper floor and resurfaced floors would allow local dance and exercise classes. Besides better serving the local community, it is envisioned that some of these uses, such as classes and weddings, would pay for the use of the space and help pay for the building's maintenance and upkeep. Also, improvements such as improved lighting and audio visual equipment will allow the community to market portions of the building as a space for firm and organization conferences or retreats. By bringing visitors from out of town, this activity would not only bring revenue to the facility, but also increase lodging and restaurant business that has suffered form the demise of the sport fishing industry.

Clallam Bay Beach Park

Clallam Bay Park includes an upland entry and parking area adjacent to SR 112 and a lower area with the Clallam River outlet, a sand bar/beach and wooded section. The old lighthouse station lies approximately a quarter mile to the east of the park property.

Participants in the workshop indicated that the park improvements should be directed to both benefit local residents and attract visitors. They noted that the park has a lot of attractions but that the entry presents a poor “welcome mat” to visitors and misses a great opportunity to upgrade the town’s visual identity. Local residents observed that the river outlet is changing and that the beach is constantly eroding and redepositing. During the summer, the river itself dries up and the water becomes brackish and stagnant. There was a good deal of interest in a covered multipurpose shelter for community functions. People also were interested in a second pedestrian bridge and an exercise trail.

Most agreed that the old lighthouse facility represents a unique opportunity. Most favored using the house for a maritime museum. Several noted that the bay has quite a maritime history as it was the point at which vessels picked up pilots for the trip down the Sound. The lighthouse area is also an archaeological site so that any development and use must respect the historic resources there.

The plan that emerged is based on a three phased strategy. The first phase concentrates on improvements to the entry area, parking lot and uplands and includes:

- Removing the asphalt not needed for parking and landscaping entry area with native landscaping, and constructing a highly visible gateway sign.
- Screening and organizing the parking for adjacent businesses.
- Reconfiguring and/or improving the entry drive by installing curbs, gutters, sidewalks and crosswalks to improve visibility and safety.
- Installing parking area lights.
- Constructing a roughly 20’ x 30’ multipurpose shelter. (*ed. The CBCC letter recommends a 40’ x 60’ building on a site different from the one shown in the architectural sketch.*)
- installing interpretive panels describing the history and natural ecology of the bay.
-

This set of improvements would have an immediate impact on the parks attractiveness and usefulness and can be implemented immediately.

The second phase of improvements addresses the opportunities within the more natural parts of the park. Because this area is both dynamic and sensitive from a natural systems perspective, a geohydrological study should be first undertaken to identify the opportunities and constraints presented by the shoreline environment. (*ed. The CBCC letter states that the "geohydrological study is not felt to be a necessary expense, as the movement of the river, and the resulting impact on the shoreline environment, most likely will not pose any problems, or have a significant*

bearing on the proposed improvements to the park." It may be that the mouth of the river should be left to choose its own course, or some minor modifications of the stream bed may be needed. Once the study is accomplished, a master plan can be undertaken to make the following improvements:

- A second bridge, either opposite Kalawah St. or connecting the sand bar to Salt Air St. (The former would be useful mostly to local residents on the west side of town while the latter may be needed to provide a connection from the park to the lighthouse. *(ed. the CBCC letter notes that when the old bridge was removed by the County, the County Commissioners promised to fund a new bridge at the same general location.)*)
- Shoreline stabilization and re-vegetation.
- Recreational trails
- Picnic areas and perhaps camp sites.
- Underwater park

It is envisioned that this area remain relatively passive and natural.

Phase three focuses on the lighthouse area and envisions its use as a maritime (and perhaps natural history) museum. *(ed. the CBCC letter noted that the purchase of the Coast Guard house was proposed in the Clallam County Master Park Plan.)* Further planning of this phase requires that a sponsoring party for the museum be identified and the adaptability of the Coast Guard facility be adapted. Improvements to the grounds might include a parking area, picnic tables, interpretive panels and a walkway connecting the park to the station house and the light house. *(ed. The CBCC letter suggests inclusion of a handicapped-accessible fishing pier and underwater diving park in the park plan.)*

Redevelopment Strategy and Benefits

Both the community center and the park proposals share a similar redevelopment strategy that employs the following elements:

- Provide better facilities for both local residents and visitors. The improvements will encourage new residents to locate in the community and travelers to stop and take advantage of local services.
- Protect and enhance existing resources. Both projects have the additional advantage of better managing resources of statewide significance.
- Provide an opportunity to phase the projects and work creatively with local citizens in refining the designs.
- Add significantly to the community's visual attractiveness and local identity.

MEMORANDUM

September 30, 1997

To: Clallam Bay/Seki Community Council (CC)
Clallam Bay/Seki Chamber of Commerce (C of C)

From: Jack Collins, Northwest Small Cities Services (NSCS)

Subject: Scope of Work

On Thursday, September 18, I met with the Community Council to discuss the status of the Capital Projects Strategic Plan. The Council made suggestions and adopted a scope as follows:

Tasks	Time Frame	Responsible Party
Provide county/community with progress reports	continuous	NSCS
Conduct inventory of existing capital facilities	October 15	NSCS, with input from county staff and community
Review projects suggested by Comprehensive Plan (Straits Regional Plan), Clallam County Parks Master Plan, Collins Report	October 15	NSCS, with input from county staff and community (9/30)
Analyze, prioritize future capital projects	October 30	NSCS, with input from county staff and community
Capital projects financial analysis	October 30	NSCS
Review draft plan with community	November 3	NSCS/community
Review draft plan with county	November 17	NSCS/county
Incorporate all comments on draft plan into final plan; submit final plan to County Commissioners for adoption by December 18	December 1	NSCS

c: Dave Johnson, U. S. Forest Service
Jim Rumpeltes, Clallam County

Clallam Bay/Sekiou List of Possible Projects*

Develop Industrial Park (59)
Build loop road from Neah Bay to Ozette including new ferry from Neah Bay to Renfrew (36) (with other Clallam Bay Beach Park projects)
Develop Clallam Bay Beach Park (32) includes: Acquire tidelands at West end of Clallam Bay Beach Park Acquire tidelands between lighthouse and Clallam Bay Beach Park Provide lighting to parking lot/restroom area in Clallam Bay Beach Park Identify south boundary of Clallam Bay Beach Park Build picnic shelter at Clallam Bay Beach Park Construct hard surface trail from restroom to footbridge at Clallam Bay Beach Park Landscape entrance for screening and identification at Clallam Bay Beach Park Redesign Clallam Bay Beach Park as "village green" to encourage public to stop and visit Build fishing pier Replace Fitzpatrick footbridge
Remodel/Develop Community Center in Sekiou (28)
Build Swimming pool in Sekiou (28)
Construct waterfront bike/walkway linking Clallam Bay and Sekiou (26)
Develop ferry service from Clallam Bay to Renfrew (26)

Acquire Hoko Spit and its tidelands (0)
Provide public access to State Beach 424 via Jim Creek and 425 via Pillar Point (3)
Provide highway parking/beach access to Beach 429A and 429 from Sekiou River to Neah Bay (2)
Identify/develop additional waterfront access (1)
Purchase rights to access and cross shorelines (1)
Retain open space (0)
Develop recreation and parks to access natural resources lands and water (0)
Build boardwalk in Sekiou Marina (2)
Make airport improvements (5)
Improve wastewater collection and treatment system (11)
Fix big hole near outfall (5)
Develop Hoko River State Park (17)
Develop destination resort for the handicapped (9)
Develop bubble fishery in Clallam Bay (16)
Create access to tidepools at Slip Point (3)
Develop underwater park and diving facilities (5)
Develop mountain biking trails (11)
Develop/publish tourism themes e.g. bird watching, kayaking (7)
Expand library (17)
Build sidewalks in most important places (0)
Develop working farm at Cowens (13)

Build new fire station (12)
Redevelop old fire station for community center (12)
Obtain additional water rights for prison expansion (14)
Improve breakwater (8)
Aquaculture (3)

9/30/97

*Many thanks to Craig Jacobs, County Parks, Fair and Bldg. Maint. Director for compiling the basic list last October.

firstname	lastname	address	city		
Newsom	Baker	Box 3	Clallam Bay	WA	98326
Sande	Balch	Box 175	Sekiu	WA	98381
Kevin	Borde	Box 76	Clallam Bay	WA	98326
Bob and June	Bowlby	Box 175	Clallam Bay	WA	98326
John and Karolyn	Burdick	25293 Highway 112	Clallam Bay	WA	98326
Kent and Sandi	Diimmel	Box 192	Clallam Bay	WA	98326
Michael	Dukes	63 Vista Drive	Sekiu	WA	98381
Jennifer	Gable	Box 248	Clallam Bay	WA	98326
Vance	Gamet	Box 226	Clallam Bay	WA	98326
Laura	Heaton	Box 93	Clallam Bay	WA	98326
Fred	Heiny	Box 43	Clallam Bay	WA	98326
Don	Hibbins	113 Dawns Ridge Rd	Sekiu	WA	98381
Rocky	Hinkle	Box 382	Clallam Bay	WA	98326
Alicia	Hull	Box 224	Clallam Bay	WA	98326
Dave	Johnson	U. S. Forest Service P.O. Box 280	Quilcene	WA	98376
Phillip	Kitchel	301 Erickson Rd	Clallam Bay	WA	98326
Loretta	Klock	Box 314	Clallam Bay	WA	98326
Leo and Vera	Klock	Box 243	Sekiu	WA	98381
Ken	Konrad		Sekiu	WA	98381
Patrick	Marrin	Box 232	Clallam Bay	WA	98326
Ted	Muralt	Box 383	Clallam Bay	WA	98326
Pat	Ness	Box 270	Clallam Bay	WA	98326
John	Owen	MAKERS, Smith Tower	Seattle	WA	98104
Linda	Palumbo	Box 135	Sekiu	WA	98381
Bart	Phillips	Box 1085	Port Angeles	WA	98362

Jim	Rumpeltes	Clallam County Courthouse 223 East 4th St.	Port Angeles	WA	98362- 3025
Gerry	Scott	Box 265	Sekiu	WA	98381
Marcella	Tveit	Box 45	Clallam Bay	WA	98326
Jerry	White	Box 70	Sekiu	WA	98381

Clallam Bay Park: Sekiu Community Center Refits

Planning and Budgeting Estimate

November 19th, 1997

First Phase: Exterior Site and Shell Work

Dig up and replace 45' of main building sewer line: 45 x \$50/l.f.	\$2,250
Replace dry-rotted exterior wall sections: 260 s.f. @ \$20/s.f.	\$5,200
Exterior prep & paint of all surfaces currently painted: 4,240 s.f. @ \$.75/s.f.	\$3,180
Regrade site for positive drainage away from building: allowance	\$2,500
Install footing drains on all uphill foundation walls (145 l.f.) and run storm line to gutter in street: allowance	\$0
Restore/landscape regraded areas above: allow	\$300
Subtotal	\$13,430
Construction contingency, taxes, misc.	\$13,430

Total, first phase

\$26,860

Second phase

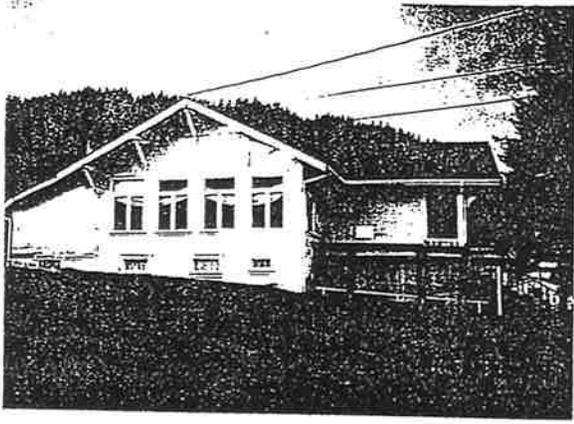
Demolition Allowance

Selective demolition of existing construction, allowance	\$750
Miscellaneous haul and disposal, allowance	\$250
Lighting upgrades in main room, upper level: 8 pendant lights @ \$175/light & 6 wall sconces @ \$110/light	\$2,060
Carpet main room, lower level: 185 yards @ \$18/s.y.	\$3,330
Ramp at kitchen entry: 32 s.f. @ \$20/s.f.	\$640
New wall in nursery: 14 l.f. @ \$45/l.f.	\$630
Sprinklers throughout: 6,060 s.f. @ \$1.25/s.f.	\$7,575
Resurface hardwood floor, upper level: 1650 s.f. @ \$1.25/s.f.	\$2,063
Furniture allowance	\$2,500
Restroom refits @ upper level: 308 s.f. @ \$20/s.f. + \$500/fixture for 6 fixtures	\$9,160
Dumbwaiter and shaft	\$16,500
Replace fiberglass awning with wood frame construction: 230 s.f. @ \$20/s.f.	\$4,600
Bathroom refits, ^{lower} upper level: 160 s.f. @ \$15/s.f.	\$2,400

20

General paint/patch: 6,060 s.f. @ \$.75/s.f.	\$4,545
New windows to replace existing: 12 @ 5' x 7', 2 @ 5' x 8', 4 @ 5' @ 3' (560 total s.f. @ \$25/s.f.)	\$14,000
Subtotal, second phase	\$71,003
Construction contingency, taxes, misc.	\$71,003
Total, second phase	\$142,005
Total, both phases	\$168,865

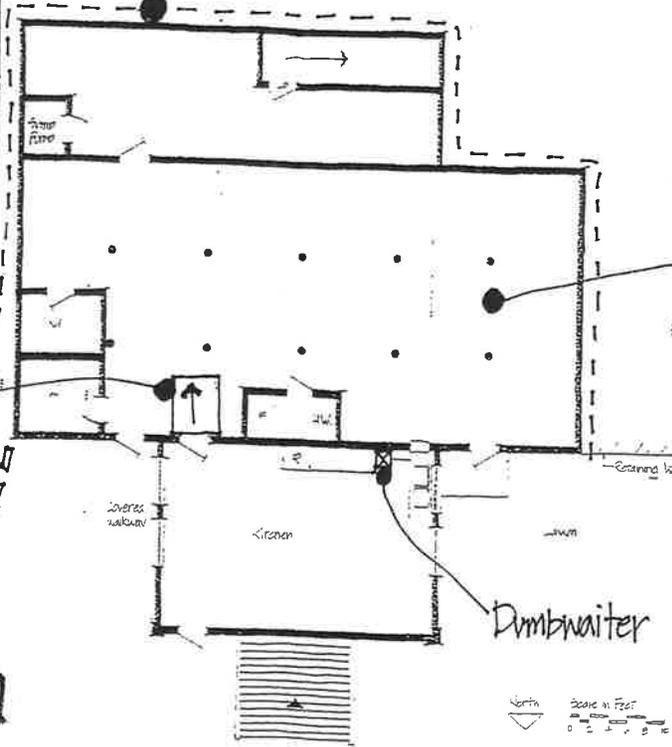
21



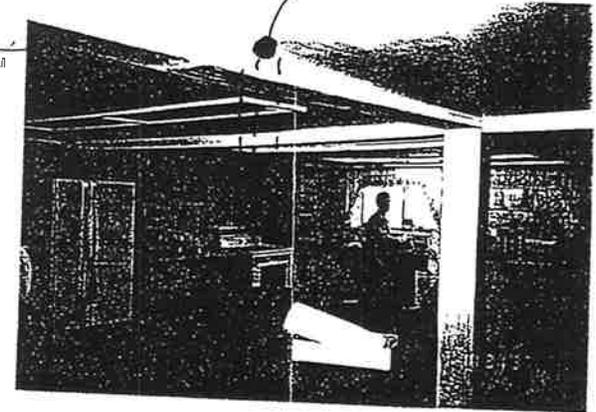
Replace awning
Install Footing Drains



New Carpet



Dumbwaiter



New Ramp from Kitchen

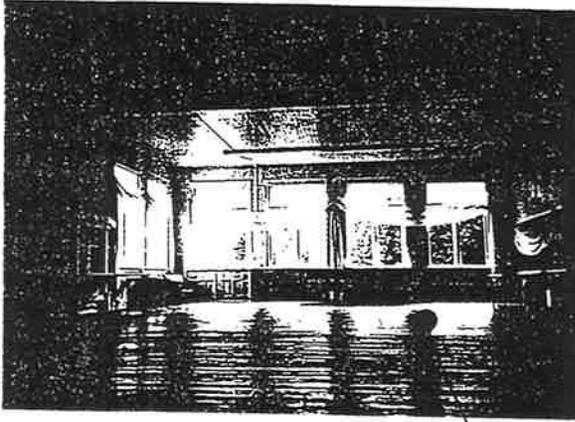
Repair Sewer Line

Lower Floor

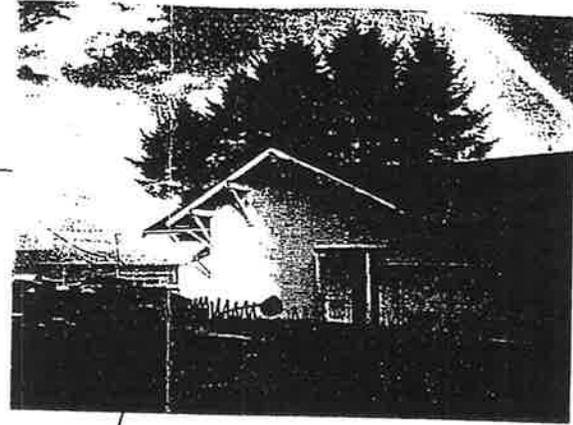
Dumbwaiter

12

Sekiu Community Center

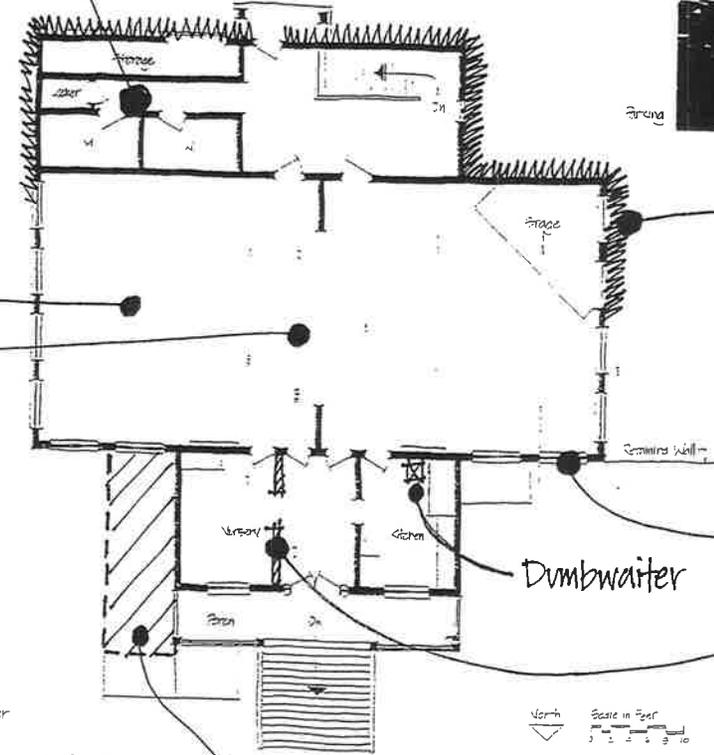


Resurface hardwood floor
New Light Fixtures



Repair Dryrot

Refit Restrooms to meet ADA



Replace Windows

New wall for Nursery

Dumbwaiter

Upper Floor

Repaint Exterior

Replace awning



Sekiu Community Center

Clallam Bay Park Improvements

Planning and Budgeting Estimate

November 24th, 1997

First Phase: Entry and Core Site Improvements

Lighting: 5 pole and fixtures @ \$11K ea.	\$55,000
Improve Landscaping around parking lot perimeter: 3700 s.f. @ 3.5/s.f.	\$12,950
Remove asphalted parking area at site entry: 8800 s.f.	\$4,000
Landscaping near restrooms and pathway: 9000 s.f.@ 6.5/s.f.	\$58,500
20 x 30 Picnic structure and furniture	\$22,800
Landscape site entry area: 8800 s.f.	\$57,200
Entry Sign @ \$75K ea.	\$75,000
Curbing and drains along entry road: 260 l.f. @ \$40/l.f.	\$10,400
Interpretive Signage: 6 porcelain panels @ \$1700 ea.	\$10,200
Subtotal	\$306,050
Construction contingency, taxes, misc.	\$306,050

Total, first phase

\$612,100

Second phase: General Park Enhancements

Masterplan Environmental Analysis and Engineering Study	\$ 100,000
Pedestrian Bridge	\$65,000
Shoreline Stabilization	\$10,000
Pathway improvements: 6000 s.f. @ \$1/s.f. and 4000 s.f. @ \$2.75	\$17,000
Trail Construction: 2400 s.f. @ \$2.75/s.f.	\$6,600
Subtotal, second phase	\$ 198,600
Construction contingency, taxes, misc.	\$ 198,600

Total, second phase

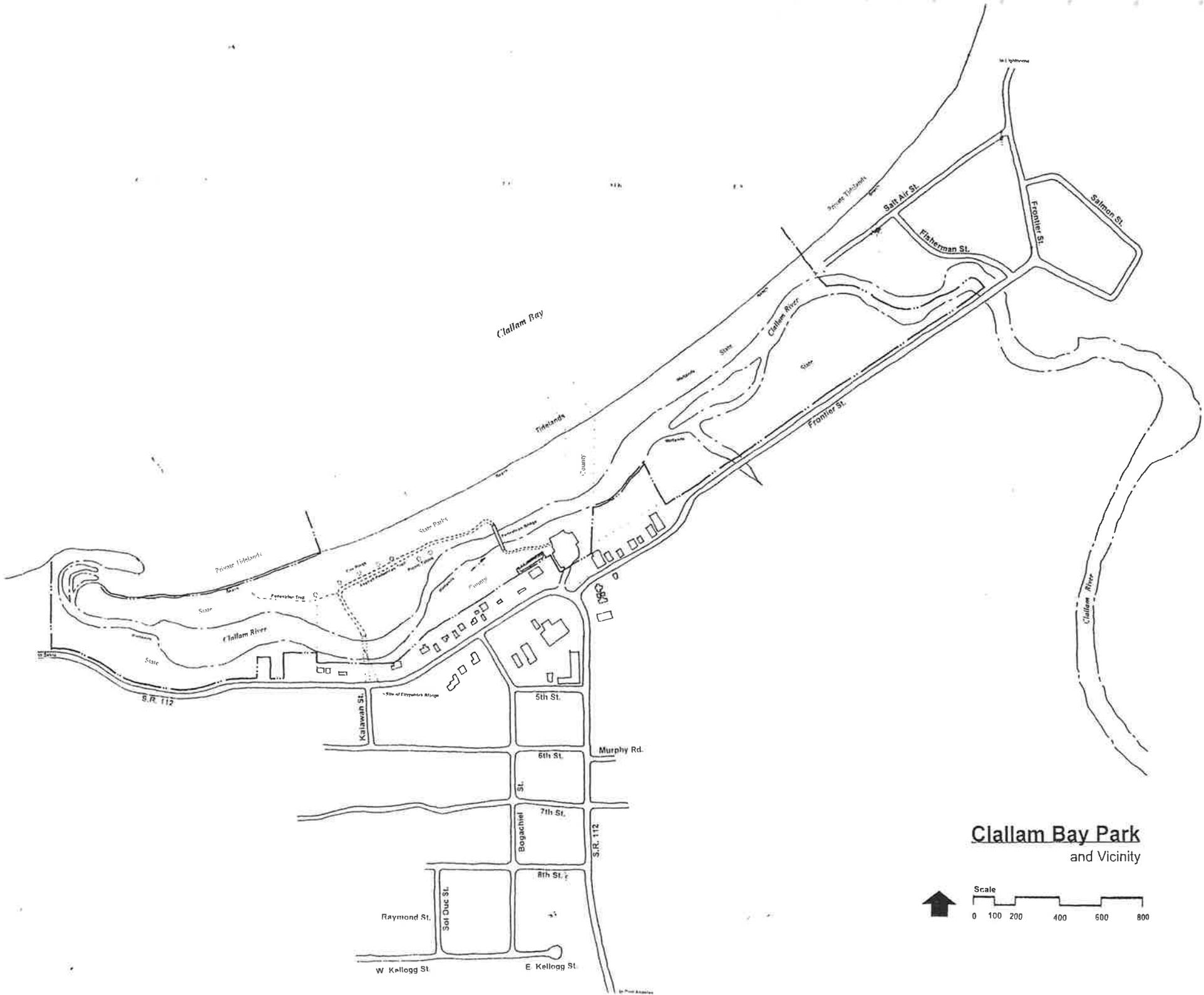
\$397,200

24

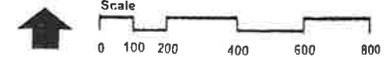
Third phase: Museum/ Lighthouse Area

Masterplan and Feasibility Study: \$25K - \$50K	\$50,000
Lighting: 4 fixtures and poles @ \$11K ea.	\$44,000
Asphalt Walkway: 4000 s.f. @ \$2.75/s.f.	\$11,000
Picnic tables: 4 @ \$300 ea.	\$1,200
Parking for 20 cars: 6000s.f. @ \$2.25/s.f.	\$13,500
Building Improvements \$50K - \$100K	\$100,000
Museum Exhibits (by others)	\$0
<hr/>	
Subtotal, second phase	\$219,700
Construction contingency, taxes, misc.	\$219,700
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Total, second phase	\$439,400
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Total, all phases	\$1,448,700

25



Clallam Bay Park
and Vicinity

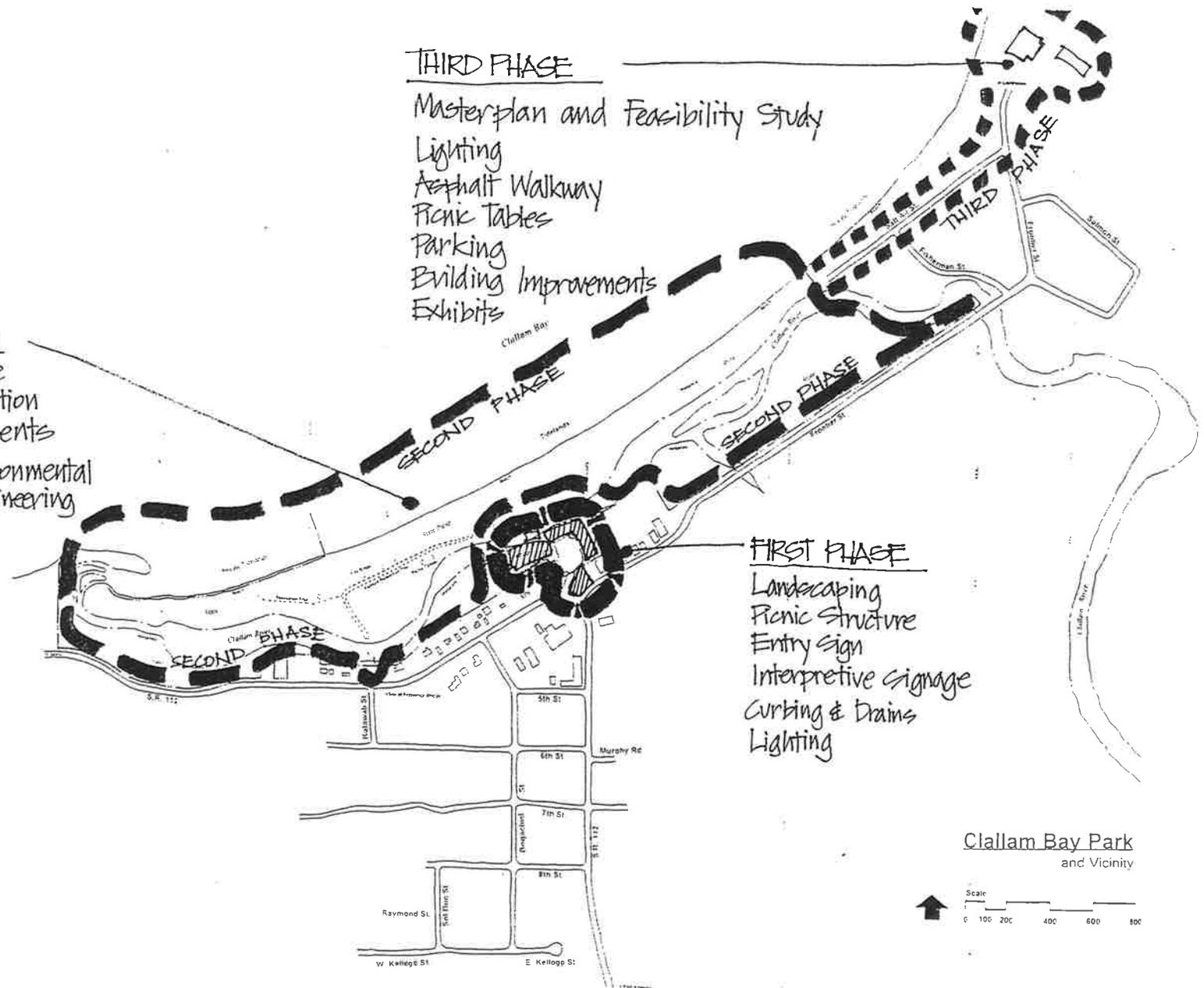


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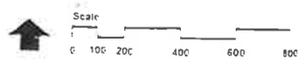
SECOND PHASE
 Pedestrian Bridge
 Shoreline Stabilization
 Pathway Improvements
 Masterplan Environmental
 Analysis and Engineering
 study

THIRD PHASE
 Masterplan and Feasibility Study
 Lighting
 Asphalt Walkway
 Picnic Tables
 Parking
 Building Improvements
 Exhibits

FIRST PHASE
 Landscaping
 Picnic Structure
 Entry Sign
 Interpretive Signage
 Curbing & Drains
 Lighting

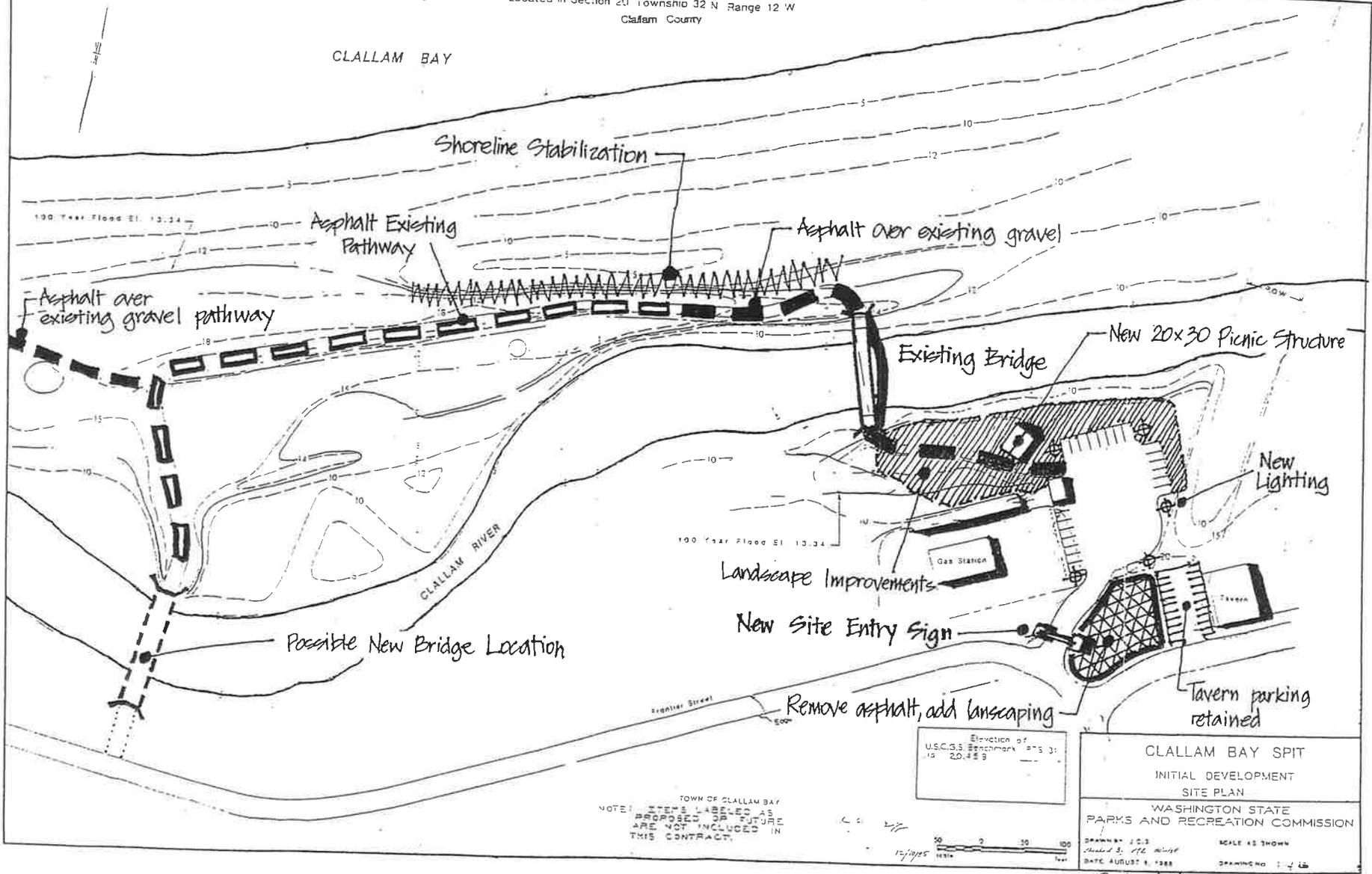


Clallam Bay Park
 and Vicinity



Located in Section 20 Township 32 N Range 12 W
Clallam County

CLALLAM BAY



Elevation of
U.S.C.G.S. Benchmark #75 31
is 20.459

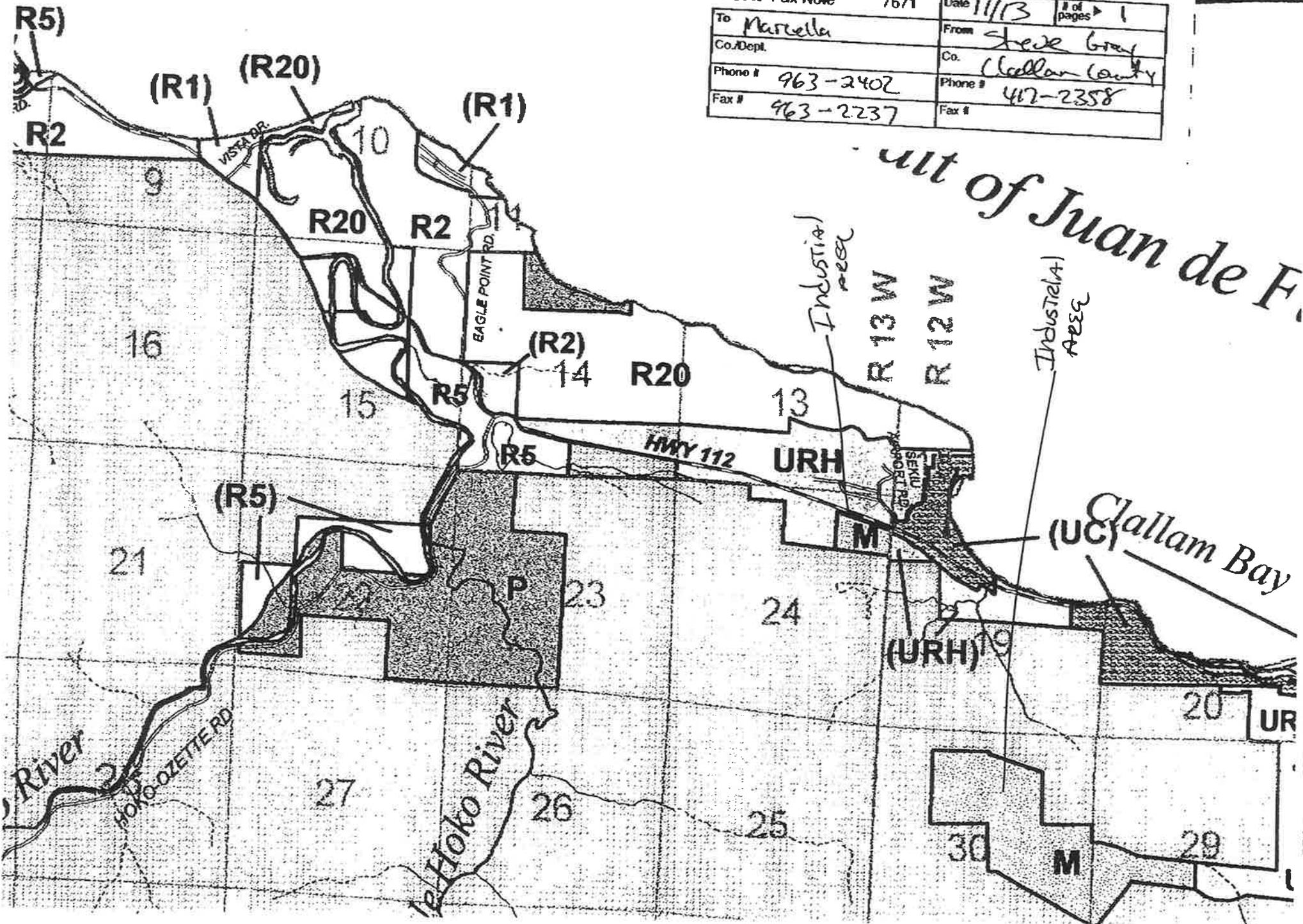
TOWN OF CLALLAM BAY
NOTE: ITEMS LABELED AS
PROPOSED OR FUTURE
ARE NOT INCLUDED IN
THIS CONTRACT.



CLALLAM BAY SPIT	
INITIAL DEVELOPMENT	
SITE PLAN	
WASHINGTON STATE	
PARKS AND RECREATION COMMISSION	
DRAWN BY: J.C.S.	SCALE AS SHOWN
DATE: AUGUST 1, 1988	SPANNING NO. 1-2

Revised Nov 1997 - Makers

Post-It® Fax Note 7671		Date 11/13	# of pages 1
To	Marcella	From	Steve Gray
Co./Dept.		Co.	Clallam County
Phone #	963-2402	Phone #	462-2358
Fax #	963-2237	Fax #	



City of Juan de Fuca

Clallam Bay

Chapter 33.17

Industrial Zones

Sections:

- 33.17.010 Industrial (M)
- 33.17.020 Light Industrial (LI)

C.C.C. 33.17.010 INDUSTRIAL (M). The purpose of the Industrial zoning district is to reserve areas primarily for industrial uses pursuant to the industrial goals of the County Comprehensive Plan.

1. Allowed Land Uses - The following land uses should be allowed outright in the Industrial zoning district:

- | | |
|--|---|
| <input type="checkbox"/> Agricultural activities | <input type="checkbox"/> Professional offices |
| <input type="checkbox"/> Asphalt plants | <input type="checkbox"/> Research facilities |
| <input type="checkbox"/> Business parks | <input type="checkbox"/> Timber harvesting |
| <input type="checkbox"/> Commercial greenhouses | <input type="checkbox"/> Timber labor camps |
| <input type="checkbox"/> Commercial storage | <input type="checkbox"/> Vehicular repair |
| <input type="checkbox"/> Gas stations | <input type="checkbox"/> Veterinarian clinics/kennels |
| <input type="checkbox"/> Industrial uses | <input type="checkbox"/> Wood manufacturing |
| <input type="checkbox"/> Mineral extraction | <input type="checkbox"/> Wrecking yards |

2. Conditional Land Uses - The following land uses should be permitted in the Industrial zoning district through a special permitting process with public input and a determination that the proposed use is consistent with applicable land use regulations and the character of the neighborhood:

- Race tracks

3. Prohibited Land Uses - The following land uses should be prohibited in the Industrial zoning district:

- | | |
|---|---|
| <input type="checkbox"/> Airports | <input type="checkbox"/> Mobile home parks |
| <input type="checkbox"/> Bed and breakfast inns | <input type="checkbox"/> Motels |
| <input type="checkbox"/> Cemeteries | <input type="checkbox"/> Multiple family dwellings |
| <input type="checkbox"/> Child day care center | <input type="checkbox"/> Outdoor oriented recreational activity |
| <input type="checkbox"/> Churches | <input type="checkbox"/> Planned unit developments |
| <input type="checkbox"/> Commercial horse facility | <input type="checkbox"/> Primitive campgrounds |
| <input type="checkbox"/> Duplexes | <input type="checkbox"/> Restaurants |
| <input type="checkbox"/> Family child care home | <input type="checkbox"/> Retail stores |
| <input type="checkbox"/> Grocery stores | <input type="checkbox"/> RV parks |
| <input type="checkbox"/> Home based industries | <input type="checkbox"/> Schools |
| <input type="checkbox"/> Home enterprises | <input type="checkbox"/> Single family dwellings |
| <input type="checkbox"/> Lodges | <input type="checkbox"/> Taverns |
| <input type="checkbox"/> Medical service facilities | <input type="checkbox"/> Tourist shops |

4. Minimum Lot Size: The minimum lot area for all uses is the minimum necessary to support the proposed use.

5. Maximum Width to Depth Ratio: 1/5 (0.20)

6. Setbacks:

Front yard - 45 feet from a local access street, 50 feet from a arterial street, 60 feet from a highway

Side yard - 10 feet (40 feet from the centerline of the right-of-way of a side street).

Rear yard - 15 feet (40 feet from the centerline of the right-of-way of a rear street).

7. Maximum Height: The maximum height is 50 feet.

C.C.C. 33.17.020 LIGHT INDUSTRIAL (LI). The purpose of the Light Industrial zoning district is to allow for certain low nuisance, low intensity industrial uses within urban growth areas.

1. Allowed Land Uses - The following land uses should be allowed outright in the Industrial zoning district:

- | | |
|--|---|
| <input type="checkbox"/> Agricultural activities | <input type="checkbox"/> Business parks |
|--|---|

- Commercial greenhouses
- Commercial storage
- Gas stations
- Limited industrial uses
- Mineral extraction
- Professional offices
- Research facilities

- Timber harvesting
- Timber labor camps
- Vehicular repair
- Veterinarian clinics/kennels
- Wood manufacturing
- Wrecking yards

2. Conditional Land Uses - The following land uses should be permitted in the Industrial zoning district through a special permitting process with public input and a determination that the proposed use is consistent with applicable land use regulations and the character of the neighborhood:

- Asphalt plants
- Commercial horse facility
- Medical service facilities
- Race tracks
- Restaurants
- Retail stores

3. Prohibited Land Uses - The following land uses should be prohibited in the Industrial zoning district:

- Airports
- Bed and breakfast inns
- Cemeteries
- Child day care center
- Churches
- Duplexes
- Family child care home
- Grocery stores
- Home based industries
- Home enterprises
- Lodges
- Mobile home parks
- Motels
- Multiple family dwellings
- Outdoor oriented recreational activity
- Planned unit developments
- Primitive campgrounds
- RV parks
- Schools
- Single family dwellings
- Taverns
- Tourist shops

4. Minimum Lot Size: The minimum lot area for all uses is the minimum necessary to support the proposed use.

5. Maximum Width to Depth Ratio: 1/5 (0.20)

6. Setbacks:

Front yard - 45 feet from a local access street, 50 feet from a arterial street, 60 feet from a highway

Side yard - 10 feet (40 feet from the centerline of the right-of-way of a side street).

Rear yard - 15 feet (40 feet from the centerline of the right-of-way of a rear street).

7. Maximum Height: The maximum height is 50 feet.

SOURCE: Ordinance No. 581, 1995
 AMENDED SOURCE: Ordinance No. 601, 1996

ADOPTED: 12/19/95
 ADOPTED: 07/23/96

March 2, 1998

Jack Collins
Northwest Small Cities Services
4569 Purdue Ave. N.E.
Seattle, WA. 98105

RE: Statagic Economic Development Plan

Dear Jack,

We are looking forward to meeting with you again on March 11th. in Clallam Bay, at our next scheduled meeting.

In reading over the booklet your agency has prepared, several comments and/or corrections have been discussed locally. We were hoping this letter will give you an opportunity to review these issues before the upcoming meeting.

We have held our focus to the Clallam Bay/Seki Conference and Community Center, and the Clallam Bay Beach Park. It is understood that we will be perfecting the proposal for the Community Center to present at the symposium in Ellensburg this May. While support does exist for the Loop Road Project, we believe this will require extensive federal funding, and thus will most likely become a future congressional issue.

Concerning the two identified projects, the comments follow:

Clallam Bay/Seki Conference and Community Center

- Hopefully you have already corrected the spelling of Seki.
- In First Phase, the replacement of the sewer line, regrading the site for drainage, and restoring the landscaping in regraded areas, all are the responsibility of the school district and are being addressed presently.
- The project should include upgrading the kitchen itself to handle the needs of meals for a convention.
- Designating space for a small office would be desired.

Clallam Bay Beach Park

- The shelter should be enlarged to 40x60, with the site moved to a different location than indicated in your report.
- Purchase of the Coast Guard house has previously been proposed in the Clallam County Master Park Plan.
- Including a handicapped fishing pier and underwater diving park into this plan is desired.

- Clallam County commissioners promised funding a new bridge at Kalawah Street when the old bridge was removed.
- Could a Aquatic Lands Enhancement Account Grant be obtained for this project? We understand ALEA grants are available by contacting Lisa Randlette at (360) 902-1085.
- A geohydrological study is not felt to be a necessary expense, as the movement of the river, and the resulting impact on the shoreline environment, most likely will not pose any problems, or have a significant bearing on the proposed improvements to the Park.
- The figures listed for landscaping were felt to be slightly excessive.
- In general, we would like to pare down the costs associated with this project in hopes of making the process to obtain funding more reasonable for all involved.

There may be additional comments that will be addressed at our upcoming meeting with you.

We appreciate all of the time and efforts you and your staff have invested in assisting Clallam Bay and Sekiu. We look forward to seeing you soon.

Sincerely,



Newsom Baker

Chairman, Citizens Advisory Council

**WASHINGTON COMMUNITY ECONOMIC REVITALIZATION TEAM (WA-CERT)
ECONOMIC ADJUSTMENT INITIATIVE
PROJECT PROPOSAL**

Applicant: CLALLAM BAY/SEKIU COMMUNITY COUNCIL

County: CLALLAM

Contact: Jim Rumpeltes
County Administrator
223 East 4th Street
Port Angeles, WA 98362-3-25
(360)417-2233

Signature and position of person authorizing submittal:

James C. Rumpeltes, County Administrator

Date: November 25, 1997

1.00 Project Title: Clallam Bay/ Sekiu Community Center
Project Type: Infrastructure construction

Total project cost: \$188,000

Is your request a funding gap? No

Amount raised to date: None??

What are you requesting now? \$188,000

Is this a phased project? No, but it could be

1.01a BRIEFLY DESCRIBE THE PROJECT: Since 1946, the Clallam Bay School District has leased its historic community school for community use. The structure, built in 1910 needs \$28,000 of basic exterior work to stabilize the shell and to prevent further damage to the structure. The proposed improvements to the interior will permit more flexible use by the community and the ability to generate local and visitor income. These improvements include new lighting, carpeting, sprinklers and replacing bathroom fixtures. Use by outside groups will help the visitor-oriented local owned businesses such as restaurants and motels.

1.01b HOW DOES THE PROJECT SATISFY, IN WHOLE OR IN PART, YOUR ECONOMIC DIVERSIFICATION STRATEGY? This project proposal allocates funding to a rural unincorporated area of Clallam County, one that has been especially hard hit by the loss of fishing and timber jobs.

1.02 IS THIS PROJECT A DOCUMENTED COUNTY-WIDE OR TRIBAL NUMERIC PRIORITY? Yes. It is number one on the Clallam County list. The County has never proposed a project in the unincorporated area except for a grant to finance the Capital Projects Strategic Plan that recommended this project.

1.03 SUMMARIZE EFFORTS TAKEN TO DATE REGARDING THE PROJECT IN TERMS OF:

A) IS THIS PROJECT PART OF A PLAN? This project is the top priority of the Capital Projects Strategic Plan for the Clallam Bay/Sekiu area.

B) WHAT ENGINEERING REPORTS AND FEASIBILITY STUDIES HAVE BEEN PREPARED? The Seattle-based architectural firm, MAKERS has met with Community Council members, conducted a local charrette and prepared the preliminary architectural program, including cost estimates.

C) HAVE YOU SECURED FUNDS FOR THIS PROJECT FROM STATE OR FEDERAL PROGRAMS OR FOUNDATIONS? SPECIFY SOURCES, INCLUDING LOCAL MATCH AND \$ AMOUNTS. No

D) ARE THERE OTHER EFFORTS YOU HAVE MADE THAT ARE UNIQUE TO THIS PROJECT? The School District and the community have maintained this building at local expense for more than fifty years. Labor donated by the Clallam Bay prison and materials from local suppliers put a new roof on the building several years ago. The community treasures this facility and wants it used more fully. The School District has assisted the community by not charging anything for its use.

1.04 WHAT ARE THE ANTICIPATED OUTCOMES OF THIS PROJECT IN TERMS OF THE CRITERIA IDENTIFIED BELOW. QUANTIFY INFORMATION WHERE POSSIBLE.

a. *How many full-time, permanent jobs will this project create or retain?*
Create in 1-3 years? Retain?
Create in 3-5 years?

b. *What is the size of the population that will benefit from these infrastructure improvements?*
An estimated _____ people live in the area. To some extent they will all benefit.

How will this project improve local infrastructure capacity? This building is an important facility for local meetings. There are no other places for local groups to meet except in a local restaurant or the school district cafeteria.

Will this project help solve a health and safety problem or come into compliance with an EPA or DOE order? The downstairs toilets are unusable in the senior citizens area, a serious health problem. Staff suspects that the line between the toilets and the on-site sewage system is broken. This has meant that seniors who are unable to climb the steep stairs can not come to the center for meals and social activities. Repair of the sewage system is included in the initial "stabilization" portion of this project.

c. *How many businesses do you plan on serving with this revolving fund or business assistance project?* This is not a revolving fund or business assistance proposal.

d. *How will this project benefit a watershed?* This project is not a watershed proposal.

Is this project supported by a watershed plan or analysis? No.

How will this project benefit dislocated timber workers? Although this project is not specifically aimed at dislocated timber works, there are many of them in the area and to the extent that there are community benefits, there will be benefits to the dislocated timber workers.

How many months will the work on this project take to complete? Twenty-four

1.05 ARE THERE OTHER FACTORS SIGNIFICANT TO THIS PROJECT THAT WE SHOULD BE AWARE OF? This building is perhaps the most cherished one in the whole area. It was "the school" from 1910 until 1946 and many current residents went to school there. By improving the building for community use and to attract conferences and meetings from out of town, the community's pride and self-esteem will increase as much as the local economy.

1.06 WHAT QUANTIFIABLE OUTCOMES ARE YOU GOING TO TRACK TO MEASURE THE SUCCESS OF THIS PROJECT? The hours of use will be tracked as well as the income. The Community Council will also measure the effect of visitors on local restaurants and motels.

**WASHINGTON COMMUNITY ECONOMIC REVITALIZATION TEAM (WA-CERT)
ECONOMIC ADJUSTMENT INITIATIVE
PROJECT PROPOSAL**

Applicant: CLALLAM BAY/SEKIU COMMUNITY COUNCIL

County: CLALLAM

Contact: Jim Rumpeltes
County Administrator
223 East 4th Street
Port Angeles, WA 98362-3-25
(360)417-2233

Signature and position of person authorizing submittal:

James C. Rumpeltes, County Administrator

Date: November 25, 1997

1.00 Project Title: Clallam Bay Beach Park
Project Type: Infrastructure construction

Total project cost: \$1,470,300

Is your request a funding gap? No

Amount raised to date: None??

What are you requesting now? \$1,470,300

Is this a phased project? No, but it could be

1.01a BRIEFLY DESCRIBE THE PROJECT: The project in a state owned, county maintained park has three distinct phases: (1) basic entry and core site improvements to the park including street improvements including a safer entry, landscaping, lighting, a picnic structure and signage (\$612,100), (2) general park enhancements including a geologic and hydrologic study of the river/sand bar sedimentation movement, a detailed park master plan, a steel pedestrian bridge, pathways and recreational trails and shoreline stabilization (\$397,200) and (3) maritime museum/lighthouse structural and feasibility studies. Funds are included for parking, lighting and basic building improvements but not for facilities related to exhibiting local maritime history (\$461,000).

1.01b HOW DOES THE PROJECT SATISFY, IN WHOLE OR IN PART, YOUR ECONOMIC DIVERSIFICATION STRATEGY? This project proposal allocates funding to a rural unincorporated area of Clallam County, one that has been especially hard hit by the loss of fishing and timber jobs.

1.02 IS THIS PROJECT A DOCUMENTED COUNTY-WIDE OR TRIBAL NUMERIC PRIORITY? Yes. It is number two on the Clallam County list. The County has never proposed a project in the unincorporated area except for a grant to finance the Capital Projects Strategic Plan that recommended this project.

1.03 SUMMARIZE EFFORTS TAKEN TO DATE REGARDING THE PROJECT IN TERMS OF:

A) IS THIS PROJECT PART OF A PLAN? This project is the second priority of the Capital Projects Strategic Plan for the Clallam Bay/Sekiui area.

B) WHAT ENGINEERING REPORTS AND FEASIBILITY STUDIES HAVE BEEN PREPARED? The Seattle-based architectural firm, MAKERS has met with Community Council members, conducted a local charrette and prepared the preliminary architectural program, including cost estimates.

C) HAVE YOU SECURED FUNDS FOR THIS PROJECT FROM STATE OR FEDERAL PROGRAMS OR FOUNDATIONS? SPECIFY SOURCES, INCLUDING LOCAL MATCH AND \$ AMOUNTS. No

D) ARE THERE OTHER EFFORTS YOU HAVE MADE THAT ARE UNIQUE TO THIS PROJECT? This park is a focal point for keeping local residents and for attracting visitors and new residents to the area. It has not received any substantial improvements by the governments best able to help.

**WASHINGTON COMMUNITY ECONOMIC REVITALIZATION TEAM (WA-CERT)
ECONOMIC ADJUSTMENT INITIATIVE
PROJECT PROPOSAL**

Applicant: CLALLAM BAY/SEKIU COMMUNITY COUNCIL

Contact: Jim Rumpeltes
County Administrator
223 East 4th Street
Port Angeles, WA 98362-3-25
(360)417-2233

County: CLALLAM

Signature and position of person authorizing submittal:

James C. Rumpeltes, County Administrator

Date: November 25, 1997

1.00 Project Title: Neah Bay - Lake Ozette Loop Road
Project Type: Infrastructure construction

Total project cost: \$11 - 14 million

Is your request a funding gap? No

Amount raised to date: None??

What are you requesting now? \$11 - 14 million

Is this a phased project? No.

1.01a BRIEFLY DESCRIBE THE PROJECT: The project involves acquisition of a 60' right-of-way and subsequent construction of an eighteen mile road from Neah Bay southerly along the coastal corridor to Lake Ozette. It would substantially improve emergency access for police, fire, power and road service to the area. The project is viewed as critical to economic development in the area by the Clallam Bay/Seki residents and businesses as well as those of the Makah Tribe and the City of Forks. Clallam County has been the lead agency and strongly supports it.

1.01b HOW DOES THE PROJECT SATISFY, IN WHOLE OR IN PART, YOUR ECONOMIC DIVERSIFICATION STRATEGY? This project, which has been discussed for years, is needed to provide access to recreational areas for residents and visitors. It gives access to the Neah Bay area for emergency vehicles. When the current highway between Clallam Bay/Seki and Neah Bay washes out, the Maka Tribe is cut off from all public service access.

1.02 IS THIS PROJECT A DOCUMENTED COUNTY-WIDE OR TRIBAL NUMERIC PRIORITY? Yes. It is number three on the Clallam County list. The County has never proposed a project in the unincorporated area except for a grant to finance the Capital Projects Strategic Plan that recommended this project.

1.03 SUMMARIZE EFFORTS TAKEN TO DATE REGARDING THE PROJECT IN TERMS OF:

A) IS THIS PROJECT PART OF A PLAN? This project is the third priority of the Capital Projects Strategic Plan for the Clallam Bay/Seki area.

B) WHAT ENGINEERING REPORTS AND FEASIBILITY STUDIES HAVE BEEN PREPARED? The Clallam County Public Works Dept. made a preliminary study of this road three years ago, including the cost estimates used in this proposal.

C) HAVE YOU SECURED FUNDS FOR THIS PROJECT FROM STATE OR FEDERAL PROGRAMS OR FOUNDATIONS? SPECIFY SOURCES, INCLUDING LOCAL MATCH AND \$ AMOUNTS. No

D) ARE THERE OTHER EFFORTS YOU HAVE MADE THAT ARE UNIQUE TO THIS PROJECT? A major effort to receive special federal funding for this project was made three years ago. It failed.

1.04 WHAT ARE THE ANTICIPATED OUTCOMES OF THIS PROJECT IN TERMS OF THE CRITERIA IDENTIFIED BELOW. QUANTIFY INFORMATION WHERE POSSIBLE.

a. *How many full-time, permanent jobs will this project create or retain?*
Create in 1-3 years? Retain?
Create in 3-5 years?

b. *What is the size of the population that will benefit from these infrastructure improvements?*
An estimated _____ people live in the area. To some extent they will all benefit.

How will this project improve local infrastructure capacity? This road is crucial to access around the region. It provides emergency access to Neah Bay, improve access for visitors to the coastal corridor and provides improved roads for timber companies with land east of the proposed road.

Will this project help solve a health and safety problem or come into compliance with an EPA or DOE order? This project is considered the answer to a major public safety problem.

c. *How many businesses do you plan on serving with this revolving fund or business assistance project?* This is not a revolving fund or business assistance proposal.

d. *How will this project benefit a watershed?* This project is not a watershed proposal.

Is this project supported by a watershed plan or analysis? No.

How will this project benefit dislocated timber workers? Although this project is not specifically aimed at dislocated timber works, there are many of them in the area and to the extent that there are community benefits, there will be benefits to the dislocated timber workers.

How many months will the work on this project take to complete? Thirty-six.

1.05 ARE THERE OTHER FACTORS SIGNIFICANT TO THIS PROJECT THAT WE SHOULD BE AWARE OF? Although right-of-way acquisition is part of this project, it is very straightforward and should provide no doubt or impediment to its successful completion.

1.06 WHAT QUANTIFIABLE OUTCOMES ARE YOU GOING TO TRACK TO MEASURE THE SUCCESS OF THIS PROJECT? When the road is completed, the successful outcome will be obvious.