

PORT LUDLOW COMMUNITY

20 YEAR PLAN

"A Village in the Woods by the Bay"

Prepared by Port Ludlow Planning Committee

1995

PL-Plan.05REV

**AMENDED AS RECOMMENDED
BY THE
JEFFERSON COUNTY PLANNING COMMISSION**

October 1, 1995

COUNTY

Goals and Policies that are noted in "*bold italics*" have NOT been endorsed by the Planning Commission. The policies remain in the community plan to show intent.

MINOR ADJUSTMENTS IN LANGUAGE HAVE BEEN MADE TO CREATE CONSISTENCY BETWEEN THE PREFERRED ALTERNATIVE LAND USE MAP RECOMMENDED BY THE PLANNING COMMISSION AND THE COMMUNITY PLAN LANGUAGE. THE DOCUMENT HAS BEEN REFORMATTED TO CREATE A CONSISTENT STYLE AND APPEARANCE WITH OTHER COMMUNITY PLANS.

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All members of the committee are, or represent property owners in the greater Port Ludlow Community except as noted. Representation was voluntary. Efforts were made to assure all areas of the Port Ludlow Community are represented. Chair persons were selected because of their special knowledge, background or interest. Phone numbers and addresses may be obtained by referencing the Port Ludlow Directory.



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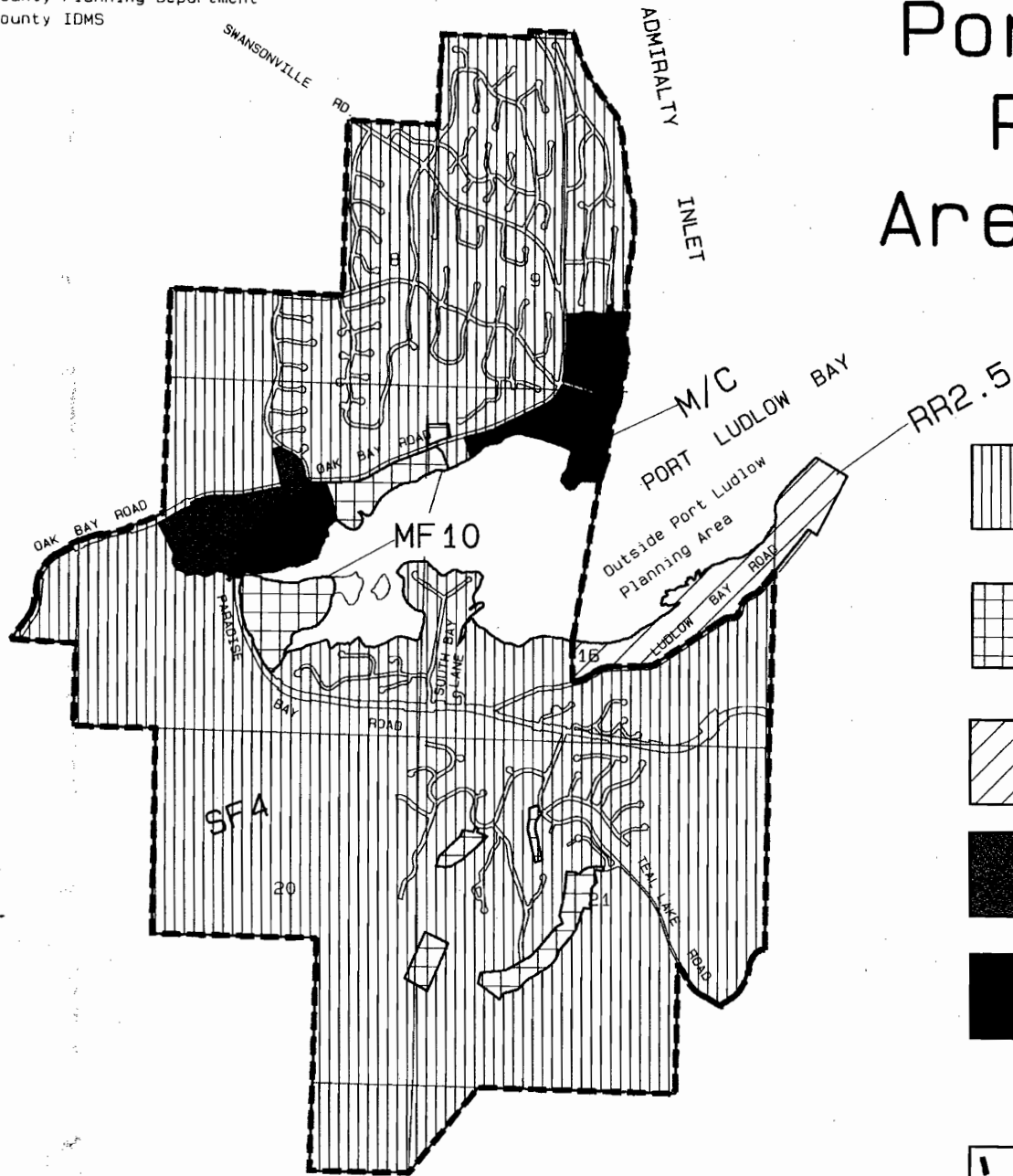
BACKGROUND

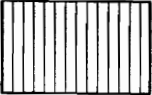
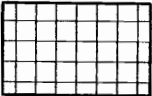




This report was prepared by the Port Ludlow Planning Committee (PLPC). Members are residents and land owners in Port Ludlow who have volunteered their services. All have special talents for the consideration and creation of this 20 year planning document. PLPC was established at the request of the Jefferson County Commissioners in response to the development requirements of the State of Washington Growth Management Act (GMA). Members, officers and committee organizational details are given in the Appendix.

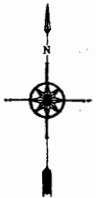
The reference boundaries for this report are "Interim Urban Growth Area (IUGA)" established by Jefferson County Commissioners. See Figure 1 - Port Ludlow Community Planning Committee Boundaries.

Port Ludlow Planning Area Density

*Jefferson County Comprehensive Plan
 Volume 4, Section 4.9 - Port Ludlow*



-  4 DU per acre (SF4)
-  10 DU per acre (Multi-Family) (MF10)
-  1 DU per 2.5 acres (RR2.5)
-  General Commercial
-  Mixed Use W/Commercial (M/C)
-  Port Ludlow I.U.G.A. Boundary And Community Planning Area



CHAPTER ONE

SUMMARY

INTRODUCTION

While the original impetus for this plan came from Jefferson County so it might fulfill its obligations under the Washington State Growth Management Act (GMA), the Port Ludlow Community Plan is also intended as a guide for developers, government planners, and as a set of long-term objectives for its residents.

This set of goals and policy summary is intended for the reader who needs a brief statement of the goals and policies presented in the balance of this report. It does not convey the richness of style, the background information, nor the cultural statements that support the reasoning that led the Port Ludlow Planning Committee (PLPC) to adopt the goals and policies in this report. Those who wish to interpolate or extrapolate from these goals and policies must refer to the full text of this report.

The residents of Port Ludlow have said that they selected Port Ludlow as a place to live because of:

- The excellence of its recreational facilities, especially the immediate availability of a first-class golf course and marina;
- The natural beauty of its environment, especially the bay, the mountains, and the woods;
- The quality and restrictions of the development, especially the CC&R's of the Ludlow Maintenance Commission and the South Bay Community Association, the availability/use of potable water, sewers, cable TV, and underground power and communication lines;
- The social organizations and compatibility of its residents.

OBJECTIVE:

THE OVERALL OBJECTIVE OF THIS COMMUNITY PLAN IS TO RETAIN THESE FEATURES AND TO PRESERVE PORT LUDLOW'S CHARACTER AS A "VILLAGE IN THE WOODS BY THE BAY" AS PORT LUDLOW DEVELOPS DURING THE NEXT 20 YEARS.

GOALS AND POLICIES

Goal #1: Complete the Building and Land Use plans as described in the Port Ludlow Environmental Impact Statement and relevant planning documents of Pope Resources.

Policy 1.1: Building density and type of land use will be:

SF	Single Family	=	4 dwelling units per acre
MF	Multiple Family	=	10 dwelling units per acre
C	Commercial	=	No residential units.

All uses to conform to Figure 2 - Land Use in the Community Plan.

Policy 1.2: Port Ludlow's homes and commercial establishments will be built among the trees and every effort will be made to retain the existing firs, cedars, and hemlocks during the building process.

Policy 1.3: Residential areas within Port Ludlow that have been stripped of trees in the past will be replanted with native trees and shrubs by the owners.

Policy 1.4: Buildings, structures, plantings and signs in the public and commercial areas will blend into the woody setting.

Goal #2: The Recreational Facilities in Port Ludlow will be preserved and augmented.

Policy 2.1: Port Ludlow Bay, the Inner Harbor, and the streams that flow into these bodies of water will be preserved in a pure and natural condition to be enjoyed by all the residents and a limited number of visitors.

Policy 2.2: The marina will be expanded to provide sufficient berths for residents as the village grows and the Port Ludlow Yacht Club will have a facility at the marina. Marina facilities at other sites are not compatible with the preservation of the Bay. Commercial use of the marina will be limited to visiting yachts, charter boats, fishermen, charter air services, and public safety and police boats.

Policy 2.3: The activities of yachts people anchored in the Bay and Inner Harbor will be restricted so as to preserve the tranquillity and purity of the Bay and Inner Harbor.

Policy 2.4: The 27 - hole public golf course will not be expanded, but the efforts to attract the general public will be reduced as more residents of Port Ludlow become members of the golf club. When economics allow, the golf course should become private.

Policy 2.5: Wildlife habitat and greenbelts will be preserved. A wide greenbelt will surround Port Ludlow to act as a buffer against other developments and the logging activities on adjacent forest lands. This greenbelt circumference will connect radial green belts that follow creeks to give wildlife access to the Inner Harbor and the Bay.

Policy 2.6: The development and use of walking/bicycle paths will be encouraged to provide access from every residential area to the Bay and to other places of natural beauty, as well as to parks, the commercial area, and recreational centers.

Policy 2.7: The log dump area should be developed as a combination of residential, open space and trails commensurate with its special location and features.

Policy 2.8: A Ludlow Creek Nature Preserve with self - guided nature trails and picnic facilities should be established.

Policy 2.9: Parks with equipment for children should be built appropriately throughout the village.

Goal #3 Government and Limited Commercial Services will be located in the center of the village.

Policy 3.1: Port Ludlow's governmental and commercial center should include a village hall, police station, fire station, and a limited number of shops and service facilities needed by local residents.

Policy 3.2: The governmental and commercial center will be located in the triangular area now occupied by the RV Park and village stores but will not intrude on the Ludlow Creek Nature Preserve.

Policy 3.3 Commercial activities will not exist outside of areas already zoned commercial with the exception of the marina, the resort, the golf course, and the Inn. The rooms at the resort and the Inn will provide sufficient space for visitors. Additional hotels, motels, and RV parks are not wanted.

Goal #4 Housing in Port Ludlow will be a mix of single-family, multi-family, and cluster dwellings and condominiums built to high standards of quality for resident owners.

Policy 4.1: Port Ludlow's buildings and environs will comply with all applicable government building codes and existing Port Ludlow Codes, Covenants and Restrictions (CC&Rs).

NOTE: Existing and future Development/Performance Standards and Ordinances on developments within the Port Ludlow UGA boundary generally cover design, material and color limitations, setbacks, height restrictions, etc. (found in Chapter 12).

Policy 4.2 Our homes are now primarily occupied by the owners and their guests. Short term rentals will be discouraged.

Policy 4.3: When Port Ludlow incorporates, the development plans and CC&R's that relate to land use and buildings will be augmented by community building and land use development/performance standards and ordinances designed to continue the "village in the woods by the bay" character of Port Ludlow. Adoption of this plan will provide guidelines for development until incorporation is implemented.

Policy 4.4: The County will investigate the feasibility of adopting a noise ordinance specifically for Port Ludlow.

Policy 4.5: To provide for high quality and uniform signing throughout the Port Ludlow Urban Growth Area the sign standards detailed in Chapter 12 shall be implemented into ordinance and enforced by the County or the appropriate governmental agency.

Policy 4.6: Signs on all public roads will be evaluated for sign requirements in accordance with the Manual on Uniform Traffic Control Devices (MUTCD).

Goal #5 Roads and Public Transportation will assist in making Port Ludlow a destination, not a way-point bisected by major thru-traffic roads. Internal public transit will be encouraged.

- Policy 5.1:** Paradise Bay Road should not be the preferred route to the Hood Canal Bridge.
- Policy 5.2:** Oak Bay Road should remain the only major access to Port Ludlow. Use of the Oak Bay Road and Swansonville connections to Beaver Valley Road will be encouraged.
- Policy 5.3:** Trucks, delivery vans and all other commercial vehicles should access Port Ludlow via Oak Bay Road from Beaver Valley Road.
- Policy 5.4:** Teal Lake Road should be improved to provide access to State Route 104 and the Hood Canal Bridge.
- Policy 5.5:** Paradise Bay Road from the commercial center to Teal Lake Road should be a minor collector road for resort facilities as well as local travel.
- Policy 5.6:** Speed limits on Paradise Bay Road and Oak Bay Road from Teal Lake Road to the end of the present 30-mile per hour zone north of Mats Mats should be consistent and posted after an engineering study. All of this area is increasingly residential, and the present variety of posted limits is inconsistent and may be dangerous.
- Policy 5.7:** The existing "transport-on-call" service should be expanded to include all residents of the community.
- Policy 5.8:** A regularly scheduled, publicly funded shuttle bus service should be provided for Port Ludlow residents to access key Kitsap County points such as the Kingston and Bainbridge Island ferry terminals; Poulsbo, Silverdale and Kitsap Regional Mall. A similar service exists for connections to Port Townsend and Port Hadlock.
- Policy 5.9:** Adequate and safe waiting spaces for transit and school bus patrons should be provided.
- Policy 5.10:** Only water landing aircraft and emergency helicopter services will be permitted in order to maintain the quiet character of a "village in the woods by the bay". Emergency evacuation heliport service may be established at key locations in the Port Ludlow vicinity.
- Policy 5.11:** Commercial/private operators of fixed or rotary winged aircraft (land or water) should not be permitted to use the Port Ludlow Urban Growth Area as a fixed base of operations.
- Policy 5.12:** Commercial/private operators of water landing aircraft should be permitted to convey visitors/guests to and from the marina and resort area on a non-scheduled basis.
- Policy 5.13:** Private docks and moorages are discouraged. Dock space and moorage should be limited to the marina. Priority use rights of docks and moorings in the marina belong to area residents.
- Policy 5.14:** Public boat transportation: Passenger only ferry transport to Seattle and other destinations should be encouraged to relieve overuse of highway systems.
- Policy 5.15:** The 5 mile speed limit and no wake zone in Ludlow Bay should be maintained. All boat traffic within Ludlow Bay is limited to no greater than 5 miles per hour. Marker buoys located near the Port Ludlow Bay day marker and extending due south to Tala Point identify the outer limits of the not to exceed 5 mph zone. This same zone is designated as a no discharge area.

Goal #6 Port Ludlow's Utilities will be available to all and invisible.

Policy 6.1: Consistent with its designation as an Urban Growth Area, the availability of water and sewers must be assured to all as the village grows in population and area. The use of private wells and septic systems will be phased out.

Policy 6.2: Telephone, TV cable, electric and communication lines must be underground.

Goal #7 Health Care in Port Ludlow will be of high quality.

Policy 7.1: A multi-disciplined health care facility with professional staff to handle medical emergencies should be available in Port Ludlow. This facility should include an emergency heliport.

Policy 7.2: To handle more complex medical events, emergency transportation will be available to transport patients to Port Townsend, Bremerton, or Seattle.

Goal #8 As a village with many older and part-time residents, public safety in Port Ludlow will be a high priority.

Policy 8.1: Fire protection will be enhanced by locating the fire hall in a central location of Port Ludlow and adding professional fire fighters.

Policy 8.2: Emergency medical response cars will carry a medical professional.

Policy 8.3: Local police will patrol both North and South Bay neighborhoods.

Policy 8.4: A disaster preparedness plan and organization will be completed and kept current.

Goal #9 Port Ludlow will achieve self-Government within the planning period.

Policy 9.1: Port Ludlow has selected a team of residents to determine a preferred form of, and path toward, self government.

Policy 9.2: Cost benefit analysis rather than simple comparative costs will be the focus of the self-governance planning team.

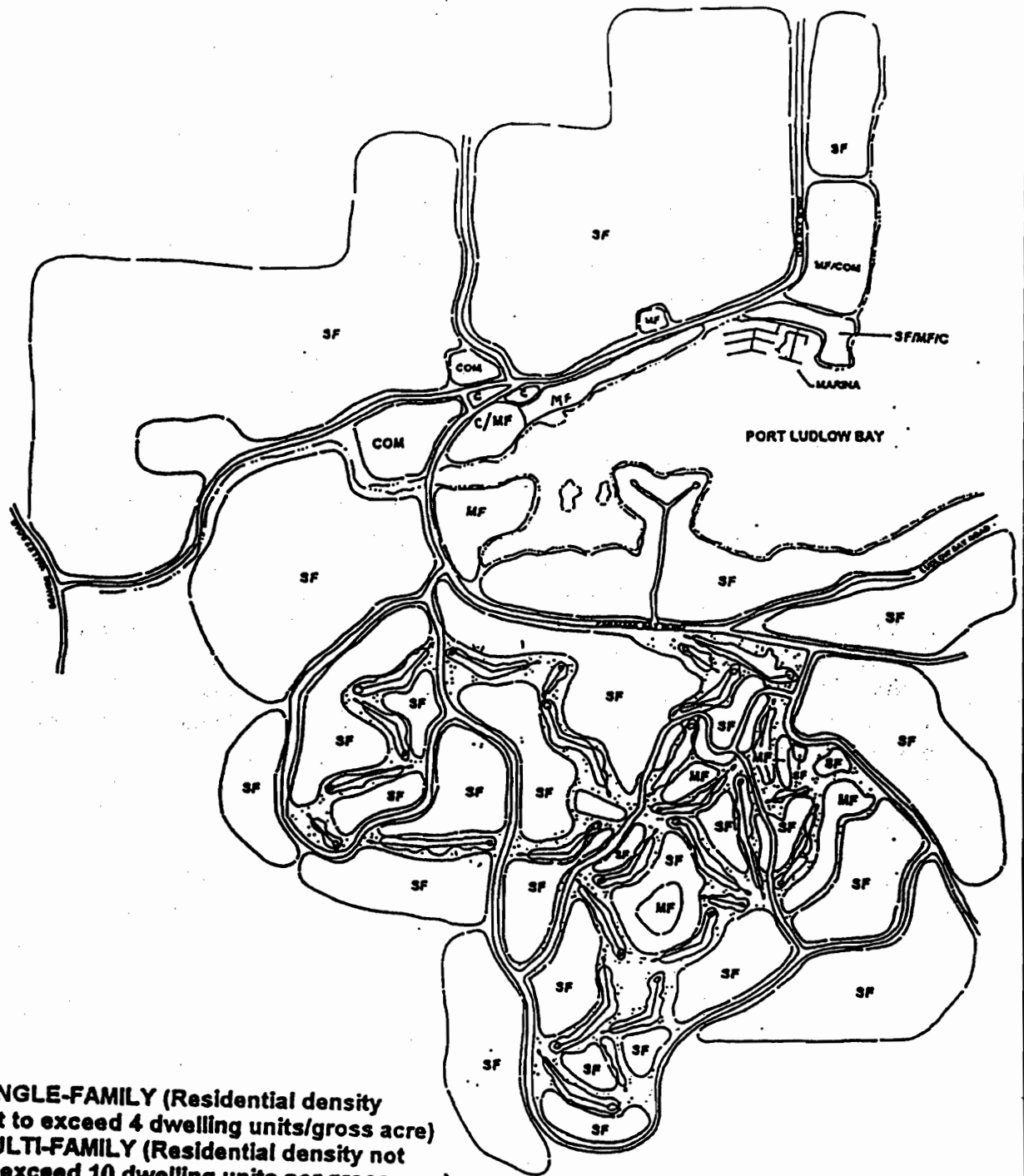


Figure 2 - Land Use

CHAPTER TWO

HISTORY & VISION OF PORT LUDLOW

PORT LUDLOW - HISTORY AND DESCRIPTION

Port Ludlow began as a sawmill built by William F. Sayward in 1852. The mill was purchased in 1878 by two men from Maine, Andrew J. Pope and William C. Talbot, who had already established a thriving mill at Port Gamble, across Hood Canal on the Kitsap Peninsula. The old sawmill was demolished and a new one built. With a huge supply of timber available, Port Ludlow, under the management of Cyrus Walker, became known as the queen of the lumber ports. A town grew up around the mill, and Walker built an impressive mansion, Admiralty Hall. In the booming 80's, sailing vessels filled the harbor, waiting to load lumber.

There were down times when the mill was shut, but rising prices revived it. In 1925 the mill and timberlands were sold to McCormick Lumber Co., and the mill was dismantled in 1935. Eventually, Pope and Talbot reclaimed the properties in a foreclosure, but the mill wasn't rebuilt. Some of the houses were barged to Port Gamble, where they still stand. The balance of the town was demolished. Ferry service from Edmonds stopped in 1950.

Pope & Talbot still owned most of the property around Ludlow Bay, and in 1967 its subsidiary, Pope & Talbot Development Co., drew up a plan for a town of 6000 dwelling units. The North Bay area was first: a resort, condominiums and platted lots on the hill, extensive greenbelts, (see Figure 3 - Greenbelts) a marina, 18-hole golf course, a restaurant and conference facilities, a homeowners beach club, tennis courts and a swimming pool. Some homes and condominiums were constructed facing the fairways of the golf course. Utilities were underground.

In 1985 Pope & Talbot Development Co. was succeeded by a limited partnership, Pope Resources. A new development plan was produced in 1987, shifting the focus from a town plan to one aimed at retirement. The scale of the project was reduced by two thirds to approximately 2100 dwelling units at full future build out. The commercial center was expanded and another nine holes were added to the golf course. The principal residential development was in the South Bay area. A large recreation center, a pool and condominiums were built in the Inner Harbor area and single-family residences on view sites on the hill above the south shore. A recreational-vehicle park was also built.

By 1992, about 560 dwelling units had been built under the 1966 and 1987 plans. That year, a Final Environmental Impact Statement and the final overall development plan was prepared for the Port Ludlow Community. It called for another 700 residential units on 1200 acres in various sites, a 36-room inn, an expanded marina and a new golf clubhouse. The County Commissioners accepted this plan and environmental analysis in April of 1993.

Most of Port Ludlow is included in the various Pope plans, but some sections, along the southeast shore and in the uplands, are outside the development. They are, however, considered part of the community. (See Figure 1 - Port Ludlow UGA Planning Limits.)

Location, Topography and Geology

Port Ludlow is on Ludlow Bay, which opens onto Admiralty Inlet and is separated from the opening to Hood Canal by Tala Point. The bay encompasses about 1500 acres with a mean depth of 47 feet. It is one of the channels carved in the glacial era. The lowlands around Burner Point are largely fill, brought in to give the sawmill more surface area; the uplands are largely basalt, glacial till and sedimentary deposits.

Flora

The original stands of cedar, fir, hemlock and spruce were logged in the 1870's and 1880's. Some second-growth has reached considerable size. The UGA planning area is surrounded by Pope Resources timberlands. In addition to conifer, the area has maple, alder, madrona and such groundcover as Oregon grape, salal, huckleberry and blackberry, sedge, skunk cabbage, thistle and foxglove.



DOPE & TALBOT DEVELOPMENT, INC.

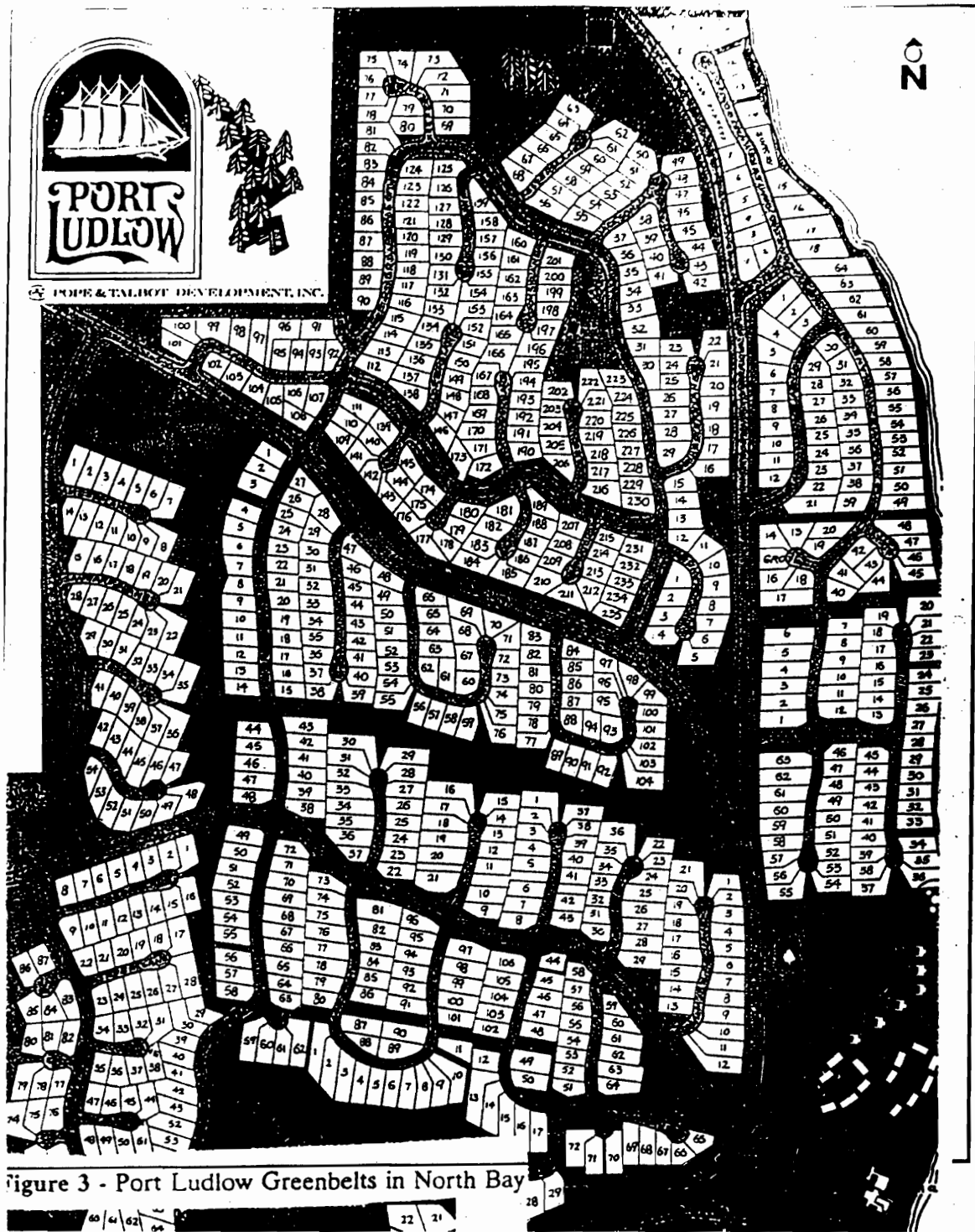


Figure 3 - Port Ludlow Greenbelts in North Bay

Figure 3 - Port Ludlow Greenbelts in North Bay

Wildlife

Deer are abundant as are raccoon, squirrels and chipmunks; there have been sightings of bear, cougar, fox, coyote and bobcat. The bay is home to river otter, beaver, harbor seals and small amphibians. Blue herons, gulls, ducks, cormorants, grebes, loons, quail, woodpeckers and brants abound. Hawks, owls and an occasional eagle are sighted. A few salmon and trout use Ludlow Creek, but the bay itself is little used for fishing, although oysters, clams and crab are found in the tidelands.

Water and Sewage

Groundwater levels fluctuate by the season. Ludlow Creek and several unnamed streams wind toward the bay. Wetlands line parts of the creek. Seepage is apparent on the slopes and the soil is subject to erosion when vegetation is removed.

Port Ludlow is served by five wells, operated by the Ludlow Water Co., owned by Pope Resources. Wells in Shine and Mats Mats draw from the same aquifers that supply the Port Ludlow wells. A sewage-treatment plant was built in the first phases of the development, and it has been enlarged and upgraded to serve a larger population. (Note: a more detailed description of the water and sewer systems are given in the chapter on Utilities).

Climate

The average temperature in Port Ludlow is in the 70's in the summer and in the 40's in the winter. Rainfall averages 30 inches, most in the winter months. Normally, there are two months of clear weather, three are partly cloudy and the remainder often overcast or cloudy. Port Ludlow has a maritime climate and snow is a rarity.

Northwesterly summer winds approach 15 miles an hour and southerly winter winds reach 30 miles an hour. The location around the bay as well as wooded or cleared areas and elevation create "micro-climates" which vary the effects of wind and temperature.¹

¹ Sources for chapter:

In and Around Port Ludlow (Olympic Publishing Co. 1987)

Morgan: The Last Wilderness (UW Press, 1990, first published by Viking Press, 1955)

Colman and Gibbs: Time, Tide & Timber, A Century of Pope & Talbot (Pope & Talbot, 1978, first published by

PORT LUDLOW COMMUNITY VISION STATEMENT

The residents of Port Ludlow in 1994 said that they selected Port Ludlow as a place to live because of:

- The excellence of its recreational facilities, especially the immediate availability of a first class golf course and marina
- The natural beauty of its environment, especially the bay, the mountains, and the woods
- The quality and restrictions of the development, especially the CC&R (Covenants, Conditions and Restrictions) of the Ludlow Maintenance Commission (LMC) and the South Bay Community Associations, the availability/use of potable water, sewers, cable TV and underground power and telephone lines
- The social organizations and compatibility of its residents.

As Port Ludlow grows to reach its forecast size of 4,000 to 4,500 residents in the year 2014, it will retain its character of a "village in the woods by the bay", its designation by Jefferson County as an Urban Growth Area (UGA) notwithstanding.

As Port Ludlow grows older and larger, its demographic characteristic of being a retirement community of active adults will change to one of a more mixed population and its political characteristic of being a rural population center will have changed to a self-governed village.

Planning for these possibilities will include such new facilities as an assisted-living center for our older residents, medical/dental care facilities, child care facilities and parks for the children of our working adults, and buildings for a potential village government and its services. These changes will be integrated with the present character of Port Ludlow by the goals and policies set forth in this Community Plan and articulated in more detail in the chapters that follow.

Stanford Press, 1949)

Port Ludlow Development Plan 1987

Draft Environmental Impact Statement, 1992

Port Ludlow Development Program: Final EIS 1993

Vision #1 - Building and Land Use Codes and Restrictions

As a "village in the woods by the bay", Port Ludlow's homes and commercial establishments will be built among the trees and every effort will be made to retain the existing firs, cedars, and hemlocks during the building process. Many areas that have had trees removed in the past will be replanted. Plantings & signs in public and commercial areas will blend into the woody setting.

Port Ludlow's homes will be a mix of single-family and multi-family dwellings, all built to high standards of quality in a low-density environment. Our homes are now primarily occupied by the owners and their guests. Short-term rentals in single family neighborhoods will be discouraged. Development plans and existing CC&R's established by private developers will be augmented, by community wide Development/Performance Standards and Ordinances (See Chapter 12), designed to continue the "village in the woods by the bay" character of Port Ludlow.

Vision #2 - Recreational Facilities

The recreational facilities existing in Port Ludlow in 1994 will be preserved and augmented as our population grows and its demographics change. Port Ludlow Bay, the Inner Harbor, and the streams that flow into these bodies of water will be preserved in a pure and natural condition as the "soul of the village", to be enjoyed by all the residents.

The marina will be expanded to provide sufficient berths for residents as the village grows and the Port Ludlow Yacht Club will have a facility at the marina. Marina facilities at other sites are not compatible with the preservation of the Bay. The activities of boaters anchored in the Bay and Inner Harbor will be restricted so as to preserve the tranquillity and purity of the Bay and Inner Harbor.

As time goes by, the golf course will be used less and less by the general public as more residents of Port Ludlow become members of the golf club. When economics allow, the course will become private and the existing clubhouse, which will have been expanded, will be taken over by the Port Ludlow members.

As a "village in the woods by the bay", wildlife habitat and greenbelts will be preserved and the use of walking/bicycle paths will be encouraged, to provide access from every residential area to the Bay, and to other places of natural beauty, as well as to public parks, the commercial area, and recreational centers.

A wide greenbelt will surround Port Ludlow to act as a buffer against other developments and the logging activities of Pope Resources. Greenbelt buffers will be an integral part of all development projects to buffer incompatible land uses. Greenbelts will be connected to provide contiguous wildlife corridors between natural systems such as streams, wetlands, and the Bay. A Ludlow Creek Nature Preserve with self-guided nature trails and picnic facilities will be established. Parks with appropriate equipment for children will be built in the community.

Vision #3 - Commercial Activities

As the number of permanent residents increases, local availability of goods and services will increase proportionately. Design and placement of commercial structures including accompanying parking, lighting, noise, water and sewerage will be carefully controlled to be in keeping with the "village in the woods by the bay" theme. All structures will comply with the requirements of Chapter 12 - Development/Performance Standards and Ordinances.

A "village in the woods by the bay", Port Ludlow's heart will have a government and commercial center that includes a village hall, police, fire and emergency medical facilities, shops and service stores suitable for its population. Commercial activities will be located in the area now centered around the intersections of Breaker Lane, Paradise Bay Road, and Oak Bay Road, but will not intrude on Ludlow Creek.

Commercial activities will not exist outside of this and contiguous properties with the exception of the marina, the resort (and successor developments), the golf course, the southwest corner of Teal Lake Road and Paradise Bay Road, and the Inn. New hotels motels, and RV parks in other locations are not allowed.

Vision #4 - Housing

A mix of housing types including single family, multi-family, cluster and condominium living units with varying architectural styles will be maintained. All living units will conform to the requirements of Chapter #12 - Development/Performance Standards and Ordinances.

Vision #5 - Roads and Public Transportation

As a "village in the woods by the bay", Port Ludlow will have roads and public transportation that make Port Ludlow a destination, not a way-point bisected by major thru-traffic roads. Oak Bay Road & Paradise Bay Road will **not** be the preferred route to the Hood Canal Bridge. Use of Oak Bay Road to connect with Beaver Valley Road will be encouraged with improved access to State Route 104.

The entire community will be served with "transport-on-call" service by mini-vans. Emergency medical air transportation heli-pads will be strategically located.

Vision #6 - Utilities

Consistent with the "village in the woods by the bay" and designation as an Urban Growth Area, Port Ludlow will have reliable, invisible utilities. The availability of potable water, sewers, TV signals, underground power and telephone lines must be assured as the village grows in population and area. All of Port Ludlow will be served by a community water and sewer system. Planning for the necessary increased capacity of water and sewer systems will be reviewed on a continuing basis.

Vision #7 - Health Care

An on site multi-disciplined health care facility will be available to Port Ludlow residents. For more complex health events, an emergency transportation network including strategically located heli-pads will be available.

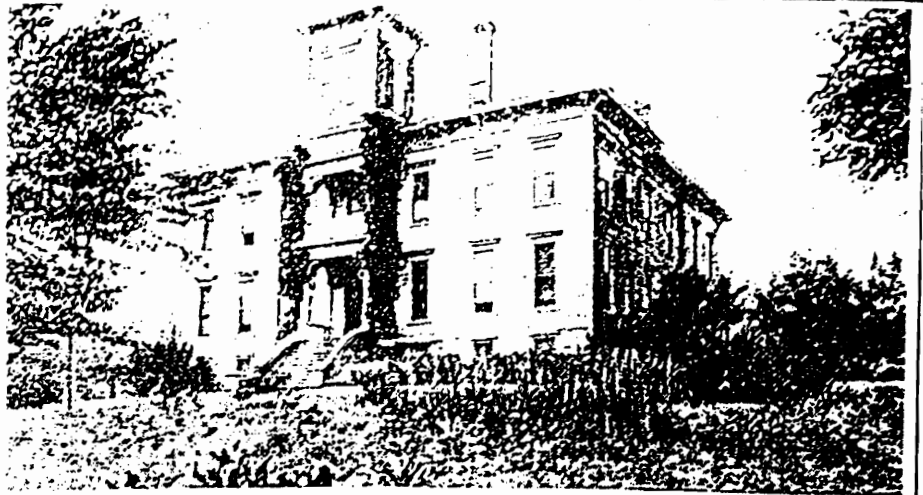
Vision #8 - Safety

Central facilities will include expanded fire protection, emergency medical, community security. A detailed community emergency preparedness plan will be in place.

Vision #9 Port Ludlow Government

The government of Port Ludlow is presently a responsibility of Jefferson County. The development of Port Ludlow has been guided by the objectives of Pope Resources and the rural culture and values of Jefferson County as articulated in adopted County plans and regulations. Changing values and economic considerations will lead to consideration of incorporation of Port Ludlow during this 20-year period. Adoption of this plan provides guidance for growth in Port Ludlow until it becomes incorporated.

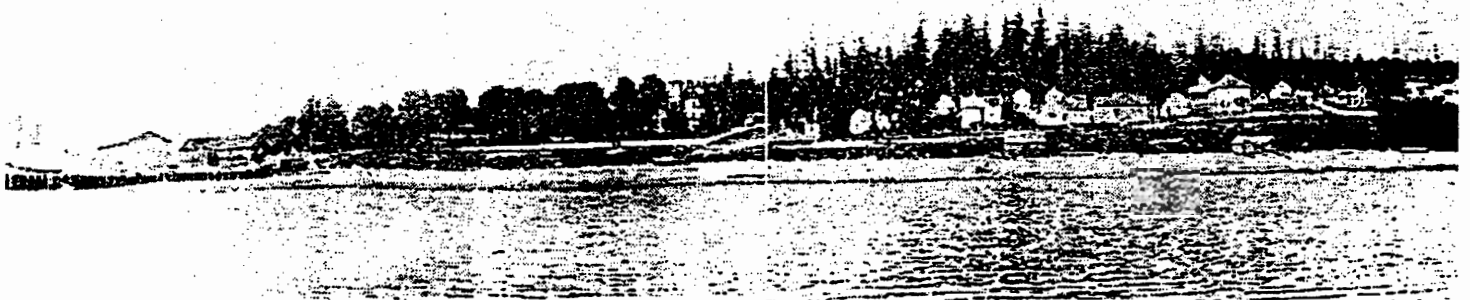
Details for each of the nine visions listed above are contained in the following chapters of this report.



1885

Bert Kellogg Collection

Cyrus Walker's home at Port Gamble burned. He replaced the Thorndyke-Phinney house at Ludlow with "the biggest damn cabin on the Sound". It was a block long and three stories high, called Admiralty Hall. It perched on the hill overlooking the mill and the bay in a "giant New England Presence, lording it over the sparkling Ludlow Bay". In 1911 it was remodeled into a hotel.



PUGET MILL COMPANY
Port Ludlow Washington, 1907.



Bert Kellogg Coll

Figure 4 - Port Ludlow Images

CHAPTER THREE

BUILDING AND LAND USE

BACKGROUND

(This Chapter expands on Goal #1 and Vision #1)

Port Ludlow is a master-planned community. Its building and land use has been planned by Pope Resources and earlier by Pope & Talbot Development Company as is explained in Chapter 2. The earlier plans of the late 1960s led to the development of the North Bay area with its single family homes evenly spaced on wooded lots. A few condominiums were built (again among significant trees) and the village stores, resort, and golf course were developed. CC&Rs in the North Bay, written by Pope, controlled the removal of trees on each lot.

In the late 1980s the South Bay area became the focus of development and land use took a new direction. Pope utilized a concept of individual villages with homes clustered on a small part of the village property. The effect was to leave much ground undisturbed with natural trees and bushes, but to remove all or almost all of the trees and bushes in the area where houses were to be built. Thus, large scars appeared on the South Bay landscape, to the consternation of many whose views were degraded.

Pope Resources has exempted its own buildings from the CC&Rs that it established to control other builders. For example, it has chosen to develop the new Inn and the surrounding town houses using designs, materials and colors that are not allowed to others. When the commercial lots are sold and new buildings are built, other builders may claim exemptions from the CC&Rs based on the previous exceptions taken by Pope. Thus, building and land use are of vital concern to this document as are the covenants, codes, restrictions and ordinances of Chapter 12. This chapter is the first step in bringing citizen control to this master-planned community.

GOALS AND POLICIES

It is a goal of the Port Ludlow Community 20 Year Plan to complete the building and land use plans as described in the Port Ludlow Environmental Impact Statement (EIS) and relevant planning documents of Pope Resources. The EIS was Port Ludlow's first attempt to control development, building plans and developers' actions. The EIS was supported by the great majority of residents in Port Ludlow. With the EIS in place, the Port Ludlow Planning Committee (PLPC) is reasonably comfortable with the continued development of Port Ludlow by Pope Resources. However, in the event that new management takes over the development or Pope sells their holdings to others, we have taken great pains to detail what we do and do not want to happen to Port Ludlow in the future.

The building and land use policies needed to achieve our goal follow:

- Building density and type of land use is to conform to the plan shown in Figure 2. This map is basic to our plan. Changes to the land uses shown on this map should be reviewed by the residents of Port Ludlow once this plan has been approved.
- Port Ludlow's homes and commercial establishments must fit into the "village in the woods by the bay" vision. This means that as many valuable trees as possible must be left standing during the building process. And, the builders must avoid injuring root systems and tree trunks. Building plans must show which valuable trees will be removed and which will be saved. CC&Rs and Ordinances will address the specifics of this policy.
- Pope Resources has completely removed valuable trees during the lot development of some villages in the South Bay and removed most of the trees from other villages. As a result, these villages do not fit into the vision of Port Ludlow. Replanting this stripped acreage is desirable, but many homeowners will object to the partial loss of their views. Good views for some create bad scenery for others. Those who will govern Port Ludlow in the future must find a way to persuade these villages to return the natural look to their property.

- The CC&Rs in Port Ludlow control the overall look and color of our homes. Existing CC&Rs do not apply to other structures and commercial buildings and the signs used to identify, direct, or sell. Pope Resources has controlled these and helped to establish the feeling of "a village in the woods by the bay." With a change in management or ownership of Port Ludlow, we have nothing to stop the introduction of such offending structures as "golden arches", neon signs, or billboards. Controls over the look and use of all buildings, structures, plantings, noise, and signs are established in Chapter 12.
 - The log-dump operations of Pope & Talbot will have stopped before the end of this planning period and no other industrial activity will be allowed. The property on which this activity is currently located is unique in that it interfaces with the community's commercial center, is low-bank waterfront adjacent to the Ludlow Creek estuary, adjoins the intersection of the community's two main arterial roads, and contains archaeological resources.
- A variety of uses will be made of the log-dump site, including residential, historical/cultural and educational development, parks and recreation, a convergence of trail systems, waterfront access, commensurate with its special location and features.

CHAPTER FOUR

RECREATION, TRAILS & PARKS

BACKGROUND

(This chapter expands on Goal #2 & Vision #2)

The recreational opportunities in Port Ludlow are unique. Port Ludlow Bay and the immediate surroundings have exceptional natural beauty. Development plans have given due consideration to melding the intrusion of people and their residential needs in a way that preserves and enhances nature and people habitats. Formal development plans reflect the considerable time and effort given to recreation, and community parks by design professionals. Each developed area has set aside considerable open space. Open space is in the form of natural buffers that enhance both natural growth and wildlife, access to the bay and waterfront, walking and hiking paths, preservation of wetlands and other significant natural settings, a fully developed marina, a 27 hole golf course, tennis courts, playgrounds, picnic sites, an R/V park, beaches, tidelands, and open grassy areas for easy access by all to view the splendor of this "village in the woods by the bay". In addition to the open space, Port Ludlow already has a full program of recreational clubs including; hiking, bridge, sailing, boating, fishing, swimming, golf, tennis, ham radio, arts and crafts, music, entertainment, and a variety of related recreational activities suited to both active retirees, family and youth. Finally, Port Ludlow can and is utilizing Jefferson County facilities for the library and other such programs/facilities.

GOALS

It is the goal of the Port Ludlow Community Development Plan to retain, maintain and expand the existing marina, golf, and tennis facilities, hiking and bicycling trails, parks, open space, playgrounds and related recreational opportunities so they are maintained in perpetuity and available to all residents. It is a further goal of this plan to expand the recreational opportunities with new facilities to serve new developments and to interface with the parks and trails in existence and planned by Jefferson County. As Port Ludlow grows, the recreational elements should have a single focal point or cross roads where the trails, water, nature and historical character can be interfaced with commercial, residential, visitors, resorts and governmental services in park like settings.

AN INTEGRATED PARKS, RECREATION AND TRAILS PLAN

Maps of Port Ludlow (See Figure 3 & 5) provide the conceptual & approximate location of existing and proposed, greenbelts, parks, trails, and recreational facilities. Refinement will occur as individual development projects are designed and constructed.

TRAIL SYSTEM

A comprehensive pedestrian and bike trail system has been planned, a portion of which already exists in Port Ludlow. An expanded version has been prepared by licensed architects and planners and is on file with Jefferson County. This plan is an integral part of this Port Ludlow Community Development Plan (See Figures 5&6).

The trail system presently connects destination points including; residential communities, resort areas, parks, marina, golf courses, tennis courts, nature preserves, marine facilities, historical sites, playgrounds, tidal areas, R/V park, government center and the commercial center. Eventually, this trail system will be expanded to include designated, but not yet developed, trails and connections with the Jefferson County bike and trail system. The final system would provide a trail allowing travel by bike, horseback or hiking from Port Ludlow to Port Townsend and Discovery Bay with an extension to the National Park and Forests plus the Hood Canal Bridge and the Kitsap Peninsula trail system. The Port Ludlow system would be designed to provide access to other public trails.

As development in Port Ludlow continues, it is envisioned that additional trails will be added to provide a central crossroads, access to the Resort, sand spit area, tidal walk and proposed nature walk areas, and new residential areas. The location of the trail crossroad is the existing log dump. Details of the site are described in the next section titled Parks. Proposed connections to other sites are shown on the comprehensive map (Figure 3). Additional trails that enhance access to the waterfront on the South Bay will be sought along wetland and headland areas east of Ludlow Point Villages on Tala Point.

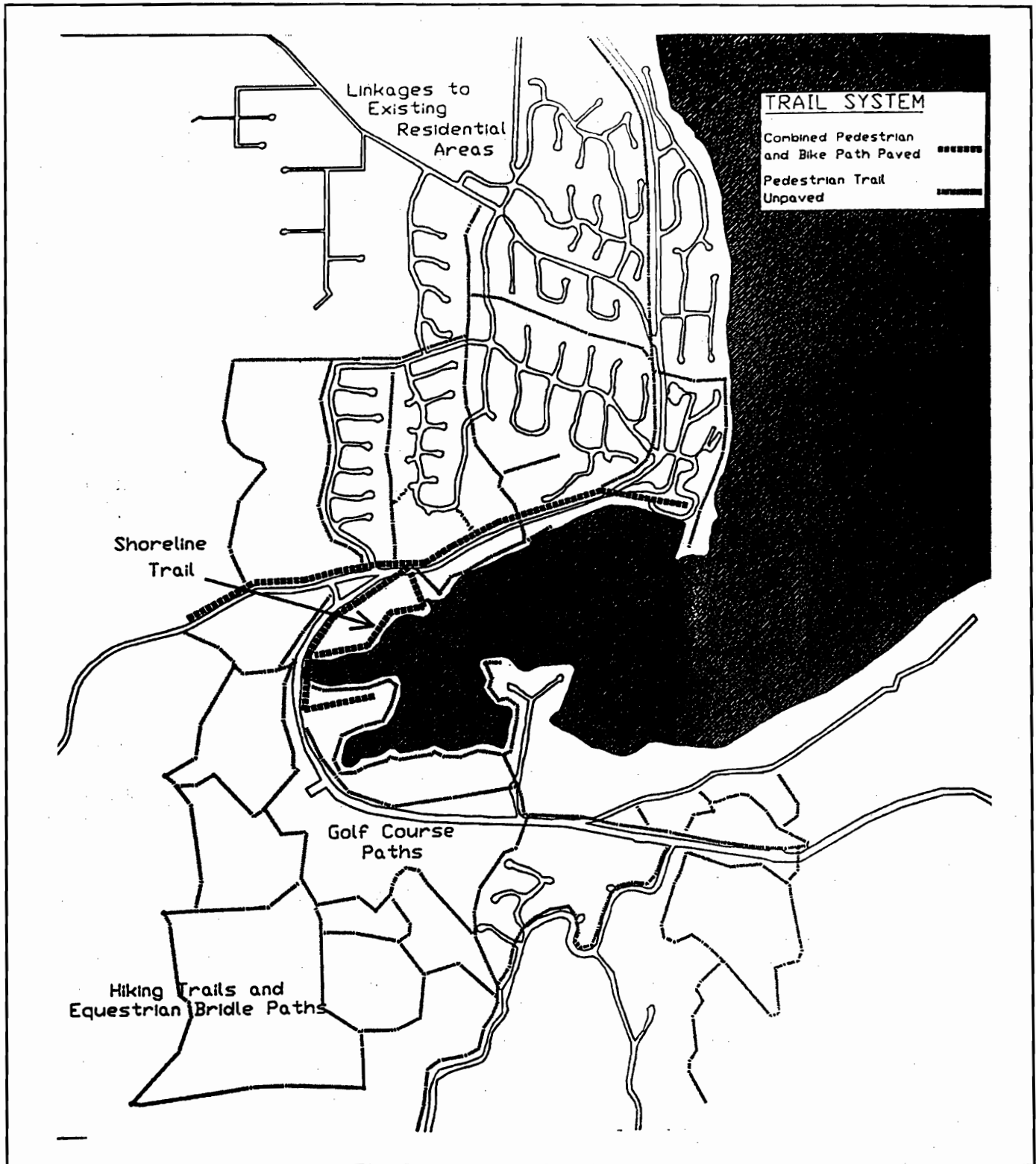


Figure 5 - Existing & Proposed Ludlow parks, trails and recreational facilities.

PARKS

Port Ludlow presently has one formal park known as Kehele Park, extensive common area grounds for the resort, and considerable natural habitat areas designated as greenbelt, wetlands or common areas. We also enjoy two recreation centers known as the "Beach Club" serving the North Bay residents and the "Recreation Center" serving South Bay residents. These existing facilities, plus several others on Pope Resources Property such as the Pickle Ball court on Rainier Lane, are privately owned. Present property owners have made these facilities available and they are maintained by local residents. Eventually, it may be practical to consider incorporating them within Port Ludlow Governance.

As development continues, developers will be encouraged to allocate additional parks and natural areas befitting the size and theme of the area, be it residential or commercial.

New Park Facility for Log Dump Area: Pope & Talbot is expected to cease operations at the Port Ludlow log dump by 1996. Pope Resources expects to use some of the property for condominiums, but there is a great opportunity for recreational use as well. The estuary of Ludlow Creek leads into a protected area along the stream.

It is a natural hub for walking trails leading into different parts of the community. The area is laced with tiny streams and deer live in a steep ravine that borders it. Community involvement will require working with Pope Resources and possibly the County to preserve that portion of the property.

A new natural area reserve for Ludlow Creek: The reserve would extend along both sides of Ludlow Creek and extend far enough back to effectively afford protection for wildlife, the existing falls, and fish ponds upstream. This area would provide access along the perimeter of the Commercial Zone for new trails, a self-guided nature trail, benches and viewing areas for special natural wonders.

New parks and trails for Teal Lake and Creekside Village: As new communities are developed in the South Bay area, planners will identify and developers will dedicate community parks and open spaces including facilities similar to those at Kehele Park in North Bay. Site and facilities should complement the nature of the development and be readily available to all South Bay residents. One such site will be in the vicinity of Teal Lake. As the area known as Creekside Village is developed, one or more local or mini-parks and playgrounds will be served by interconnecting trails through the common and greenbelt areas that tie into the Ludlow Creek Reserve and Ludlow trail system.

The existing islands that guard the entrance to Ludlow Bay's Inner Harbor will be maintained in their pristine natural state as a wildlife sanctuary with no access allowed.

GOLF COURSE

The existing 27 hole Port Ludlow Golf Course is privately owned by Pope Resources. All Port Ludlow residents and the general public are provided with an opportunity to utilize the facility. The golf course is an attractive asset to the community. It should be retained and well maintained.

TENNIS FACILITIES

Existing outdoor tennis courts should be expanded to meet the growing population. An indoor facility is highly desired and should be located in the Port Ludlow Area for easy access by residents.

MARINA

The existing Port Ludlow Marina is owned and operated by Pope Resources. Most of the Marina boat slips are leased with preference given to Port Ludlow residents. Port Ludlow Bay and the Resort are long time destinations for Puget Sound cruisers. Port Ludlow Yacht Club maintains reciprocal privileges for other yacht club members and the Marina provides short term dockage for others. When the Harbor is full on holidays and special occasions there is extensive anchorage in the Inner Harbor and off the Marina. Other private clubs and residents attract considerable use by large private motor and sailing yachts. This boating ambience provides a special attraction and aesthetic appeal. It is imperative that this ambience be encouraged with added marina facilities when needed.

In addition to the existing boat slips, pump out station, fuel dock, seaplane dock, dinghy docks and marina store, the marina should be expanded to better accommodate transient vessels. As Port Ludlow grows and the demand for more permanent boat slips increases, docks should be added accordingly. The Marina will be the main focal point for boating activity. Additional marinas and docks are not wanted.

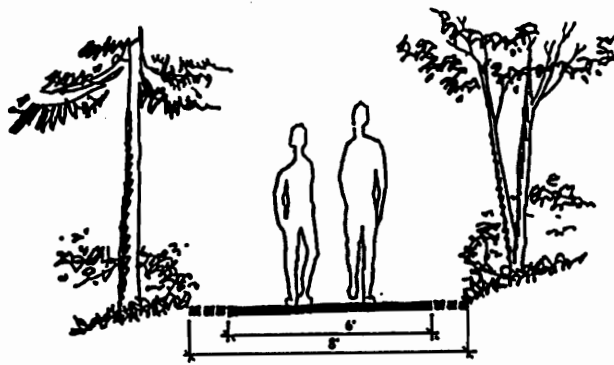
As the Marina area and expanded Resort facilities are completed, trails will be constructed to connect with the Port Ludlow Trail System and the boardwalk on the Log Dump site.

OTHER FACILITIES

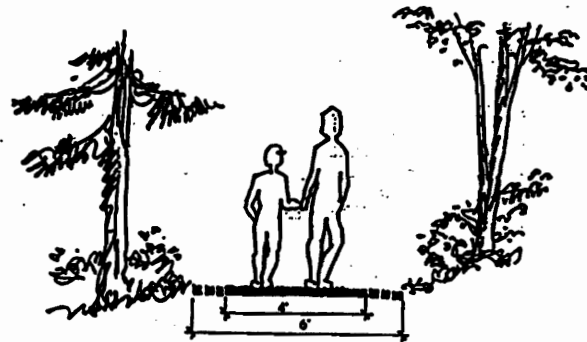
Private recreational facilities include the Beach Club serving North Bay residents and the Recreation Center serving South Bay residents. Complete with swimming pools, exercise rooms, saunas, jacuzzi, hobby rooms, meeting rooms, performance and dinner halls, tennis courts, bridge deck, handball court, pool rooms and related support staff, these facilities provide a significant recreation resource. At present they have more than sufficient capacity. As Port Ludlow nears build-out, these facilities may need expansion. Funding, operation and use will continue to be limited to Port Ludlow residents. Continued cooperation between the private clubs will encourage greater use and provide more opportunity for special interest group activities such as concerts, plays, and cultural events.

Other activities such as equestrian stables, proposed to be constructed and operated by entrepreneurs should be encouraged and accommodated to best serve Port Ludlow residents.

Port Ludlow Trail Plan
Typical Trail Sections



Paved Pedestrian/Bicycle Trail
8' Desirable, 6' Minimum



Unpaved Pedestrian Trail
6' Desirable, 4' Minimum

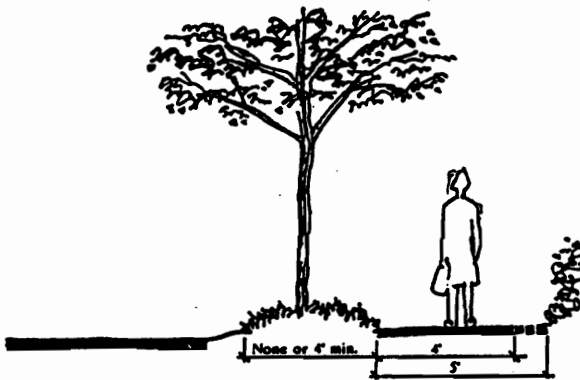
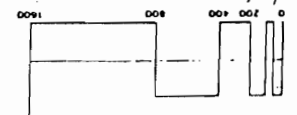
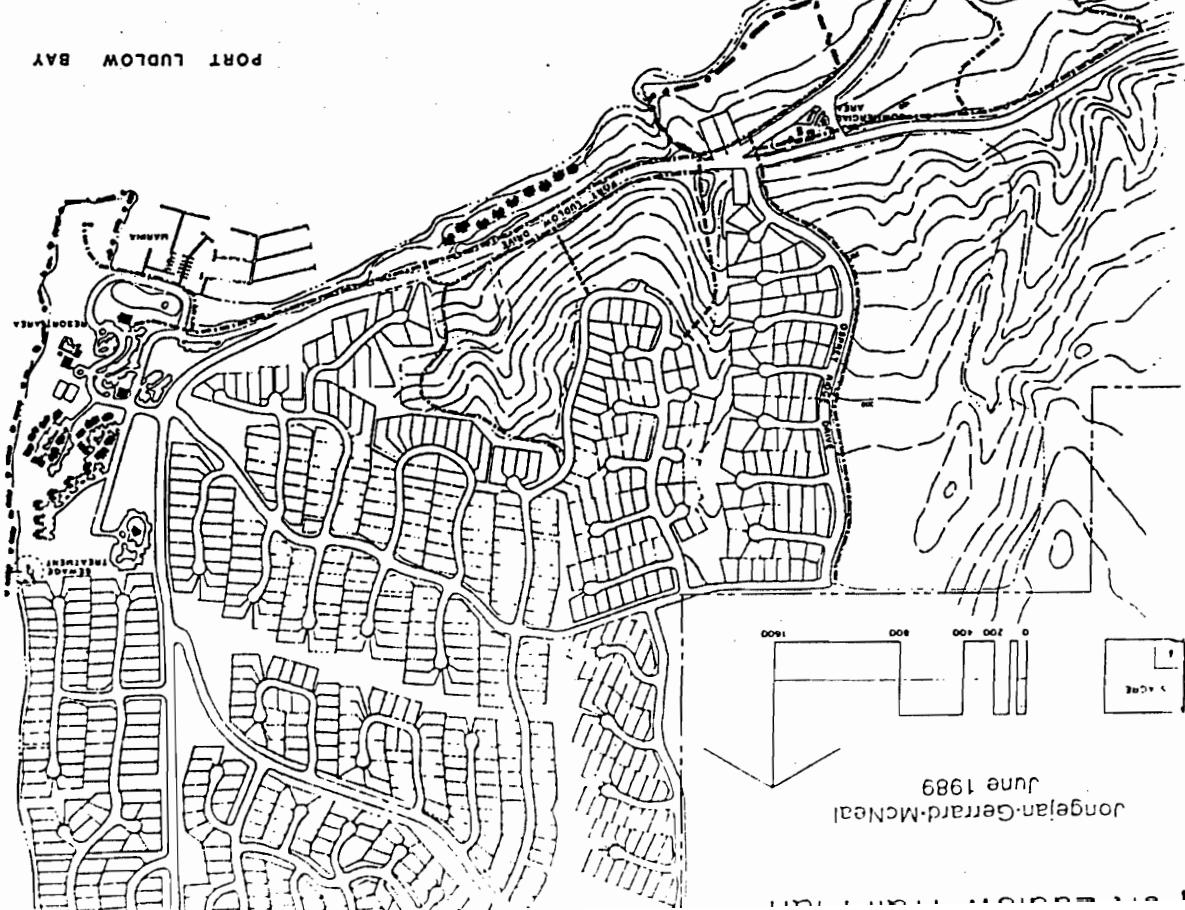


Figure 6 - Private pedestrian and bike trail system plan - on file with Jefferson County



PORT LUDLOW BAY



June 1989
jongejan-Gerrard-McNeal



CHAPTER FIVE

COMMERCIAL

INTRODUCTION

(This chapter expands on Goal #3 and Vision #3)

To become a truly viable and self-sustaining community, Port Ludlow requires certain goods and services within the immediate area. As the number of permanent residents increases, the need and the corresponding ability to support these goods and services increases proportionately.

COMMERCIAL

As Port Ludlow grows in population and the demographics of the county change in the coming years, Port Ludlow will eventually be able to support commercial development. The properties for commercial development have been identified and are centrally located in the community. The development of these commercial properties will be based on entrepreneurship and the needs and services required by the local community.

INDUSTRIAL

Industrial development is not compatible with the "village in the woods by the bay" concept and should not be allowed in the Port Ludlow Urban Growth Area (UGA).

PARKING

Off-street parking is necessary to accommodate the needs of business. The design of parking areas should be such that land devoted to parking is minimized and conflicts between motorist and pedestrians are avoided. Parking should be concealed with indigenous landscaping or be designed as an integral part of the business structure. Parking facilities should provide adequate handicap parking and access to all facilities. Space should be provided for the parking of bicycles.

LIGHTING

All lighting of parking areas should be positioned to minimize glare and illumination beyond the development. The glare from auto headlights within the parking should not have an adverse impact on adjacent land use.

NOISE

Noise produced by commercial establishments should not intrude on the adjacent property and the community as a whole. Noise levels should conform to applicable sections of Chapter 12 - Section titled - Noise Ordinance.

WATER

Water usage associated with business activities shall be kept to a minimum. Water recirculation shall be required where water is required for conducting business.

SEWERAGE

The present treatment plant is sized to accommodate presently planned commercial uses. New commercial businesses operating in the community shall not place extraordinary demands on the capacity of the Port Ludlow Waste Treatment Plant.

BUILDINGS

Buildings used as places of business shall be harmonious with the surrounding community. Signs advertising such business shall conform to uniform sign ordinances for the community. All commercial buildings shall conform to applicable portions of Chapter 12 -Development/Performance Standards and Ordinances.

CHAPTER SIX

HOUSING

HOUSING

(This chapter expands on Goal #4 and Vision #4)

With only a few exceptions, those portions of Port Ludlow within the Urban Growth Area are a planned community composed of single-family, and multi-family living units. Continued development within the proposed boundaries and any future additions should seek to maintain a similar mixed housing balance with varying architectural styles. For privacy and safety, all living units shall conform to the construction requirements of Chapter 12 - Development/Performance Standards and Ordinances.

Single family living units shall not exceed four units per gross acre. Cluster housing shall not exceed four units per gross acre with the undeveloped portion being open space consisting of natural vegetation.

Multiple unit housing shall be limited to a height of three stories and not exceed a density of 10 units per gross acre. Sufficient property used for buildings, parking, driveways and open space consisting of natural vegetation shall be available.

Green belts and open space shall be dedicated in perpetuity. Construction should comply with the requirements of Jefferson County "Critical Areas Ordinance" in order to protect aquifers, instable slopes, critical wildlife habitat, etc. Final construction should be of a type and variety to maintain the natural percolation to the aquifers which would have existed had the property not been developed.

New subdivisions must utilize existing water, sewer and underground utilities.

CHAPTER SEVEN

TRANSPORTATION

INTRODUCTION

(This chapter expands on Goal #5 and Vision #5)

In order to maintain the high quality of the Port Ludlow area, the residents of Port Ludlow desire to keep the area a destination community. The roadway system (see Figure 7) should prevent our area from being bisected by a highway primarily carrying vehicles to other points of interest. This focus is vital both to preserve the high quality of the Port Ludlow area and to maintain the unique historic qualities and lifestyles of our neighboring communities.

PRIVATE VEHICULAR TRANSPORTATION

Major Collectors: Oak Bay Road should remain the only major access to Port Ludlow.

Minor Collectors: Paradise Bay Road from the commercial center to Teal Lake Road is a primary access road for resort facilities as well as local travel.

Local Collectors: Oak Bay Road north of the junction with Swansonville Road; Swansonville Road; Paradise Bay Road southeast of the junction with Teal Lake Road to Paradise Bay Village; Teal Lake Road; and Paradise Bay Road after Paradise Bay Village to Seven Sisters Road are arteries for use by residents of Port Ludlow, Swansonville, Paradise Bay and North Port Ludlow. Speed limits of 30 miles an hour should be posted on Paradise Bay Road to the end of the present 30-mile zone north of Mats Mats. All of this area is increasingly residential, and the present variety of posted limits is clearly dangerous.

Local Roads: All other access routes, whether paved or gravel, are strictly for immediate area resident use. Maximum speed limit on all such access routes should be 30 miles per hour.

PUBLIC VEHICULAR TRANSPORTATION

- Public transportation into and out of Port Ludlow should be encouraged.

- Adequate and safe waiting spaces for transit and school bus patrons should be provided.
- Port Ludlow Mini-Van Service should provide door-to-door on-call service. A regularly scheduled, publicly funded shuttle bus service should be provided for Port Ludlow residents to access key Kitsap County points such as the Kingston and Winslow ferry terminals, Poulsbo, Silverdale and Kitsap Regional Mall. A similar service should be provided for connections to Port Townsend and Port Hadlock.

COMMERCIAL VEHICLES

- Trucks, delivery vans and all other commercial vehicles should access Port Ludlow via Oak Bay Road from Beaver Valley Road.

HIGHWAY AND ROADWAY INTERSECTIONS

- Where Beaver Valley Road dead-ends into State Highway 104, the State should build and maintain grade separated turning lanes.
- Where Oak Bay Road dead-ends into Beaver Valley Road, the State should provide adequate safety measures for turning traffic.

AIR TRANSPORTATION

- Only water landing aircraft and emergency helicopter services will be permitted in order to maintain the quiet character of a "village in the woods by the bay".
- Emergency Evacuation Heliport Service may be established at key locations in the Port Ludlow vicinity.

- Commercial/private operators of fixed or rotary winged aircraft (land or water) should not be permitted to use Port Ludlow Urban Growth Area as a fixed base of operations. Commercial/private operators of water landing aircraft should be permitted to convey visitors/guests to and from the marina and resort area on a non-scheduled basis.

PEDESTRIAN/BICYCLE ROUTES

Major Collector: Pedestrian and bicycle use of Oak Bay Road from Beaver Valley Road to the commercial center will be accommodated on a separate path.

Minor Collectors: Pedestrian and bicycle use is to be discouraged unless there is a 5 foot wide shoulder and separate designated lane.

Recreational system of trails and paths: All recreational trails and paths are for the primary use of the pedestrian and secondary use by bicycles at speeds no faster than a pedestrian jogging. Pedestrians have the right-of-way.

WATER TRANSPORTATION

Private boat transportation: Priority use rights of docks and moorings belong to area residents. A proliferation of private docks in the bay is undesirable.

Public boat transportation: Passenger only ferry transport to Seattle, Vancouver and other destinations should be encouraged to relieve overuse of highway systems.

Limits in Ludlow Bay: All boat traffic within Ludlow Bay is limited to no greater than 5 miles per hour. Marker buoys located near the Port Ludlow Bay day marker and extending due south to Tala Point identify the outer limits of the not to exceed 5 mph zone. This same zone is designated as a no discharge area.

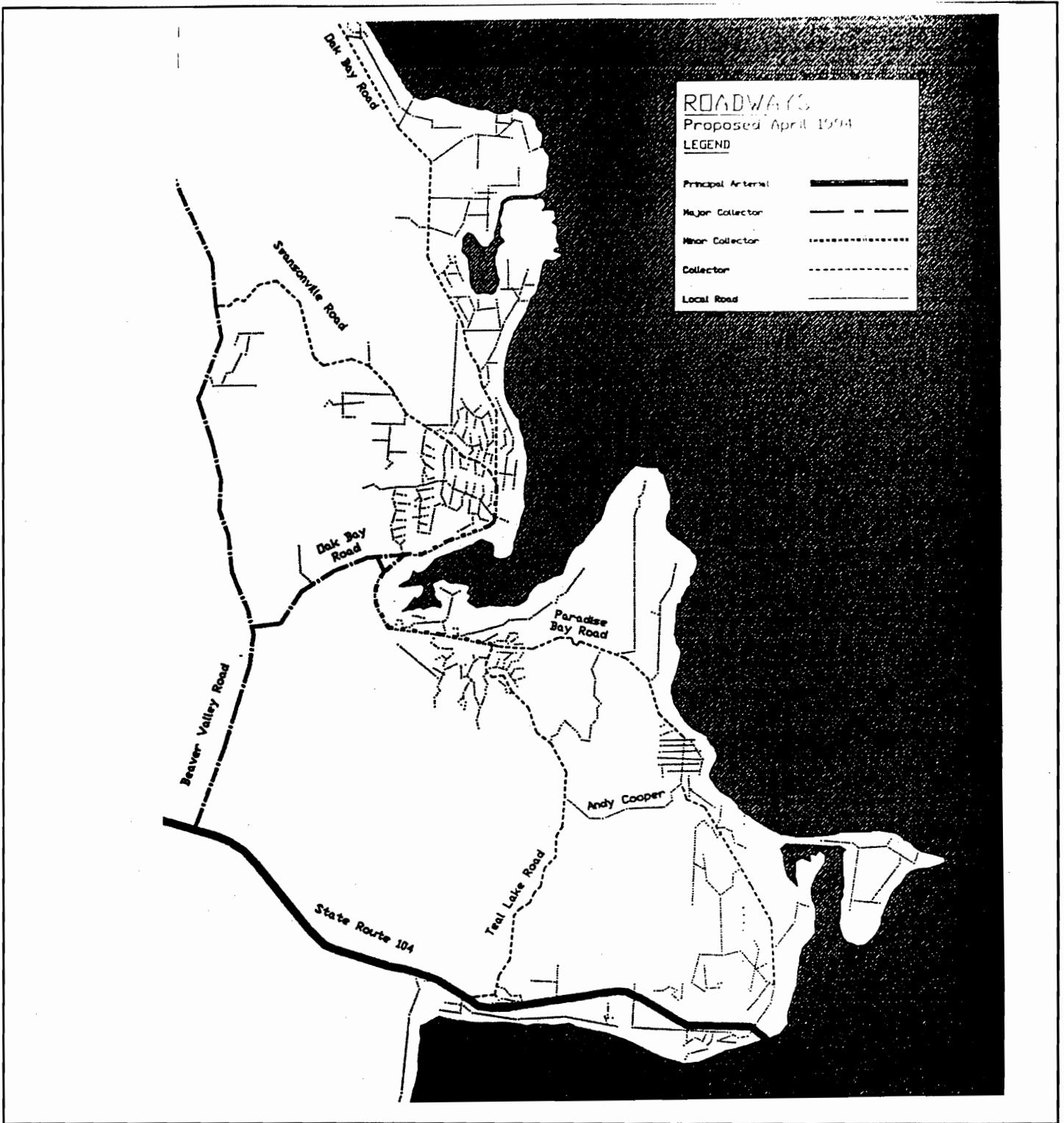


Figure 7 - Port Ludlow Roadways

CHAPTER EIGHT

UTILITIES

INTRODUCTION

(This chapter expands on Goal #6 and Vision #6)

This section addresses the needs in Port Ludlow for electrical power, water, sewer and a means to fund these services.

POWER, TELEPHONE & CABLE TV

All power and signal lines will be underground, including telephone and cable television.

Electric companies will be encouraged to put feed lines underground in an attempt to reduce outages, primarily caused by trees and branches falling on suspended lines.

WATER

Water is the most precious commodity we have and, ultimately, our care in preserving our water supply will dictate the continued livability of the entire Port Ludlow Community. Future development will be encouraged to insure sustainability of our current water supply and to promote enhanced renewability of our water resources by reducing ground coverage, use of conservation concepts and, wherever possible, restoration of natural vegetation.

The Port Ludlow Community water system is composed of several components including groundwater source, storage, transmission, and distribution. Each element has been planned with the long range goal of service to all currently platted lots plus future development. At an average of two persons per dwelling unit, the system will ultimately serve an estimated population of approximately 4,500 people.

Ludlow Water Company relies on groundwater for the source of supply. Several studies have been performed through the years to identify an adequate supply to meet the current and future needs of the community. Water rights have been granted by the Washington Department of Ecology. Water resources are monitored by professional hydrogeologists whose reports are reviewed by the County Health Department.

Professional operation and maintenance of the system is performed by full-time state licensed personnel. Maintenance procedures and water quality sampling are scheduled and performed in accordance with applicable regulations of the State Department of Health. User rates and fees are regulated by the Washington Utilities and Transportation Commission.

The supply and quality of water might become a problem in this area. Therefore, the current independent water-monitoring program should continue, supported by the County, major developers and local governments. Test reports should be published on a quarterly basis and compared to reasonable standards for water-well levels and chemical content. Such test results should be made public.

Careful monitoring of aquifer recharge should be addressed to insure continuing adequate water supply to reach growth and development forecasts. Consumption should also be monitored to insure that there is adequate water. The monitoring program should be administered by the County or its consultants and paid for from Port Ludlow property taxes as well as fees charged to every new home at the time of plan submission.

Operating costs and finances of the water company, be it private or public, should be made public so that rates can be maintained at reasonable levels. Present residents should not be required to pay for increased capacity to supply new developments. Hook-up fees for new homes and commercial establishments should be adequate to cover expansion costs. The citizens committee for utilities should be maintained.

Since the area's major developer also owns the water and sewer facilities, it will be required to find and supply new sources of water at its sole cost if the present supply becomes inadequate to support continued development.

All new construction in Port Ludlow should be equipped with water fixtures that conserve water. Existing residences should be encouraged to install water saving fixtures and the home owners educated in water saving measures and penalized for overuse.

Landscaping should make use of indigenous plants in preference to water consuming large lawns. At the least, owners should be encouraged to set aside 25% or more of planted areas for indigenous plants, trees and ground cover.

Developers of cluster housing shall be required to deed open space consisting of natural and indigenous plants.

Aquifer recharge areas so identified by the community/County/State must be protected. Development of said lands must be prohibited for the sake of the community as a whole. A system to reclaim waste water should be constructed to supply reclaimed water to our golf courses and green belts and to recharge our aquifers.

SEWER

Every developed lot should be tied into the community sewer system, with an appropriate hookup charge paid. Ample reserve capacity that is consistent with the State Dept. of Ecology standards should be maintained by the sewer company.

Operating costs should be made public in order to understand the increases. Expansion required due to new development should be at the sole cost of the developer. Effluent should continue to be monitored in accordance with State and Federal requirements.

The sanitary sewer system that serves the Port Ludlow Community has been in existence for over 25 years and is wholly owned by Pope Resources. Main system components consist of the collection system and Wastewater Treatment Plant (WTP). All elements have been planned for service to currently platted lots plus future development. At an average of two persons per residential unit the system will ultimately serve and estimated population of 4,500 people.

The collection system consists of more than 20 miles of piping, access manholes, and 10 remote pumping stations. All facilities are constructed in accordance with accepted engineering practices and Washington Department of Ecology criteria.

The major pump stations are equipped with on-site emergency telemetry, transmitting to an alarm panel at the WTP. The alarm panel is equipped with an auto-dialer to notify operators of emergencies during off hours. In addition, the stations are equipped with portable standby generator connections for operation during power outages.

The existing Wastewater Treatment Plant was put into operation in 1989 and was an upgrade of the original plant constructed in 1968. It is an "extended aeration activated sludge" process which employs biological as well as physical treatment, generally referred to as "secondary" treatment.

Treated effluent is discharged to a deep water outfall in Port Ludlow Bay. Excess treated sludge or "biosolids" are applied by Pope Resources to selected forest management sites under supervision of the Washington Department of Ecology and the Jefferson County Health Department.

An on-site emergency generator provides power for operation during electrical outages. As with the remote pump stations, electronic telemetry monitors equipment operations and alerts operators of malfunctions during off hours.

The sewer system is staffed seven days a week by full time state licensed personnel. Operations and maintenance procedures are performed in accordance with the provisions of the National Pollutant Discharge Elimination System (NPDES) permit issued pursuant to the federal Clean Water Act and companion state statutes.

Water quality monitoring is a specific requirement of the NPDES permit and is conducted by consulting scientists with annual reports submitted to the Department of Ecology. Said reports contain sampling results for numerous key water quality characteristics. To date, the Class AA ("Extraordinary") status of the Bay has been consistently maintained.

Port Ludlow's utilities system shall be maintained at this high standard or better as the population grows to the estimated 4,500 residents. Existing residents shall not bear the burden of expansion costs.

CHAPTER NINE

HEALTH CARE

BACKGROUND

(This chapter expands on Goal #7 and Vision #7)

The overall population of Port Ludlow will continue to grow as previously stated in community goals. This population undoubtedly will continue to be largely comprised of retired persons aged 55 and older.

Health care and maintenance of a quality life are seen as a primary focus replacing illness oriented treatment. Hospital care should be available when needed, however usage may decline as home care is demanded by consumers. This is in concert with recent concepts of better informed consumers and providers.

POLICIES

A multi-disciplined approach to health care should be available to residents of the Port Ludlow Area at an on-site facility.

This facility should be located within the commercial complex of the community to promote accessibility for all residents.

In addition to a clinical facility, emergency medical care and transportation to area hospitals should continue to be provided by trained technicians.

Heli-pads should be located to expedite transportation of those cases which emergency personnel deem will be more appropriately cared for in facilities outside the Jefferson County area, or when land transportation is not desirable. Consultation with emergency staff, air transport personnel and local officials should be utilized to determine locations of the heli-pads.

IMPLEMENTATION

Basic cost effective, quality health care for Port Ludlow residents can be provided by several means of staffing.

Options:

- Full time nurse practitioner
- Part time physician
- Full time physician
- Primary care intern

(All variations to be augmented by support staff including nursing and clerical.)

Functions to be provided:

- Basic Care for episodic illness and/or follow up of chronic or acute conditions.
- Continuous health education and counseling to individuals.
- Health promotion and disease prevention presented to group sessions.
- Periodic screening to identify potential problems by conducting health fair or similar activities.
- Act as liaison to facilitate referral of patients to appropriate health care providers.
- Facilitate delivery of care to residents confined to their homes by referral to existing home care agencies in the area.
- Maintain a minimal inventory of appliances and/or devices which individuals may use for short periods of time; example orthopedic crutches, etc.
- Obtain laboratory specimens to be forwarded to central medical facility for analysis when requested by physician.

Availability of Staffing:

- Nurse Practitioner The maximum cost effective and care effective provider.

- Part time Physician Such staffing would lower the case load and lessen the scope of practice. A part-time physician and full-time nurse practitioner combination offers great delivery of care.
- Full time Physician Salary differential is much greater and the availability of primary care physician in rural setting is less certain.
- Primary Care Physician Intern The proximity of medical school training emphasizing primary care is available in the Seattle area. Port Ludlow residents should investigate the possibility of obtaining services of qualified interns within the scope of the University of Washington Program.

Assisted Living Center

Long range plans for health care delivery should also consider construction of an assisted- living center (also known as a modified care residence home). Presently, residents who are no longer able to maintain an individual home must leave the area to find accommodation to fit their needs and limitations. This is often a hardship for all concerned when the older people are forced to give up their life style as well as leave friends and acquaintances in Port Ludlow. Several options of care could be available, however a "nursing home" facility is not the intent of this proposal. Every effort should be made to obtain a professional corporation to maintain and manage the facility.

As new trends and advancements in health care delivery evolve, all possible options for financial support and implementation of a Port Ludlow Clinic should be explored.

Promotion of effective health care within the community should greatly enhance the life style of all residents.

CHAPTER TEN

SAFETY

INTRODUCTION

(This chapter expands on Goal #8 and Vision #8)

The community of Port Ludlow has a need for security of its homes and business, as well as a need to be prepared for potential disasters. Currently this service is provided by the Jefferson County Sheriff's Dept. and the local Fire District #3. As Port Ludlow grows in population the needs for additional police and fire protection will increase.

Police Protection

Port Ludlow should form an organization that will provide primary control over all police protection. While it is logical to continue with Jefferson County Sheriff's Dept. patrol, it is the desire of the community to control the amount and type of police protection service within the economic limits available. Services should be increased commensurate with the population increase and needs.

Fire Protection

Present fire protection of Port Ludlow is growing with the community and meeting its needs. The proposed relocation of a fire station to the commercial center of Port Ludlow should be encouraged by the community and it could also serve a dual role as the beginning of a Port Ludlow police station.

Community Emergency Preparedness

Citizens of Port Ludlow must be made aware of and taught how to cope with potential natural, as well as unnatural disastrous events such as fires, flooding, storms, earthquakes, volcanic eruptions, landslides, chemical releases, or acts of civil or military disorder.

While these kinds of events are nearly always expected to occur somewhere else, it is prudent that our community be prepared. Evaluations should be made of all possible materials, equipment, personnel capabilities, and facilities. All capabilities should be organized for deployment to meet community needs with evaluations, organization, and training drawn up in a formal Emergency Preparedness Plan. Every household should be involved in learning and executing a disaster response.

CHAPTER ELEVEN

PORT LUDLOW GOVERNANCE

GOVERNMENT

(This chapter expands on Goal #9 and Vision #9)

At present Port Ludlow receives its governmental services from several different sources. Jefferson County and other taxing districts provide countywide law enforcement, fire protection, public works, a hospital, Public Utility District (PUD), a port district, education, library and other sundry services. Port Ludlow community provides a combination of property-owner administrated CC&R's and developer-provided utilities.

Initial studies of what Port Ludlow might become in the next twenty years have so far led to two different types of administrative organizations. A study of Port Ludlow's Covenants, Codes and Restrictions indicates an overall community board of trustees that would administer and oversee community wide CC&R's much as North Bay's Ludlow Maintenance Commission (LMC) now does. A twenty year vision study suggests an eventual incorporated community for Port Ludlow. In the interim, authorities responsible for the Port Ludlow Community should adopt the Development/Performance Standards and Ordinances provided in Chapter 12. These and other possibilities are open to investigation.

The incorporated or Code City approach was last reviewed in depth by the community in 1984/5. The final conclusion was that the existing tax base was too small to provide the funds necessary to fund a separate community without a substantial tax increase. Conditions have changed somewhat in the nearly ten years, but the conclusion remains the same; a community that is overwhelmingly residential in nature and with almost no industrial and little commercial base, will have a difficult time financing incorporation without substantial extra monetary sources.

Survey of Service Costs

Interviews were conducted with various law and fire department personnel. Facilities were visited in Port Hadlock, Shine, and Port Townsend. Meetings were conducted with the county assessor to investigate what distribution of real estate tax revenues would occur if Port Ludlow were to become a self-governed, non-chartered, incorporated code city under Chapter 35.02 of the revised code of the State of Washington.

The potential property tax base revenue of the Pope Development portion of Port Ludlow has more than doubled, but the costs of forming and operating a separate municipality have escalated at an even higher rate. State and Federally mandated programs without financial participation commensurate with the cost are numerous. Currently, North Bay is approaching a 50% build-out of its 900 plus platted lots, while the whole South Bay community is still under 20%. Unless developer commitments are an integral part of the incorporation package it doesn't seem feasible to seriously consider incorporation until commercial development is better defined and residential build-out is at least two thirds or even three quarters complete.

Incorporation

Incorporation of Port Ludlow (geographically the same as the Interim Urban Growth Area boundaries), is not presently feasible without revenues other than real estate taxes (with a 106% limit), even if there is a \$10 to \$20 million annual increase in assessed valuation. The increasingly mandated level of required services cannot be met until much larger build-out occurs, and there is an increase in business tax income.

The Future

In 20 years Port Ludlow will have grown to the projected 4,500 residents living in the area designated as the IUGA as shown in Figure 1. There will be a small commercial core in the center of the area extending around the present Village Store, a 36 room Inn, the Harbor Master restaurant, an expanded marina area, golf course, and a park/trail system with a central hub that connects business, governmental, water sports, cultural, historical and recreational opportunities.

The median age of the residents will continue to be in the low 60's and there will still be only a small juvenile population. There will continue to be a substantial greenbelt. Auto, foot and bicycle traffic will expand with the increasing density. The current parks and trail systems will have expanded along with the population.

Because of the rapidly increasing real estate tax base, and the desire for a higher level of services than the County provides, there may well be a desire to again explore incorporation. In the interim, the County should adopt a Port Ludlow zoning ordinance that implements the governance recommendations of the Port Ludlow Community 20 year plan. In either event the following actions are recommended:

Current/Interim Actions

- Establish a community-wide set of Development/Performance Standards and Ordinances. The model set of Codes, Restrictions and Ordinances provided in Chapter 12 is based on and supplements existing Port Ludlow individual community CC&Rs. They are written in standard municipal language in order to facilitate utilization. Participation and agreement of all current homeowners associations and developers is implicit in this action. This action is justified by the fact that any form of Port Ludlow Community administration would be impractical and/or impossible without modification of present codes.
- Maintain liaison with the existing government entities.
- Work with the developer to provide space in the central commercial area for a public facility to house proposed fire, police and local government services.

To monitor the future direction of government, a community group, must be alert to changes in the community's desires and to the on-going level of government services provided by the county.

CHAPTER TWELVE

PERFORMANCE/DEVELOPMENT STANDARDS & ORDINANCES

Jefferson County will not enforce the Covenants, Codes, and Restrictions (CC&Rs) developed in the Port Ludlow Master Plan.

These documents are private law and represent specific development limitations that go beyond the standard local governmental regulations of Jefferson County. The goal of these private regulations is to maintain the planned community's image of a "village in the woods by the bay". These documents are included in the official Community plan for the purpose of community vision and to help the newly formed Port Ludlow Governance Committee direct their efforts. These documents are advisory to any local governmental administrator. All enforcement would be conducted by private citizens and the appropriate Home Owners Association.

INTRODUCTION

Covenants, Codes, Restrictions (CC&Rs) and Ordinances are key elements in maintaining the character of a "village in the woods by the bay". Existing developments within the Port Ludlow Urban Growth Area (UGA) have their own CC&Rs in property deeds, and owners association by-laws enforce them. Some cover only a few homes, others cover hundreds. They vary in size and detail, but generally all cover land use, density, greenbelts or open spaces, height and color restrictions, view protection, setbacks, and prohibitions against nuisances and certain nonresidential activities. Commercial properties and land being developed by Pope Resources are currently exempt from these CC&Rs. It is imperative that the future growth of this community and the commercial properties within the UGA be controlled by one set of CC&Rs.

Adoption of a community-wide set of CC&Rs could not supersede existing ones without the affirmative vote of each association. This would not preclude a wider CC&R that did not conflict with existing ones or that complemented them. For these reasons, the following text is based on existing CC&Rs in Port Ludlow, is offered as a model for consideration, in whole or in part, by both County authorities and whatever form of local-government may occur in Port Ludlow. It is written in the same verbiage used by a municipal

government.

This section is divided into five subjects:

- Land Use
- Noise Ordinance
- Land Improvements
- Sign Ordinance
- Green Belt

These regulations are an overall requirement for the Port Ludlow Community as defined by the boundaries of the UGA Planning Area (Figure 1). They are in addition to the following regulations and ordinances:

- Applicable Federal and State codes and regulations
- Jefferson County codes and regulations
- The Uniform Building Code (UBC) - Current entire code, including all amendments and appendices, as published by the International Congress of Building Officials (ICBO)

- Port Ludlow Homeowners Associations CC&R's (See Appendix A).

Implementation of the following community codes, and restrictions is addressed in this document in the section titled "Governance".

SECTION I - DEFINITIONS, GOVERNANCE AND GENERAL CONDITIONS

Definitions

"Owner" and "Occupant". In these Regulations "Owner" refers to an owner (or if more than one, then collectively) of a lot or condominium unit, or a purchaser of either under a contract of purchase, in the platted subdivisions and condominium projects covered by the pertinent community organization Articles of Incorporation. An Owner can be a natural person, corporation, partnership, association or other form of entity, provided that as to each entity and ownership there shall be only one membership. Each Owner shall have only one membership, regardless of the number of lots, plats, or condominium units owned. "Occupant" refers to the one or more persons actually occupying a lot or condominium unit, whether or not they are the Owner. All private lands and lots shall be surveyed and recorded by licensed surveyors.

Governance

The authority to implement the regulations in this section and to manage the actions that result from them shall lie with four committees of Port Ludlow owner/residents:

1. **Operations** The Operations Committee carries out the primary functions given by the By-Laws of Port Ludlow and the specific community organizations, provides maintenance of common properties, community security, and performs such other duties as are assigned from time to time.
2. **Architectural Control** The Architectural Control Committee, which after this is referred to as "the ACC", is the committee that carries out the provisions of Regulations II pertaining to Architectural Control and the sign ordinance.
3. **Green Belt** The Green Belt Committee is the committee that carries out the provisions of Regulation III pertaining to designated reserve areas referred to as Green Belt.

4. **Noise Regulations** The Noise Regulation Committee shall carry out those regulations within the Port Ludlow Noise Ordinance.

Additional Rules and Regulations: Acting under the Covenants, Articles of Incorporation of each community organization By-Laws Port Ludlow may make and enforce additional rules and regulations over and above applicable State and County and Port Ludlow Community Codes. (Note: These Regulations are subject to future amendment and additions.)

SECTION II LAND USE

The following Section prescribes the land use for all property included in the recorded plats of Port Ludlow that lie within the UGA boundaries. (See Figures 1, 2 & 3.)

Article I: Restrictions & Requirements

1. **General** The uses which may be made of the land in Port Ludlow are designated; Single Family Residential, Multi-Family Residential, and Commercial as described in the recorded Restrictive Covenants. Land use designations and zoning uses shall be as designated on the Greater Port Ludlow Master Plan. Revisions to the master plan land uses/zoning shall be as approved by the Jefferson County Commissioners after public hearings and consideration by the Jefferson County Planning Department.
2. **Single Family Residential Use** Lots are restricted to single family residential use, including rental or other non-owner residential use of the property. Short term rentals of less than 6 months require approval of the Operations Committee.
3. **Multi-Family Residential Use** Land designated/zoned for Multi-Family Residential use is limited to owner occupied units and non-owner rentals of six (6) months or more. Hotels and Motels are excluded (e.g. Admiralty I & II).
4. **Commercial Use** Plats or Lots designated and zoned for commercial use shall comply with Jefferson County, and State of Washington requirements. Commercial use shall be limited to retail operations and support functions for the betterment of Port Ludlow. Commercial property generally consists of an Inn, resort facilities, marinas, sport facilities, retail stores, health care, religious, and government facilities. Manufacturing operations, regional

shopping outlets, office parks and business operations that generate more than 60% of their revenue from sources outside Port Ludlow are not included and generally discouraged from locating or operating in Port Ludlow. Pre-existing operations that do not comply with the foregoing, such as logging, will be allowed to continue operation but new operations will not be allowed.

5. No Nuisance Use No nuisance shall be conducted or permitted on any lot, nor shall any other offensive use be made of it. Temporary use permits may be allowed provided the use is described in detail and is determined to be a benefit to Greater Port Ludlow. Real estate signs, not exceeding 30" x 30" in size, advertising a particular lot may be placed upon it. (See sign ordinance.)

6. No Dumping; Concealment of Garbage Cans and Trash Areas No lot shall be used as a dump. Trash areas and, except on pickup days, garbage cans shall be concealed from the view of adjacent properties and roads at all times.

7. Animals, Stock, and House Pets No animals or stock of any kind other than conventional house pets (e.g.; conventional house pets include dogs, cats and caged birds or specifically approved by the governing entity. Pigs, goats, horses, snakes and exotic animals are generally not acceptable.) shall be kept on any lot, except a lot where livestock is permitted under the terms of the applicable restrictive covenants. No animal or stock shall be allowed to become a nuisance or detriment to the neighborhood.

8. Parking and Storage of Vehicles Only automobiles, vans and pickup trucks normally used for personal transportation may be parked on driveways or elsewhere on any lot. The parking of Recreational Vehicles (RV), mobile homes, boats, either on trailers or otherwise, commercial vehicles, or temporary structures is prohibited, except as follows:

8.1 The parking of otherwise prohibited equipment is permitted if advance approval is obtained from Port Ludlow. Forms to request permission to park or store such otherwise prohibited equipment are required from the governing authority. (See list of applicable organizations in "Governance" section of this document.) Such requests should include the following:

8.1.1 A rough sketch showing where in

relation to the front, side and rear lot lines the equipment would be placed,

8.1.2 A statement signed by owners of contiguous lots indicating no objection to the request, and

8.1.3 The time period for which approval is requested. The applications will be considered on a case-by-case basis.

8.2 The parking of otherwise prohibited equipment for the purpose of loading or minor repair & maintenance for 48 hours or less is permitted. Owners of contiguous lots must be notified that the parking is for a short duration.

No automobile, van, pickup type truck, RV, mobile home, boat, either on a trailer or otherwise, commercial vehicle, or temporary structure may be stored on a driveway or elsewhere out-of-doors on any lot. Except as otherwise provided in subparagraphs 6.1 and 6.2 above, a vehicle, mobile home, boat or structure is considered to be stored, rather than parked, if for seven (7) consecutive days it is not removed from the lot for use.

9. Encroachment There shall be no encroachment on reserve areas/easements.

10. Maintenance Owners and occupants of improved lots shall maintain improvements on their premises and the grounds of such premises in a neat and attractive manner, and, in particular, they shall keep grass and weeds cut and shrubs and trees pruned.

11. Trees, Shrubs, and Views Views and sunlight are important to owners and occupants for reasons of enjoyment and property value; so, when landscaping their own lots, owners and occupants should select varieties of shrubs and trees which will not grow higher than the roof height limit set for their lots by the ACC. Hedges, shrubs and rows of trees planted by owners or occupants along property lines shall be pruned so as not to exceed a height of eight feet. A scattering of tall evergreens is encouraged, however, to enhance the beauty of the neighborhood as long as views from neighboring lots are not unduly impaired.

Trees of six inches or more breast high diameter may not be removed, cut, limbed, or topped, without authorization pursuant to Section III, Article I, Paragraph 2. When owners or occupants of developed or un-developed lots elect to prune or remove hedges, shrubs or other brush, or trees from their lots, trunks and branches shall be removed within a reasonable time not to exceed 6 months. If the trunks, branches and other debris are gathered into a burn pile, the pile shall be removed or burned within three (3) months. Burning is subject to prior approval by the appropriate authority.

provide a five (5) foot wide border surrounding the actual fire area, unless it is in an incinerator, and,

12. Outdoor Burning A STANDARD or SPECIAL Permit must be obtained for all outdoor burning in Port Ludlow whether by owners, renters, contractors, developers or any other entity. Permits are not required for outdoor cooking provided the heat source and container is safe, adequately designed outdoor cooking equipment. If there is any question regarding the safety or adequacy of the equipment to be used, the occupant must consult the Fire Chief, Fire District #3 and follow his suggestions. Standard Permits will be issued at the appropriate organization office on request of the occupant. Absolutely no outdoor fires are permitted on No Burn days, except those for outdoor cooking purposes. Between May 1 and October 31 occupants wishing to burn must contact the Fire Chief, Fire District #3 to see whether the day is designated No Burn and be guided accordingly.

12.1.6 Fueled only with wood, brush, garden clippings and paper. No garbage, tires or other material that when burned will emit noxious gases, may be added to the fire. If an occupant is doing outdoor burning in a "burner barrel" or other type of outdoor incinerator, pursuant to a Standard Permit, the "barrel" or incinerator must be equipped with a mesh cover that will prevent the spread of flying ash. Surrounding the "barrel" must be a three (3) foot cleared border that is kept cleared of any combustible material. The incinerator's location must comply with the 5 foot setback requirement. The incinerator must be screened from the view of adjacent properties and roads.

12.1 An occupant doing outdoor burning pursuant to a Standard Permit must keep the fire:

12.2 All other outdoor burning not meeting the requirements stated in Subparagraph a, above, may be undertaken only after the occupant has applied to the Fire Chief, Fire District #3 for a Special Permit. Special Permits will be issued to qualified persons, who will be permitted to conduct a "burn" in a given place at a given time. These fires will be managed according to criteria and instructions issued by the Fire Chief of Fire District #3.

12.1.1 No larger than four (4) feet square in total fire area, unless it is in an incinerator,

12.3 Burning is not allowed as a means of "clearing" a site. Trees, stumps and the like must be chipped and/or removed and deposited in a legal disposal site.

12.1.2 Limited to one (1) fire on a given property at any one time,

12.1.3 Constantly attended by an adult who shall be equipped with either a shovel or an "operating" water hose with at least adequate working pressure at the hose delivery end,

12.1.4 Occurring only in daylight hours,

12.1.5 Located in an area that has been cleared down to bare earth so as to

Article II: Enforcement

1. Monitoring Compliance The Operations Committee is responsible for monitoring compliance with Article I of this Section.

2. Institution of Enforcement Proceedings In the event of violation of the terms of this Section, any owner of

any lot in Port Ludlow and/or the applicable local community organization may institute enforcement proceedings.

3. Notice of Violations; Appeals Except in the case of outdoor burning violations, Port Ludlow will send a written notice of one or more violations to the person charged with the violations with a time limit specified for their correction. Appeals concerning the violations, within the time limit specified for their correction, will be considered and the time limit extended accordingly. For outdoor burning violations, any owner in Port Ludlow may insist that the party responsible for burning to display a written burn authorization or put out the fire. The owner shall notify the Fire Department who will put out the fire if not authorized and issue a citation.

SECTION III: LAND IMPROVEMENTS

This Section prescribes the conditions to which Owners of lots in the recorded plats of Port Ludlow are subject with respect to the improvement of their property.

Article I: Approval Requirement

1. Approval Required No lot shall be cleared or excavated for use until ACC approval is received. All construction on any property, including exterior lighting, is likewise subject to approval as prescribed in this Regulation.
2. Construction Time Limitation No construction activities of any sort will be allowed prior to 7:00 a.m. or after 6:00 p.m.
3. Cutting of Evergreens No tree of six inches or more breast high diameter shall be removed, cut, limbed or topped until ACC approval is received.
4. Orientation and Location of Structures The orientation and location of houses and other structures on lots are subject to approval by the ACC.
5. Exterior Remodeling, Rebuilding, Repainting or Restaining No building, structure, fence, obstruction or other installation that was originally subject to ACC approval shall have exterior remodeling or rebuilding, without additional ACC approval in advance. Exterior repainting or restaining must conform with the design considerations set forth in

Article II of this Section.

6. Antennas Satellite dishes, television antennas, and radio antennas that look like television antennas and are not otherwise subject to this Regulation, may only be installed with specific ACC approval. New home owners are encouraged, to subscribe to a cable television service as a first option. Those choosing not to do so and home owners installing radio antennas are urged to install their antennas in accordance with the following priorities:

- 6.1 First- Within the house or attic; 2nd - Below the roof ridge line and out of sight from the front street; or 3rd - The most inconspicuous other location possible.

Article II - Design Considerations

In order to minimize interference with the enjoyment of nearby lots and establish an improvement use and occupancy of the platted area in a pleasing but not necessarily uniform combination of personal residences and recreational homes, the ACC shall exercise in good faith its discretion to approve or disapprove plans and specifications for improvements, on the basis of the following design considerations:

1. Stories All structures, residential and commercial, shall be single story. Sloping sites that lend themselves to additional stories or daylight basements may be acceptable provided they do not interfere with the view from other properties.
2. Compatibility All houses and structures shall be as compatible as possible with their natural surroundings and with each other.
3. Height No part of a proposed structure shall be so high that it unreasonably interferes with the view from other dwellings. The ACC is authorized to limit the maximum height of proposed structures whether or not views will be affected.
4. Modular, Sectional or Other Preconstructed Homes Modular, sectional or other preconstructed homes must comply with all requirements of this Article; have poured-in-place concrete foundations; and include features, such as a porch entryway, decks, patios, stone or brick chimneys and eaves, which eliminate an outside appearance and configuration resembling a trailer or mobile home.
5. Garages and Carports - At least a single carport or garage and connecting access driveway, or space for

these, shall be provided at each residence. Garages and carports must connect to residences, except where this is prevented by unusual topography. Conversion of a garage or carport to an alternate use other than to house the owners vehicles (e.g. shop, office, storage, etc.) is not permitted unless new garage facilities are provided. Garage space shall be provided for each vehicle normally operated by the occupants. (See Section II, Article I, Paragraph 6 for limits on parking and storage of vehicles.) Multi-unit dwellings such as those in Admiralty I and II may utilize designated open parking provided the maintenance and use is in keeping with the area aesthetics and satisfies specifications recorded in applicable "Horizontal Declaration of Condominiums".

6. Minimum Square Footage Minimum size of a residence shall be 1700 sq. ft. Size restriction may be eased if the proposed structure is judged acceptable by the ACC. Major considerations will be the relation of the structure to the site and its neighbors.
7. Front Lot Line Setback The setback of a building from the front lot line shall be not less than 20 feet.
8. Adjacent Lot Line Setback. The setback of every portion of a structure, including overhangs of eaves, decks, etc., from adjacent lot lines shall be not less than 5 feet. The structure may be a single family residences on a single lot, a multi-family dwelling unit, or a commercial structure. Where multi-unit dwellings or commercial occupancies occupy the same structure, the setbacks shall be 15 feet and apply to the perimeter of the structure.
9. New Materials Structures shall be of new construction, using new materials such as wood, stone or bricks for exterior finishing. All materials shall comply with the current edition of the Uniform Building Code (UBC) as published by the International Congress of Building Officials (ICBO) and satisfy minimum criteria for durability, fire resistance and relevant minimum properties. Products made of re-cycled materials are new materials provided they meet all the pertinent building code criteria. Aesthetic appearance shall be wood, stone or brick. All other materials shall be subject to the approval of the ACC. Generally, aluminum and asphalt siding, unfinished concrete and similar aesthetic appearance will be disallowed.
10. Roofs Roofs shall be wood shake, slate, formed clay or cementious tile. Metal, asphalt and other roofing

materials are subject to approval by the ACC. Noncombustible roofing materials are required for all new construction and whenever the roof is replaced. Commercial roofing membranes and flat roofs are subject to ACC approval.

11. Stains and Paints The use of semi-transparent wood stains in lieu of paints is preferred. Bright paint exteriors, other than trim or accent panels, will be approved only in unusual situations.
12. Screening of Garbage Cans and Trash Areas All residential and commercial plans shall provide for the screening of garbage cans and trash areas from the view of adjacent properties and roads.
13. Utilities All utilities shall be underground.
14. Sewer Connections The location and depth of sewer connections, where available, should be verified prior to preparation of house plans in order to insure that house plumbing will be compatible.
15. Exterior Lighting Exterior lighting shall not be of a type or size that will intrude upon other homes or on streets. Ornamental exterior lighting, such as Christmas lights and the like, shall be limited to the month of December. Special exceptions shall be only on the approval of the Architectural Control Committee.
16. Fencing Fencing on properties may be permitted. Objections from adjoining neighbors will be considered.
 - 16.1 Materials, whether natural or man made, must be of a type that detracts least from the natural setting.
 - 16.2 Solid wall fences will not be approved. Spaced wooden fencing will be considered. Wire fencing, such as chain link or welded mesh fencing, must be disguised with slats, planting or existing vegetation.
 - 16.3 Except on lots where livestock is permitted under the terms of the applicable restrictive covenants, fence height will be restricted to no more than six (6) feet, and containment fencing must not extend beyond the front of the home; fencing to the street property line will not be approved.

16.4 The establishment of fence lines in relation to the adjoining properties is entirely the Owner's responsibility.

17. Exterior Ornamentation Exterior ornamentation of all structures, landscaping, name signs and the like shall be consistent with the character of the neighborhood. Name and house numbers should not exceed seven inches (7") in height. See sign ordinance for other limitations.

18. Newly Developed Materials Any other provision of this Article to the contrary notwithstanding, the ACC may approve the use of newly developed materials.

19. Tower Antennas Guyed tower antennas are not permitted. Applications for radio or television antennas mounted on fabricated retractable towers, which are usually located apart from the residence, will not be approved unless:

19.1 The proposed location is inconspicuous;

19.2 The proposed antenna will retract below the roof ridge line;

19.3 The Applicant agrees to maintain the antenna in a fully lowered position when not in use; and

19.4 The Applicant accepts responsibility for radio, television and telephone interference and agrees to correct such problems promptly.

The ACC will evaluate, both numerically and qualitatively, the responses of owners contacted with respect to the proposed antenna and will consider its effect on other properties, the Owners of which have not been contacted, and on the community as a whole. Commercial establishments that require antennas shall obtain a special permit after review by the ACC.

Article III: Procedures

1. Consultation Prior to preparation of house plans, Owners must consult with the ACC concerning the Design Considerations and other requirements.

2. Requests for ACC Approval of Building Plans Requests for approval of building plans are to be directed to the Architectural Control Committee (ACC). Requests shall be made in writing by the

Owner. Requests shall be accompanied by payment of a non-refundable fee of \$400.00 and by one set of written plans and specifications, including the following:

2.1 A plot plan of the lot, drawn to a scale of not less than 1/8" per 1'0" indicating:

2.1.1 The legal description of the lot or lots.

2.1.2 A North arrow for orientation.

2.1.3 The location of all existing and proposed improvements, including any future carport or garage and driveway.

2.1.4 The proposed drainage plans.

2.1.5 If the property is not on the sewer, the proposed location of the septic tank and drain field.

2.1.6 The location of all utility installations.

2.1.7 The location of all evergreen trees having a breast-high trunk diameter of 6 inches or more, with an indication of any of them that the Owner proposes to remove.

2.2 A floor plan drawn to a scale of not less than 1/8" equals 1'0".

2.3 Four major exterior building elevations with floor grades all measured from the bench mark described in subparagraph 2.6 below.

2.4 A roof plan drawn to a scale of not less than 1/8" equals 1'0". (This roof plan and the floor plan required by sub-paragraph 2.2 above, may be combined.)

2.5 An outline description of the materials and colors proposed for use upon all exterior building surfaces.

2.6 A topographic plot plan showing as contours the existing and proposed finished lot grades and their elevations in feet and inches on a 20' grid, with the roof outline superimposed upon it. The elevations are to

be measured from a permanently fixed and identifiable benchmark established on the centerline of an adjoining street.

3. Commencement of Construction Construction shall not be begun on any portion of a project until the Owner has received ACC approval and has delivered to the ACC a copy of the Building Permit and a file copy of the building plans bearing the statement: "Plans as submitted for Jefferson County Building Permit" and the signatures of the Owner and the Owner's contractor.
4. ACC Decision Within 30 days after submission to the ACC of a request for approval, together with plans and specifications if required, the Committee shall in writing approve or disapprove the plans and specifications. Any decision of the ACC which refuses in whole or part to give the approval requested shall state all reasons for the refusal to approve the proposed work. The Committee's decision shall be delivered in person to the Owner requesting the approval or deposited in the U.S.

Mail addressed to the Owner's address shown on the request for the approval, or if none, as shown on the records of Jefferson County.

5. Commitment to Construct in Accordance with Approved Plans and Specifications The Owner will be required at the time of approval of plans and specifications to sign a statement that the structure will be constructed in accordance with the approved plans and specifications. No changes in the exterior of the building, or its site location as described in the plans, may be made without prior approval of the ACC.
6. Filing of Approved Plans One set of approved final plans and specifications, together with all relevant correspondence, will be filed by the ACC for reference for a period of not less than 6 years.
7. Foundation Forms The Owner or builder will in writing notify the ACC at the time foundation forms are in place ready for pouring, so that their location with respect to the approved plot plan and approved grades may be verified. Owners will be responsible for staking property corners and furnishing an adequate survey of the property which establishes lot boundaries. If the ACC determines that the compliance of the location or grades of the foundation forms with the approved plot plan and approved grades needs to be verified, the Committee

shall notify the Owner or builder to obtain verification from an engineer designated by the Committee. The Owner or builder will bear the costs of the verification.

8. Continuous Progress: Exterior Completion Progress on construction shall be continuous. The exterior, driveway, pathways and basic landscaping shall be completed within 12 months after the start of construction.
9. Disapproval If the ACC refuses in whole or part to give an approval requested, the project shall not be undertaken, or if undertaken in violation of this Regulation, may be abated by arbitration or legal proceedings.
10. Appeal of ACC Disapproval An Owner may, by complying with Subparagraph 10.1, below, appeal to the Board of Trustees of Port Ludlow any decision of the ACC which refuses in whole or part to give an approval requested.
 - 10.1 An appeal may only be taken within 60 days after the date on which notice of the ACC decision is delivered to the Owner. The appeal must be in writing. The appeal must be delivered in person or deposited in the U.S. Mail addressed to the President or Secretary of Port Ludlow.
 - 10.2 Port Ludlow shall meet and act upon the appeal within 60 days after delivery of the appeal. Port Ludlow shall notify the Owner and the ACC of the place and time the meeting will be held.
 - 10.3 Port Ludlow may at the beginning of the meeting set such procedural rules for the meeting as appropriate. The Owner or his representative may present factual and legal reasons why the ACC's decision should be reversed or modified. The ACC or its representative may respond.
 - 10.4 Port Ludlow may retain the services of one or more experts or other persons that it finds appropriate to assist it in disposing of the appeal under such terms and conditions as it decides.
 - 10.5 The final decision of Port Ludlow to affirm, reverse or modify the ACC's decision shall

be in writing. A copy of the Port Ludlow decision shall be delivered in person to the Owner or deposited in the U.S. Mail addressed to that Owner's address as shown on the records of the Port Ludlow. If the local community authority does not concur, the ACC shall immediately meet and take such action as is necessary to resolve the conflict.

11. Tower Antennas - residential or commercial The ACC will promptly contact Owners who may be affected by a proposed tower antenna to inform them of the proposed structure and to learn their reaction to it. The ACC will promptly notify the Applicant and all respondents of its decision with respect to the proposed antenna. The Applicant shall have the rights of appeal set forth in Paragraph 10, above. Any respondent who has objected to the application may, by following the procedures stated in Paragraph 10, above, appeal to the Port Ludlow Board of Trustees any decision of the ACC which approves in whole or in part the proposed antenna.

If a respondent has objected to an application, a decision of the ACC approving in whole or in part the proposed antenna will not take effect until 60 days after the objecting respondent has been notified of the decision. If within the 60 days the objecting respondent appeals the decision of the ACC to the Board of Trustees of Port Ludlow the decision of the ACC shall not take effect until the appeal has been decided.

Article IV: Enforcement

1. Institution of Enforcement Proceedings In the event of violation of the terms of this Regulation, any Owner of any lot subject to the Restrictive Covenants of Port Ludlow or the governing Port Ludlow Organization may institute enforcement proceedings as provided in Regulation V, which by this reference is incorporated herein.
2. Prior Actions Any prior actions under previous Regulations do not set a precedent.

SECTION IV GREENBELT

The following Section governs the administration of the "Green Belt" areas, which are designated as Greenbelt, Reserve, Drainage Areas, Parks, Trails or recreation areas, on the recorded plats of Port Ludlow. Also included are

properties designated as "Wetlands", "Critical Aquifer Recharge Areas", Geologically Hazardous Areas" and "Fish and Wildlife Habitat Areas" by the Jefferson County "Critical Areas Ordinance".

Article I: Policy

1. Management of Green Belt Areas The Green Belt Committee shall define, mark and manage all of the Green Belt areas in the recorded plats of Port Ludlow.
2. Goals and Intentions The goal of the Green Belt Committee is to create a suitable blend of recreation and native growth areas. Acting in concert with Owners and Occupants immediately affected, the Green Belt Committee will maintain the Green Belt areas, consistent with its goal, to the extent possible with the resources available. To that end, the Green Belt Committee will clear and clean up Green Belt areas, and individual Owners and Occupants are encouraged to further improve the Green Belt areas adjacent to their lots, subject to approval of the Green Belt Committee.
3. Liaison with Jefferson County The Green Belt Committee shall maintain liaison with the Jefferson County maintenance department to assure proper County attention to Port Ludlow problems, other than road or drainage, that are within the scope of County provided maintenance.

Article II: General Procedures

1. Management Plan The Green Belt and Recreational Facilities Committee shall keep current a Green Belt Plan. The Green Belt Committee shall annually present the Green Belt Plan to Port Ludlow with a request for the budget needed to carry out the Green Belt Plan. The budget request shall include one or more provisions for a contingency fund, for the displacement of low priority maintenance projects, or both, in order to enable the Green Belt Committee to perform emergency maintenance. Port Ludlow shall review the Green Belt Plan and provide to the Green Belt Committee a time phased budget that will enable the Green Belt Committee to carry out the Green Belt Plan, as approved by Port Ludlow.
2. Approval Required The Green Belt Committee shall not undertake without the approval of Port Ludlow any project for the development or maintenance of the Green Belt areas or drainage easements that will cause the Green Belt Committee to exceed materially

its budget then in effect. The Green Belt Committee shall present to Port Ludlow for approval proposals for all such projects. Where practical, the proposals shall include cost bids. Port Ludlow approval shall be obtained before work on the project is contracted for or started.

3. Contact With Affected Owners With respect to all maintenance and development projects, whether or not included in the Green Belt Plan, the Green Belt Committee shall contact nearby lot Owners that might, in the opinion of the Green Belt Committee, be affected by the work.
4. Priority In preparing and carrying out its Green Belt Plan the Green Belt Committee shall give first priority to emergency maintenance and the removal of hazards, including dead trees and snags. The priority given to all other work shall be at the sole discretion of the Green Belt Committee.

In exercising its discretion the Green Belt Committee may, but is not required to, give priority to those projects with respect to which adjoining lots will agree to participate substantially in the work or expense of the project, or will agree to maintain a newly planted area.

Article III: Work on, Use of an Infringement on Green Belt Areas

1. Scope of Application of Restrictions All constraints and restrictions upon work on, use of, and infringement on Green Belt areas shall apply equally to Owners, Occupants and Owners' contractors building improvements on Owners' lots.
2. Prohibited Activities Dumping of trash, building debris, stumps, logs and rocks on Green Belt areas or drainage easements is prohibited. Any other work on, use of or infringement on Green Belt areas or drainage easements that tends to damage or destroy them or that is for any illegal purpose is also prohibited.
3. Approval Required No lot Owner shall work on, use or infringe on Green Belt areas without the approval of the Green Belt Committee.
4. Request for Approval Requests by Owners for approval of work on, use of, or infringement upon Green Belt areas shall be presented in writing to the Green Belt Committee. The request shall include a full waiver of adverse property rights.

5. Considerations The Green Belt Committee shall exercise in good faith its discretion to approve or disapprove requests by Owners for approval of work on, use of, or infringement upon Green Belt areas on the basis of the following considerations, among others.

- 5.1 Permanent structures or facilities will not be allowed.
- 5.2 Suitable plantings, tree trimming or removal and vine or brush removal will generally be allowed.
- 5.3 Clean up may be required as a condition of approval.
- 5.4 The Green Belt Committee may declare that trees taken down in a Green Belt area are the property of Port Ludlow.

6. Communication of Decision The approval or disapproval by the Green Belt Committee of a request by an Owner for approval of work on, use of, or infringement upon a Green Belt area shall be delivered in writing to the Owner making the request.

Article IV: Enforcement

1. Investigation The Green Belt Committee shall investigate all violations of this Regulation and all other misuse and abuse of Green Belt areas. The Green Belt Committee may serve upon an offender a notice of infraction requiring full correction and compliance within thirty (30) days. If the Green Belt Committee serves such a notice, a copy of it shall be provided to the local community group.
2. Institution of Enforcement Proceedings In the event of violation of the terms of this Regulation, the Port Ludlow Community may institute enforcement proceedings as provided in Regulation V, which by this reference is incorporated herein.
3. Institution of Judicial Proceeding Each Owner and Port Ludlow have a proper interest in the matters provided for in the Regulations of Port Ludlow. All such matters are specifically enforceable. In the event of violation of the terms of any Regulation, any Owner or Port Ludlow Committee may, if the Regulation so permits, institute proceedings in any court having jurisdiction of the property subject to the Regulation violated for abatement or injunction or to compel correction or recover damages and reasonable

costs of any such action or proceeding. Proceedings for abatement may include actions to compel removal, replacement or other revision of any condition that is in violation of the terms of any Regulation.

4. Agreement to Arbitrate A person, by accepting a deed to a lot, single family residence, multi-family residence, commercial property or condominium unit in the platted subdivisions and condominium projects covered by the Articles of Incorporation of Port Ludlow thereby becomes a member of the local community organization. Said person will be subject to its Articles and By-Laws and to its valid Regulations adopted pursuant to its Articles and By-Laws. Every owner agrees that any claim of violation of the terms of any valid Regulation of Port Ludlow may upon the demand of the Port Ludlow Community be settled by arbitration before a single arbitrator in accordance with the rules of the American Arbitration Association. Judgement upon the award rendered by the arbitrator may be entered in any court having jurisdiction thereof. In all other respects the arbitration shall be in conformity with the provisions of chapter 7.04 ARBITRATION of the 1987 Revised Code of Washington, as amended from time to time.
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SECTION V NOISE ORDINANCE

Article I: Definitions

Unless the context otherwise clearly indicates, the words and phrases used in this chapter are defined as follows:

1. "Ambient Noise" is the composite of noise from all sources near and far in a given environment, exclusive of occasional and transient intrusion noise sources and of the particular noise source or sources to be measured. Ambient noise shall be averaged over a period of at least 15 minutes at a location and time of day comparable to that during which the measurement is taken of the particular noise source being measured.
2. "Commercial Purpose" is the use, operation, or maintenance of any sound amplifying equipment for the purpose of advertising any business, goods, or services, or for the purpose of attracting the attention of the public to, advertising for, or soliciting patronage or customers to or for any performance, show, entertainment exhibition, or event, or for the purpose of demonstrating such sound equipment.
3. "Decibel" (dB) is a unit of sound level which denotes the ratio between two (2) quantities which are proportional to power; the number of decibels corresponding to the ratio of two (2) amounts of power is ten (10) times the logarithm to the base (10) of this ratio.
4. "Emergency Work" is work made necessary to restore property to a safe condition following a public calamity or work required to protect persons or property from an imminent exposure to danger, or work by private or public utilities when restoring utility service.
5. "Impulsive Sound" is sound of short duration, usually less than one second, with an abrupt onset and rapid decay. By way of example, "impulsive sound" shall include, but shall not be limited to, explosions, musical base drum beats, or the discharge of firearms.
6. "Motor Vehicle" includes, but shall not be limited to, automobiles, trucks, motorcycles, minibikes, snowmobiles, off road vehicles, go-carts, etc.
7. "Noncommercial Purpose" is the use, operation, or maintenance of any sound equipment for other than

a "commercial propose". "Noncommercial propose" shall mean and include, but shall not be limited to, philanthropic, political, patriotic, and charitable purposes.

8. "Octave band Noise Analyzer" is an instrument for measurement of sound levels in octave frequency bands which satisfies the pertinent requirements for Class II octave band analyzers of the American National Standard Specifications for Octave, Half-Octave, and Third-Octave Band filters, S1.11-1966 or the most recent revision thereof.
9. "Person" is a person, firm, association, co-partnership, joint venture, corporation or any entity, private or public in nature.
10. "Sound Amplifying equipment" is any machine or device for the amplification of the human voice, music or any other sound, but shall not include:
 - 10.1 Automobile radios, stereo players or television receivers when used and heard only by the occupants of the vehicle in which the same is installed.
 - 10.2 Radio, stereo players, phonographs or television receivers used in any house or apartment within any residential zone or within 500 feet thereof:
 - 10.3 Warning devices on emergency vehicles;
 - 10.4 Horns or other warning devices authorized by law on any vehicle when used for traffic purposes.
11. "Sound Level" (Noise level) in decibels (dB) is the sound measured with the "A" weighting and slow responses by a sound level meter; except for impulsive or rapidly varying sounds, the fast response shall be used.
12. "Sound Level Meter" is an instrument including a microphone, an amplifier, an output meter, and an "A" frequency weighting network for the measurement of sound levels which satisfies the pertinent requirements for Type S2A meters in American Standard Specifications for sound level meters in S1.4-1971 or the most recent revision thereof.
13. "Sound Truck" is any motor vehicle, or any other vehicle regardless of motive power, whether in motion or stationary which carries, is equipped with,

or which has mounted thereon, or attached thereto, any sound amplifying equipment.

14. Supplementary Definitions of Technical Terms. Definitions of technical terms not defined herein shall be obtained from the latest version of American Society of Testing & Materials (ASTM) C634 - *Standard Terminology Relating to Environmental Acoustics*.

Article II: Sound Level Measurement Procedure and Criteria

1. Any sound level measurement made pursuant to the provisions of this chapter shall be measured with a sound level meter using the "A" weighting and response as indicated in Section IV.01(k). Outdoor sound level measurements shall be made per *ASTM E 1014 - Standard Guide for Measuring Outdoor A - Weighted Sound Levels* or *ASTM E 1503 - Standard Test Method for Conducting Outdoor Sound Measurements Using a Digital Statistical Analysis System*. Interior sound level measurements shall be made per *ASTM 1574 - Test Method for Measurement of Sound in Residential Spaces*. The ambient noise level and the level of a particular noise being measured shall be the numerical average of noise measurements taken at a given location during a given time period.
2. Where the sound alleged to be offending is of a type or character set forth below, the following values shall be added to the sound level measurement of the offending noise:
 - 2.1 Except for noise emanating from any electrical transformer or gas metering and pressure control equipment existing and installed prior to the effective date of the ordinance enacting this chapter, any steady tone with audible fundamental frequency or overtones have 200 Hz.+5.
 - 2.2 Repeated impulsive noise +5
 - 2.3 Discontinuous noise lasting less than 5 hours +5
 - 2.4 Noise occurring five minutes or less in any period of 60 consecutive minutes between the hours of 7:00 a. m. and 10: p.m. of any day -10.

- For those cases where a sound level measurement has been made pursuant to the provisions of this chapter and two or more provisions of this chapter apply, the provision establishing the lower or lowest noise level, respectively, shall be used.

Article III: Minimum Ambient Noise Level

Where the ambient noise level is less than the presumed ambient noise level designated in this section, the presumed ambient noise level in this section shall be deemed to be the minimum ambient noise level for the purposes of this chapter.

TABLE II - MAXIMUM SOUND LEVEL - dBA (A weighted decibels) meter

In this chart, daytime levels are to be used from 7:00 a.m. to 10:00 p.m. and nighttime levels from 10:00 p.m. to 7:00 a.m.

PRESUMED AMBIENT NOISE LEVELS [dBA]

ZONE (Port Ludlow Community land use)

	DAY	NIGHT
Single Family Residential	50	40
Multi-Family Residential	60	55
Commercial	70	70

At the boundary line between two zones, the presumed ambient noise level of the quieter zone shall be used.

Article IV: Violations; Additional Remedies, Injunctions

As an additional remedy, the operation or maintenance of any device, instrument, vehicle, or machinery in violation of any provision of this chapter, which operation or maintenance causes discomfort or annoyance to reasonable persons or which endangers the comfort, repose, health, or peace of residents in the area, shall be deemed and is declared to be, a public nuisance and may be subject to abatement summarily by a restraining order or injunction issued by a court competent jurisdiction.

Article V: Enforcement, Citations

- The Noise Regulation Committee shall have the power and duty to enforce this Ordinance

- Any Building Inspector assigned to noise enforcement inspection shall have the power, authority and immunity of a public officer and employee, as set forth in the Penal Code of the State of Washington to make arrests without a warrant whenever such employee has reasonable cause to believe that the person to be arrested has committed a misdemeanor in his presence which is a violation of any provision set forth in Section IV.05(a) of this chapter.

The provision of said Penal Code section regarding issuance of a written promise to appear shall be applicable to arrests authorized herein.

Article VI: Radios, Television Sets and Similar Devices

- It shall be unlawful for any person within any zone of the Community to use or operate any radio, musical instrument, phonograph, television receiver, or other machine or device for the producing, reproducing or amplification of the human voice, music, or any other sound, in such a manner, as to disturb the peace, quiet, and comfort of neighboring occupants or any reasonable person residing or working in the area.
- Any noise level caused by such use or operation which is audible to the human ear at a distance in excess of 150 feet from the property line of the noise source, within any residential zone of the Community or within 500 feet thereof, shall be a violation of the provisions of this section.
- Any noise level caused by such use or operation which exceeds the ambient noise level on the premises of any other occupied property, or if a condominium, apartment house, duplex, or attached business, within any adjoining unit, by more than five (5) decibels shall be a violation of the provisions of this section.

Article VII: Air Conditioning, Refrigeration, Heating, Pumping, Filtering Equipment

- It shall be unlawful for any person, within any zone of the community to operate any air conditioning, refrigeration or heating equipment for any residence or other structure or to operate any pumping, filtering or heating equipment for any pool or reservoir in such manner as to create any noise which would

cause the noise level on the premises of any other occupied property or if a condominium, apartment house, duplex, or attached business, within any adjoining unit, to exceed the ambient noise level by more than five (5) decibels.

2. This section shall not be applicable to emergency work, as defined in Section IV.01© of this chapter, or to periodic maintenance or testing of such equipment reasonably necessary to maintain such equipment in good working order.

Article VIII: Other Machinery, Equipment and Devices

Except as to the equipment and operations specifically mentioned and regulated elsewhere in this chapter, and except as to aircraft, tow tractors, aircraft auxiliary power units, trains and motor vehicles in their respective operations governed by state or federal regulations, no person shall operate or cause to be operated any machinery, equipment or other mechanical or electrical device in such manner as to create any noise which would cause the noise level on the premises of any other occupied property, or if a condominium, apartment house, duplex, or attached business, within any adjoining unit, to exceed the ambient noise level by more than five (5) decibels. This section shall not be applicable to emergency work, as defined in Section IV.01© of this chapter, or to periodic maintenance or testing of such equipment reasonably necessary to maintain such equipment in good working order.

Article IX: Maximum Noise Level of Power Equipment or Powered Hand Tools

1. No person shall operate or cause to be operated any power equipment or powered hand tool that produces a maximum noise level exceeding the following noise limits at a distance of 50 feet therefrom:
 - 1.1 Construction and industrial machinery including crawler tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrappers, wagons, pavement breakers, compressors and pneumatic powered equipment - 75 dB_A

- 1.2 Agricultural tractors and equipment - 75 dB_A

- 1.3 Powered equipment, 29 HP or less, intended for infrequent use in residential area, including chain saws, log chippers, & power tools - 75 dB_A

- 1.4 Powered equipment intended for repetitive use in resident areas, including lawn mowers, gardener's backpacks, small lawn and garden tools and riding tractors - 65 dB_A.

2. Said noise limitations shall not apply where compliance therewith is technically infeasible. The burden of proving that compliance is technically infeasible shall be upon the person or persons charged with a violation of this section. Technical infeasibility shall mean that said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers and/or any other noise reduction device or techniques during the operation of the equipment.

Article X: Places of Public Entertainment

It shall be unlawful for any person to operate, play or to permit the operation or playing of any radio, television receiver, phonograph, musical instrument, sound amplifying equipment, or similar device which produces, reproduces, or amplifies sound in any place of public entertainment at a sound level greater than 95 dB_A at any point that is normally occupied by a customer, unless a conspicuous and legal sign is located outside such place near each public entrance stating: "WARNING: SOUND LEVELS WITHIN MAY CAUSE HEARING IMPAIRMENT".

Article XI: Vehicle Repairs

It shall be unlawful for any person, within any residential property located within any residential zone of the Community or within 500 feet thereof, to repair, rebuild, reconstruct or dismantle any motor vehicle between the hours of 8:00 p.m. of one day and 8:00 a.m. of the next day in such manner:

1. That a reasonable person residing in the area is caused discomfort or annoyance,
2. That such activity is audible to the human ear at a distance in excess of 150 feet from the property line of the noise source, and
3. As to create any noise which would cause the noise level on the premises of any occupied residential property, or if a condominium, apartment house or

duplex, within any adjoining unit, to exceed the ambient noise level by more than five (5) decibels.

Article XII: Motor Driven Vehicles on land, water or airborne.

1. It shall be unlawful for any person to unreasonably operate any motor driven vehicle upon any property within the Community or unreasonably accelerate the engine of any vehicle, or unreasonably sound, blow or operate the horn or other warning device of such vehicle in such manner:
 - 1.1 As to disturb the peace, quiet and comfort of any neighborhood or of any reasonable person residing in such area,
 - 1.2 That such activity is audible to the human ear at a distance in excess of 150 feet from the property line of the noise source,
 - 1.3 As to create any noise which would cause the noise level on the premises of any occupied residential property, or if a condominium, apartment house or duplex, within any adjoining unit, to exceed the ambient noise level by more than five(5) decibels.
2. This section shall not be applicable to any vehicle which operated upon any public highway, street or right-of-way or to the operation of any off-highway vehicle to the extent it is regulated in the Vehicle Code.
3. Any automobile laundry, wash rack, or similar operation in which power driven or steam cleaning machinery is used, shall be constructed and/or arranged to attenuate noise levels to the acceptable levels of Table II. The operations shall be so conducted that the noise emanating therefrom, as measured from any point on adjacent property, shall be no more audible than the noise emanating from the ordinary street traffic and from other commercial or industrial use measured at the same point on said adjacent property; provided, however, that in no event shall it be necessary to reduce the noise from such laundry or wash rack to below the level provided in Article III of this Code.

Article XIII: Industrial Noise

1. No crushing, smashing, baling or reduction of metal

is conducted on the premises unless such is conducted without producing substantial amounts of dust and is so conducted that the noise emanating therefrom, as measured from any point on adjacent property shall be no more audible than the noise emanating from ordinary street traffic and from other commercial or industrial use, measured at the same point on said adjacent property; provided however, that such noise shall be permitted in the event it does not exceed the levels provided in Section IV.03 of this Code as measured from any point on adjacent property in any zone.

Article XIV: Construction for Sound Isolation Control

1. Any structure within Port Ludlow shall be constructed to attenuate sounds between occupied units sufficient to render normal speech non-intrusive in the adjacent occupancies. In Single Family Residences this refers to the exterior envelope that separates the units (i.e. the walls of both structures combined). In Multi-Family Dwellings and Commercial structures, where there is more than one tenant, this refers to the individual dwelling unit, office or commercial space interior envelope including; floor/ceiling assembly, party walls, exterior walls, roofs, doors, windows, and common utilities such as heating ducts, pipes and power/signal lines.
2. Demising sound barriers, including any penetrations, between occupancies shall be designed and constructed to provide a **Sound Transmission Class (STC) rating of 50** when field tested in accordance with *ASTM E336 - Test Method for Measurement of Sound Isolation in Buildings*. For initial approval by the ACC, construction details shall demonstrate at least a 50 STC when tested in an independent acoustical laboratory, approved by the National Laboratory Accreditation Program (NVLAP) and tested per *ASTM E-90 - Test Method for Laboratory Measurement of Airborne Sound Transmission Loss of Building Partitions*. Any penetrations such as doors, windows, pipes and ducts shall maintain the sound attenuation characteristics of the demising sound barrier (i.e. 50 STC). In lieu of sound tests and submission of test reports, a statement that the design and construction will satisfy the intent of the foregoing by an active member of the National Council of Acoustical Consultants (NCAC) is acceptable.

3. Selection and location of noisy equipment such as pumps, air conditioners, heat pumps, pool filters, exhaust fans and the like shall be quieted so as to meet the criteria of Table II. Certification of satisfaction of this requirement may be in the form of test reports conducted in a NVLAP approved facility. In lieu of test report certification, a statement by a member of NCAC who has reviewed the plans, specifications and site will be acceptable to the ACC.
4. Designs for acoustical control are varied. Where there is conflict or lack of understanding of a principal, criteria, material, system or design option, the contending parties are advised to reference the pertinent section of the *Noise Control Manual* as published by the Noise Control Association, Von Nostrand Reinhold Publisher (now known as Chapman & Hall). This document and its references will be used to resolve any issue not covered in this ordinance.

Uniform Building Code, Appendix, Chapter 70. Plans and specifications shall assure run-off water will not adversely affect neighboring or downhill properties.

COORDINATION WITH HOMEOWNERS ASSOCIATIONS

Authority and enforcement of these regulations apply to all properties within the UGA boundaries, and the Community Planning Area be they residential, commercial, general use, or any other zoning designation, within the area known on Jefferson County current records as being within the Port Ludlow Community. These regulations supplement all the Port Ludlow sub-community organization (listed below) Articles of Incorporation, By-Laws, & Restrictive Covenants as recorded by Jefferson County, Washington.

The following Port Ludlow Homeowners Associations and sub-community organizations are hereby recognized (but not limited to) as being a part of the Port Ludlow Community:

SECTION VI SIGN ORDINANCE

All signs in the Port Ludlow Community shall be in keeping with the "village in the woods by the bay" theme. Other than street identification signs approved by the Port Ludlow Community and Jefferson County, there shall be no signs allowed in residential areas. Approved real estate signs will be allowed during the time of active promotion.

Commercial signs shall be limited to identification of the particular business. All such signs must be approved by the Sign Ordinance Committee. Generally the signs must be of earth tone colors, not larger than 4 feet by 8 feet, and not protruding above the roof line of the business they advertise.

All other signs shall be discouraged. Exceptions will be allowed provided approval is obtained for a specific sign design as approved by the Sign Ordinance Committee. (Note: In the absence of this committee, the responsibility for this activity shall be the Architectural Control Committee - ACC as defined in the Codes and Restrictions of this document.)

SECTION VII GRADING & EXCAVATION ORDINANCE

All grading and excavation in the Port Ludlow Community shall be in full compliance with the current edition of the

NORTH BAY ORGANIZATIONS:

1. Ludlow Maintenance Commission, Inc. Ludlow Maintenance Commission, Inc., which after this is referred to as "the LMC", is a nonprofit corporation established for the purposes set forth in Article 6 of its Articles of Incorporation.
2. Ludlow Lot Owners Association, herein after referred to as LOA is a nonprofit volunteer organization representing the lot owners in North Ludlow Bay.
3. North Bay Condo Associations #1 and #2, organizations representing North Bay Village Owners.
4. Admiralty I and II owners associations.

SOUTH BAY ORGANIZATIONS:

1. South Bay Community Association (Master)
2. Bayview Village Association
3. Greenview Village Association
4. Fairwood Village Association
5. Teal Lake Village Association

6. Ludlow Point Village Association, Division III
7. Ludlow Point Village Association, Division IV
8. Inner Harbor Village Condo Association
9. South Bay Estates Association
10. Hidden Cove Association
11. Fairway Village Association
12. Highland Greens Condo Association
Creekside Village Association (proposed)
Edgewood Village Association (proposed)
Ironwood Village Association (proposed)

PORT LUDLOW AREA ORGANIZATIONS

1. Committee of Ludlow Owner Associations (CLOA)
2. Greater Port Ludlow Community Council (GPLCC)
3. Port Ludlow Chamber of Commerce
4. Protect Ludlow Bay Committee