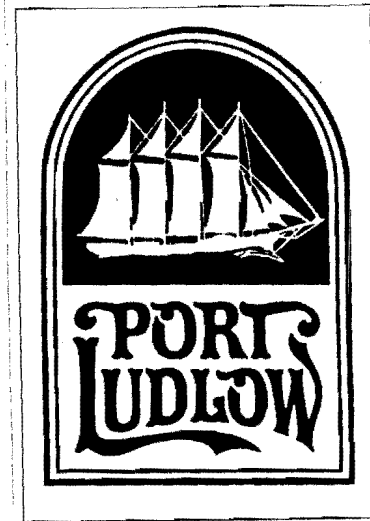


PORT LUDLOW

A MASTER PLANNED RESORT COMMUNITY

LONG RANGE PLAN



Prepared by

THE PORT LUDLOW VILLAGE COUNCIL
COMMUNITY DEVELOPMENT COMMITTEE
Long Range Plan Sub-Committee

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INTRODUCTION

The Port Ludlow Master Planned Resort Long Range Plan is an outgrowth of the community's original 20 Year Plan completed in 1995 and amended several times during subsequent years. That plan became the foundation for the issues addressed during the expanded work of twenty three committees during a three year Community Planning Forum. The original 20 Year Plan was written by community members in response to a request from County government for citizen participation in creating guidelines for development within the future Port Ludlow MPR zone, and was endorsed by the developer, Pope Resources. The document remains as a valuable resource for the community along with the multiple volumes produced by the Forum.

Subsequent to the original 20 Year Plan and the Community Forum documentation, the Jefferson County Comprehensive Plan and the Port Ludlow MPR zoning ordinances(Development Regulations) have been adopted by the County. Moreover a Development Agreement between Jefferson County and the Developer(and Successors) has been executed and signed, and the Developer has filed deed restrictions attached to all Developer-owned property in the form of a Development Standards Covenant, similar to the CC&Rs attached to both the Community's Master Associations(the LMC and the SBCA) and to the individual Home Owner Associations.

Many of the issues addressed in the 20 Year Plan and the Community Planning Forum have been resolved through the adoption of these documents. The designation of Port Ludlow as an MPR in the Jefferson County Comprehensive Plan serves to further define the Community's future structure.

The Port Ludlow Master Planned Resort Long Range Plan is intended to be a complementary and supplemental document to the legally-binding and enforceable State, County, and Developer documents, and to the individual Community Homeowner Associations Articles of Incorporation, By-laws and CC&Rs. While we acknowledge these Long Range Plans have no legal status or authority, we recognize the importance of establishing and maintaining a level of design and aesthetic standards on Developer-owned resort, commercial, recreational, and multi-family properties. These standards should be at least equal to, and in adherence with, the CC&Rs on privately-owned properties which influenced our residents to buy in the community and which they ardently seek to preserve.

The objective of this revised and updated Long Range Plan is to create a practical working document as a strategic guideline for the Community's use in dealing with government officials and developers, in introducing community standards and aspirations to new residential and commercial parties, and as a master list or bellwether against which the Port Ludlow Village Council, its Committees, and the Community at large can measure performance and progress. This Long Range Plan will be reviewed periodically and revised, when necessary, as the Community matures.

PORT LUDLOW YESTERDAY AND TODAY

HISTORICAL PERSPECTIVE

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 adjacent 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 was not 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 and Talbot still owned most of the property around Ludlow Bay, and in 1967 its subsidiary, Pope and Talbot Development Co., drew up a plan for a town of 6000 dwelling units. The North Bay area was the first to be developed. It included a small village center, single family homes and condominiums, a resort complex with a marina, a restaurant, conference facilities, a homeowners club(Beach Club) with tennis courts and a swimming pool, and extensive greenbelts throughout the community. In 1975 an eighteen hole golf course was built in the South Bay area with a few homes and condominiums scattered along the fairways. The utilities were placed underground throughout the development.

In 1985 Pope & Talbot Co. was succeeded by a limited partnership, Pope Resources. A revised Development Plan was produced in 1987, which shifted the focus from a town concept to one aimed at retirees, and the scale of the project was reduced by two thirds. The commercial center was expanded and another nine holes were added to the golf course. The focus of new developer-driven residential building shifted into the South Bay area with single family homes and condominiums. In 1990 an additional homeowners club(Bay Club) with recreational facilities and conference space was built for the convenience of South Bay residents.

By 1992, about 560 dwelling units had been built under the 1967 and 1987 plans. A final environmental impact statement outlined the proposed development of the Port Ludlow Resort Community as established in the 1987 plan. It called for another 700 residential lots on 1200 acres on sites throughout the development. It also included a 37 room Inn adjacent to the existing Resort, an expanded Marina, some retail space, and a new golf clubhouse. The County Commissioners adopted the plan in 1993.

In 1996 the Developer initiated a Community Planning Forum. This involved several hundred citizens on twenty-three committees over a period of two and a half years. The Community developed a consensus with the Developer about what would constitute a "hallmark" community.

In 1997 Pope Resources created a number of subsidiary companies to manage the various elements of its business. Olympic Resources Management was formed first, followed by Olympic Property Group and its multiple subsidiaries.

In 1998 the State Legislature adopted a new land-use designation, Master Planned Resort (MPR), that counties could use as part of their Comprehensive Plans. This is significant in that it created a land-use designation that is tailored for developments of mixed residential, recreation, and resort usage. As part of its Comprehensive Plan Jefferson County subsequently designated Port Ludlow as the only MPR in the county, established a firm MPR boundary, and placed a cap on residential development within that boundary.

Publication of a monthly village newsletter, The Port Ludlow Voice, commenced in 1998 and has markedly enhanced communication among residents of the Village.

In October of 1999 the Port Ludlow Village Council (PLVC) was established to address issues common to the Port Ludlow Master Planned Resort Community and to provide a legally-recognized entity to deal with State and County governments, and the Developer with regard to community-wide problems.

A Zoning Ordinance for the Port Ludlow MPR was adopted by Jefferson County in 1999. The Development Regulations were crafted through an extensive mediation process that included citizens of the Community, the County, and the Developer (Olympic Property Group). A cap was set at build-out of 2250 residential units and 325 Measured Equivalent Residential Units for commercial use.

A "Progress Report on the Developer/Community Partnership for the Port Ludlow MPR" was issued in May of 2000 and highlighted past accomplishments of the Planning Forum and addressed goals for the future.

A Development Agreement for the Port Ludlow MPR was executed, and recorded, between Olympic Property Group and Jefferson County, and became effective in May 2000 with a twenty year duration. The Agreement provided a needed element of certainty for both the Developer and the Community, and complemented the new Zoning Ordinance.

In August, 2000, Olympic Property Group recorded a set of Design Guidelines as Restrictive Covenants, Conditions and Restrictions (CC&Rs) against its undeveloped land within the boundaries of the Port Ludlow MPR.

The Development Agreement and the Design Guidelines (or Development CC&Rs) were formulated during the Planning Forum process through mutual effort of citizens of the Community and the Developer. The Development Agreement and CC&Rs on the current Developer run with the land and bind future development regardless of whoever the owner may be.

TOPOGRAPHY AND GEOLOGY

The Port Ludlow MPR is on Ludlow Bay, which opens onto Admiralty Inlet and is separated from Hood Canal by Tala Point. The Bay encompasses about 1500 acres carved out during the glacial era to a mean depth of 47 feet. The lowlands around Burner Point are largely fill, brought in to give the early sawmills more level area. The uplands are comprised of glacial till with occasional outcrops of Eocene basalt of submarine origin. Ludlow Creek and several small intermittent streams flow into the Bay. Wetlands line the creeks, groundwater levels fluctuate with the season, seepage is common on some slopes, and where the slopes have been clearcut the soil is often subject to erosion.

CLIMATE

The average temperature in Port Ludlow is in the 60s in the Summer and in the 40s in the Winter. Port Ludlow is on the flanks of a rain shadow created by the Olympic Mountains and annual rainfall averages 25 inches, occurring mostly in the winter months. It is also in a convergent zone of winds coming around both sides of the Olympics. Prevailing winds are moderate but sudden shifts in wind direction are common. Port Ludlow is in a maritime climate zone and hence cloudy and foggy weather is not uncommon. Extremes such as snow or heat waves are a rarity.

FLORA

The MPR is surrounded by timberlands owned by Pope Resources that provide significant recreational resources. Original stands of Douglas fir, cedar, hemlock and spruce were logged in the late 1800s. Much of the land has been reforested and some second-growth timber has reached considerable size. In addition to conifers, the area has maple, alder and madrona. The understory consists of rhododendrons, salmonberries, Oregon grape, salal, huckleberry, blackberry, sedge, skunk cabbage, thistle, digitalis(foxglove),and several noxious weeds.

The Sunset Western Garden Book places Port Ludlow in its Zone 5 where mild ocean air moderates winters in the area, and notes that the region produces some of the finest rhododendrons, Japanese maples, and rock garden plants anywhere. The mildness favors leafy vegetables and flowering ornamental plants like fuchsias and calendulas. The annual growing season is normally over 250 days. The lowlands along the coast were once covered with forest, so native woodland plants like trillium, piggy-back plant, and a host of ferns thrive here, as do forest-edge trees like vine maples and dogwoods.

WILDLIFE

Deer, coyotes, racoons, squirrels and chipmunks are abundant. There are occasional sightings of bear, cougar, fox, rabbit and bobcat. The Bay is visited by river otter, beaver, harbor seal, and small amphibians. Whales are occasionally spotted. Great blue herons, gulls, ducks, cormorants, grebes, loons, brants and osprey abound. Hawks, owls and bald eagles may be sighted. Land birds include songbirds, goldfinchs, Stellars jays, woodpeckers, and quail. A few young salmon and trout possibly use Ludlow Creek, but the Bay itself is little used for fishing. Oysters, clams and crab are found in the tidelands.

PORT LUDLOW TODAY

The residents of Port Ludlow have said that they selected the community as a place to live because of the natural beauty of its environment--the mountains, the woods, and the bay; the excellent recreational facilities and opportunities--the golf course and marina; the social organizations and activities offered through the member clubs, and the association CC&Rs which manage the quality of growth and development in the area.

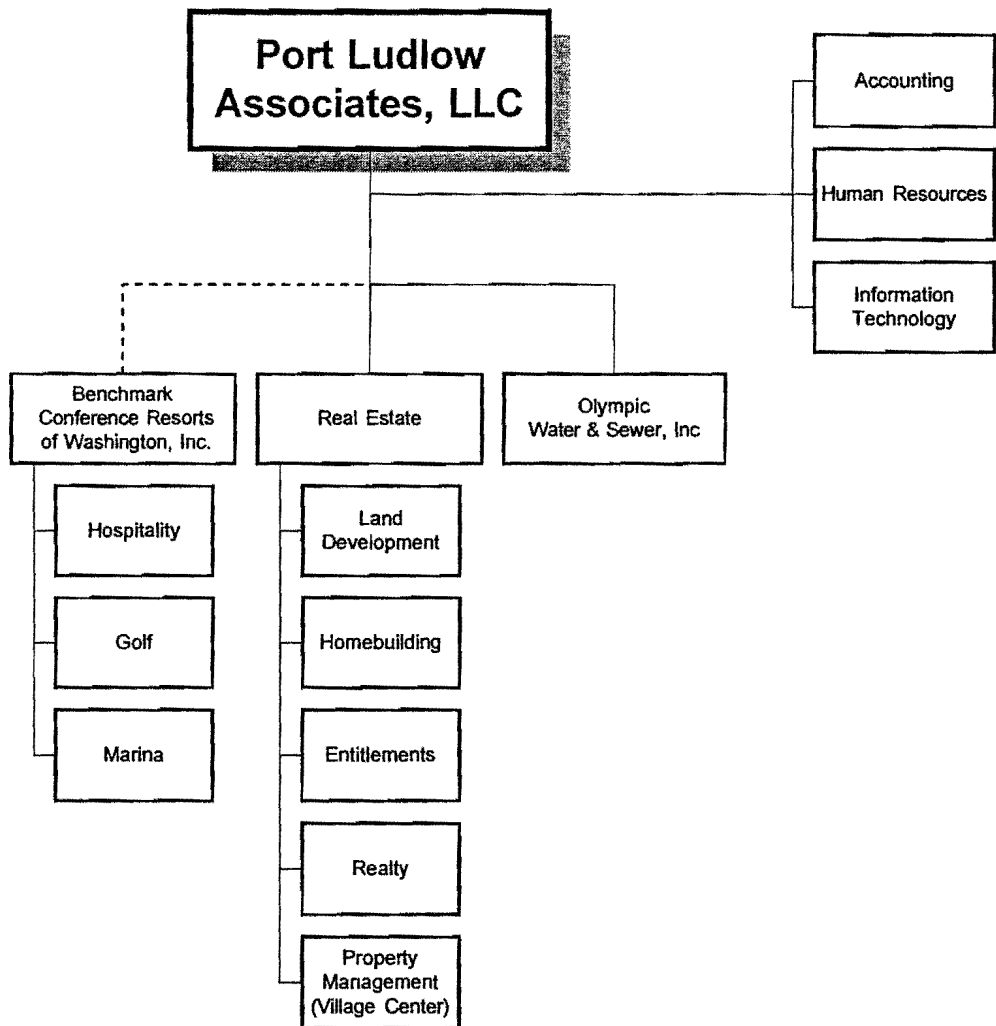
The demographics of Port Ludlow as it expands will probably reflect a more diversified population both in age and in interests. Planning for this evolution will require inclusion of many new services and facilities over the long range. The following chapters of the Port Ludlow MPR Long Range Plan attempt to articulate the current community-based objectives and strategies needed to incorporate these changes into the present character of Port Ludlow. The intent is to preserve Port Ludlow's quasi-rural character as the commercial, residential and recreational entities in the community are developed to their full potential.

In August 2001 Olympic Property Group completed the sale of all of its physical assets within the Port Ludlow MPR to HCV Pacific Properties of San Francisco. HCV will operate within the PL MPR as Port Ludlow Associates LLC with the organizational structure outlined in the chart on the next page. It is the intention of the new owners to complete the build out of Port Ludlow and to develop the resort properties into a premier Destination Resort and Conference Center. The Development Agreement executed between Olympic Property Group and Jefferson County in May 2000 has now passed with the land to Port Ludlow Associates.

The timbered uplands surrounding the Port Ludlow MPR continue to be owned by Pope Resources and are managed by Olympic Resource Management whose offices are in Poulsbo.

SOURCES

The documents pertinent to Port Ludlow and its future are listed in Appendix I and are available for examination, study, and copying at both the Bay Club and the Beach Club.



BUILDING AND LAND USE

Building and land use for the Port Ludlow Master Planned Resort is controlled by the Port Ludlow Zoning Ordinances (Development Regulations) which are in compliance with the County Comprehensive Plan for the MPR and the Washington State Growth Management Act. Residential and commercial build-out is additionally subject to the CC&Rs attached to the multiple associations throughout the Community and also to the Developer.

Pope Resources originally exempted its own buildings from the CC&Rs, including the Resort, the Inn, the surrounding town houses, and the commercial areas. In August 2000, Pope Resources filed with the County the Port Ludlow Master Planned Resort Master Declaration of Covenants, Conditions, and Restrictions, covering all undeveloped community properties within the MPR boundaries owned by its subsidiaries. This set of CC&Rs completed the CC&Rs on all properties within the Port Ludlow MPR.

CC&Rs for the North Bay, originally written by Pope and Talbot and recorded in Jefferson County, are controlled and enforced by the Ludlow Maintenance Commission (LMC). All property owners in the North Bay are members of the LMC. Some condominium and homeowner associations have additional CC&Rs.

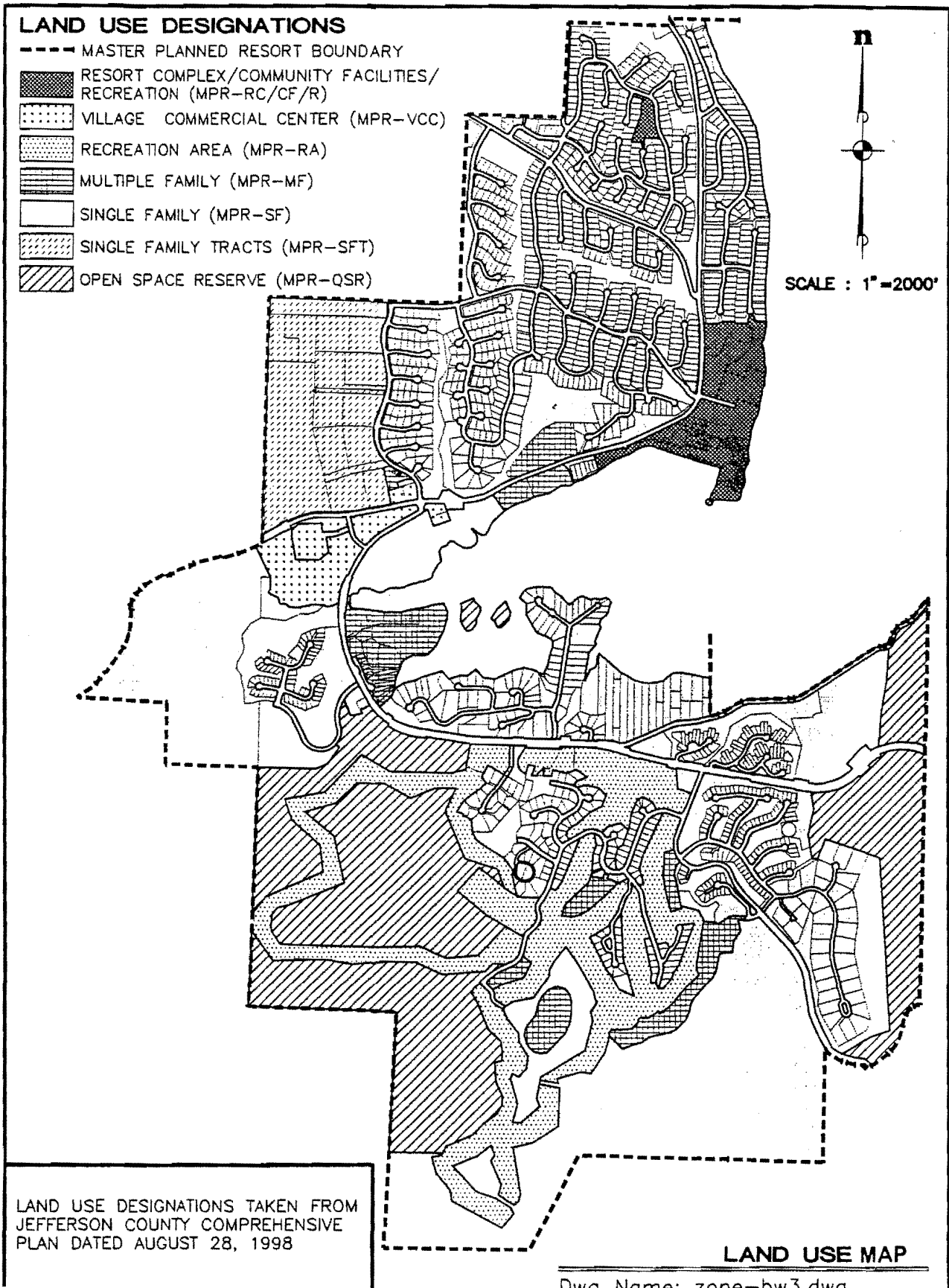
Building in most of the South Bay is controlled by the CC&Rs of a master membership organization called the South Bay Community Association (SBCA). However South Bay also has multiple "clusters" of home and condominium associations each with CC&Rs tailored to their neighborhoods. Two associations, (Highland Greens Condo Association and South Bay Estates Association) are not members of the SBCA but have their own CC&Rs.

The Community goal is to complete buildout of the Port Ludlow MPR as provided for and as allowed through the county-adopted zoning ordinance (No. 08-1004-99). All development within the seven MPR zones is subject to these Jefferson County Development Regulations that describe the permitted land uses, densities, and design guidelines for each MPR zone. The land use designations are:

- Single Family (MPR-SF)
- Single Family Tracts (MPR-SFT)
- Multi-family (MPR-MF)
- Resort Complex/Community Facilities (MPR-RC/CF)
- Village Commercial Center (MPR-VC)
- Recreation Area (MPR-RA)
- Open Space Reserve (MPR-OSR)

A strong consensus in the Community advocates maintaining the quasi-rural character and aesthetics of Port Ludlow by the retention of as many native trees as is practical during site development and construction. It also encourages new plantings using varieties of trees and shrubs whose long-term growth habits provide the desired privacy along property lines, but do not unreasonably impair views and sunlight.

Port Ludlow Master Planned Resort Boundaries and Land Use (zoning)



PORT LUDLOW
HOMEOWNER AND CONDOMINIUM ASSOCIATIONS

October 2001

	Built Homes ~~~~~	Unbuilt Lots ~~~~~	Condos ~~~~~
<u>LUDLOW MAINTENANCE COMMISSION</u>			
Port Ludlow 1 - 6 & 9	561	365 [*]	
Port Ludlow No. 7	10	6 [*]	
Ludlow Bay Village(Town Homes)	19	**	
North Bay Condos No. 1			30
North Bay Condos No. 2			24
Admiralty I Condos			40
Admiralty II Condos			24
	~~~~~	~~~~~	~~~~~
<u>Sub-Total</u>	590	371	118

Total assessed LMC units = 1079^{***}

* A total of 4 lots yet to be sold will eventually become LMC members.

** A total of 39 platted lots in Ludlow Bay Village may eventually become LMC members.

*** The LMC also has 17 "contract" members who are members of the Highland Greens Condo Association or the South Bay Estates Association.

SOUTH BAY COMMUNITY ASSOCIATION

Bayview Village	55	0	
Edgewood Village	24	3	
Fairway Village	14	0	
Fairwood Village	19	0	
Greenview Village	15	1	
Inner Harbor Village Condo Association			46
Ludlow Point Village Division I	33	3	
Ludlow Point Village Division II(Hidden Cove)	12	2	
Ludlow Point Village Division III	16	2	
Ludlow Point Village Division IV	20	2	
Teal Lake Village	94	4	
Timberton Village(Phases I, II & III)	45	33	
Woodridge Village	29	6	
	~~~~~	~~~~~	~~~~~
<u>Sub-Total</u>	376	56	46

OTHER SOUTH BAY RESIDENTIAL PROPERTIES

Bayside Short Plat	4		
Highland Greens Condo Association			38
Ludlow Beach Tracts	17	3	
South Bay Estates Association	60	50	
	=====	=====	=====
GRAND TOTAL	1047	480	202

Approximately 450 additional lots remain for future development.

RECREATION

The natural surroundings of the Port Ludlow area afford multiple recreational opportunities, available to residents and visitors alike, but which still preserve wildlife habitat and pristine open spaces. Walking trails are an integral part of the Community plan, and provide buffers between residential "clusters", homeowners clubs, and resort facilities. Community residents endorse the expansion and upgrade of existing facilities to increase recreational opportunities. These improvements should interface in size and aesthetics with other permanent structures and should blend in with the character and setting of the Port Ludlow MPR.

PARKS, RESERVES, AND TRAILS

The Port Ludlow MPR has only one major park, Kehele, which is owned and managed by the LMC. It includes tennis courts, pickle-ball court, horseshoe pits, children's playground, and barbeque and picnic facilities. Expansive common grounds surround the Resort complex, the Heron Beach Inn, the Bay Club, and the Beach Club. As development continues the Community will encourage the developers to allocate land for additional parks, trails, and natural buffers.

When the MPR Zoning Ordinance was adopted in 1999 approximately 400 acres of the Port Ludlow MPR was zoned "Open Space Reserve". This acreage includes both forested uplands and the Twin Islands in Ludlow Bay. Zoning for these areas precludes any development beyond recreational access. Ownership, use, and management of these areas needs to be defined more specifically in the future.

The Ludlow Creek Nature Preserve extends along both banks of the Creek with set-backs established to protect the flora and fauna, the Ludlow Cascades, and the fish ponds upstream. The Preserve is accessible from the Commercial Center by a self-guided interpretive nature walk that has been incorporated into the Community trail system. The Nature Trail has been constructed by Pope Resources as a memorial to David Cunningham, a long time Pope officer who was active in Community development. Further expansion and development of the Nature Preserve along lower Ludlow Creek and inner Ludlow Bay should be encouraged.

The Community trail system, as it presently exists, is a series of short, discontinuous segments scattered throughout the MPR. Its major component is the 4.3 mile Timberton Loop Trail, mostly on Pope Resources land, for which a good trail guide and trail markers have been developed. The PLVC Natural Resources Trail Subcommittee has completed a map of the current trail system and has identified potential areas for future expansion. Currently the trail system encompasses properties of several ownerships including LMC, SBCA, individual Homeowner Associations, the County, Pope Resources, and the Developer. A stewardship program for the security and maintenance of the existing and future trail system should be implemented by mutual consultation among these groups. Community trails should also be designed to tie in with other County public trails outside the Port Ludlow MPR.

The recreational trails and paths should be maintained for the primary use of pedestrians and for secondary use by cyclists at speeds no faster than a jogging pedestrian, with the clear understanding that pedestrians always have the right-of-way.

RESORT

Restaurant and bar facilities at several locations in the Resort Complex are popular with local residents as social gathering places and should receive a considerable degree of upgrading during future development of the Resort. Historically, discounts have been made available to local residents throughout the entire spectrum of the Resort operation, including the Golf Course. It is the sincere hope of the residents of the MPR that this traditional advantage will always be maintained.

GOLF COURSE

The 27-hole Port Ludlow Golf Course is privately owned by the Developer and as a Community amenity it is a significant asset to property owners, both for the golf experience and for the views. The facility is open to Port Ludlow MPR property owners and to the general public both for membership and for occasional play. Highest priority should be given to upgrading and expanding the clubhouse and other facilities at the golf course in order to recapture the reputation as a premier golfing destination that Port Ludlow enjoyed in the past. If possible, Port Ludlow residents should be given priority when assigning tee times.

TENNIS

The Kehele Park and Beach Club tennis courts are owned by the LMC but are available for play to all residents of the Port Ludlow MPR. The tennis courts near the golf clubhouse are in poor condition and should either be upgraded or replaced by a comparable facility somewhere else in the South Bay area. A four court complex would facilitate group instruction and play. If economically feasible, an indoor tennis facility would be desirable at the Resort, and would also probably attract significant membership from Port Townsend, as well as within Port Ludlow.

MARINA

The Port Ludlow Marina, a 300-slip facility, includes a supplies outpost/deli/gift store and is privately owned by the Developer. Most of the boat slips are leased with space preference given to property owners within the Port Ludlow MPR. Ludlow Bay and the Resort have been long-time destinations for boaters in area waters. The Marina provides short-term dockage for visiting vessels such as members of other yacht clubs with whom the Port Ludlow Yacht Club maintains reciprocal privileges. Other private clubs and residences within Ludlow Bay have additional moorage for members or personal use. Larger boats are often seen anchored in the Bay or in the Inner Harbor.

Commercial use of the Marina is active with charter boats, fishermen, chartered seaplanes, and public safety craft. Kayaks, dinghies, canoes and paddle boats dot the waters. There is currently a large waiting list for dock space and the demand continues to increase with the growth of permanent residents in the area. The Marina is currently in the process of seeking permits for expansion by approximately 1/3 and may require still further expansion when the Port Ludlow MPR is fully built out.

The harbor ambience has a special attraction and aesthetic appeal that is important to preserve in this water-oriented community. Accordingly the use of personal watercraft in Ludlow Bay should be strongly discouraged as should the presence of any live-a-boards on boats anchored in the Bay.

FISHING

Development of a Community fishing facility is being pursued along the eastern shore of Teal Lake, a small fresh-water lake on the upland just south of the Port Ludlow MPR boundary. Completion will require participation by the land owner(Pope Resources), Port Ludlow residents, and the Washington State Department of Fish and Wildlife. The facility will provide improved parking, a picnic area, a new dock and small boat ramp. The lake will be open to area-wide residents and visitors for fishing and daytime recreational use. A partnership will be established among the involved parties for oversight and maintenance of the area.

CLUBS

Private recreational facilities include the Beach Club serving North Bay residents and the Bay Club serving South Bay residents. Membership in these clubs is through ownership of property in one area or the other. However, members have encouraged reciprocal use open to the entire Community with complementary meeting and hobby rooms, performance and dinner halls, swimming pools, exercise equipment, pool tables, squash and tennis courts. These facilities provide the significant indoor recreational opportunities needed in this climate but current levels of usage indicate a need for expansion as the Port Ludlow MPR builds out. Membership and operations management will continue to be limited to Port Ludlow MPR property owners, though usage by Resort guests will be encouraged. Future expansion plans should be coordinated between the two clubs to complement both one another and future Resort facilities that may be available for Community use. In particular the Community needs a significantly larger meeting room that could be used for major Community events, especially one equipped for stage events.

COMMERCIAL

The Port Ludlow Master Planned Resort Community requires a certain level of commodities and services within the immediate area. As the numbers of permanent residents and visitors increases, the need and corresponding ability to support these goods and services will increase proportionately, leading to the expansion of the Commercial Center.

There is a strongly expressed desire on the part of many within the Port Ludlow community to see an expanded, upgraded, and up-scaled coterie of shops in the Commercial Center just as soon as the demographics permit. It is hoped that the new developer will move imaginatively and aggressively to improve the Commercial Center either with its own monies or by sale or lease to other potential developers. The most frequently expressed request is for a relatively small, but well-stocked grocery store.

Properties zoned for commercial retail development, aside from the Resort properties, are centrally located in the community. (Other "commercial" properties are included in a Resort Complex/Community Facilities/Recreation Zone and could include the golf course, the marina, meeting rooms, and restaurants.) The Port Ludlow retail center development and expansion should be designed as a compact neighborhood complex with pedestrian orientation and open spaces. Service entrances and delivery unloading areas should be hidden from the streetscape and public spaces. The commercial center may in the future include a town meeting hall, medical facilities, and any number of shops and services included on the permitted use list of the Port Ludlow MPR zoning ordinances.

PARKING

Additional parking will be required to accommodate an expanded commercial center. Parking areas should be minimized and buffered with attractive landscaping. Adequate handicapped parking should be the most accessible to the facilities. Bicycle racks should be available.

LIGHTING AND SIGNAGE

Lighting of parking areas and access ways should be attractive and understated and should be positioned to minimize illumination and glare in areas beyond the Center. Commercial center signage should be encouraged to have earth tone colors, and to not protrude above the roof lines of the businesses.

The Community Development Committee of the Village Council should work to develop guidelines for signage that would be consistent throughout the entire Community and that would be acceptable to the Resort, the Developer, the business community and the residents.

TRANSPORTATION

The Port Ludlow Master Planned Resort Community should be promoted as a destination rather than as a thoroughfare. In order to avoid becoming a way-point bisected by a major through-traffic corridor we encourage the long-term development of a system of by-passing roadways, which would preserve the tranquil and quasi-rural quality of life in this area.

Oak Bay Road is, and should remain, the only major access to the Port Ludlow MPR for commercial traffic, including trucks, delivery vans, maintenance vehicles, etc. Paradise Bay Road, Teal Lake Road, and Swansonville Road are the primary access roads for Resort facilities and for local residents. A uniform 40 MPH speed limit has been posted on Oak Bay Road and Paradise Bay Road within the MPR.

Our local streets are strictly for immediate resident use and many have no outlet. In the North Bay area all of the streets are owned and maintained by Jefferson County. The South Bay area contains a mixture of County and privately owned streets. The maximum posted speed limit on our local streets is 25 MPH.

The Washington State Department of Transportation (WSDOT) should be encouraged to press forward with, and to implement, its study of the Highway 104 corridor. The intersection of SR 19 and SR 104 is of particular concern to Port Ludlow residents. This intersection will become even more of a traffic problem when Jefferson County moves forward with its plans to develop an upgraded Visitor Information Center at the northeast corner of the intersection.

WSDOT should also be sure to provide adequate safety measures for turning traffic where Oak Bay Road intersects SR 19, and should carefully monitor the potentially dangerous intersection where Paradise Bay Road intersects SR 104 at the west end of the Hood Canal Bridge.

The Hood Canal Bridge will be closed for at least eight weeks during the summer of 2006 when WSDOT has scheduled the replacement of the floating sections of the eastern portions of the bridge. The PLVC should work closely with the Resort and the Developer to ensure that WSDOT provides adequate alternate means of access to and from Port Ludlow during the bridge closure.

The demographics of the Port Ludlow MPR appear to be changing toward a somewhat younger population, many of whom are oriented significantly toward the Seattle Metropolitan area for work, cultural activities, athletic events, health care, or shopping. Moreover the redeveloped and upgraded Resort will be stongly dependent on the Seattle area for its convention and recreational guests. The Washington State Ferry System is a vital link between the two sides of Puget Sound. The Village Council should work closely with the Resort and the Developer to lobby for improved ferry service, particularly during the summer months.

RECREATIONAL VEHICLES

The CC&Rs of most of our homeowners associations prohibit the parking of recreational vehicles on private property or on residential streets except for short periods for loading and unloading. The LMC operates and maintains a rental RV storage lot for its members which in the past has also been made available to South Bay residents. Unfortunately the lot is now full and the LMC is no longer able to accept new rentals from the South Bay. The new Developer should give particular attention to this problem and should provide adequate RV storage facilities for South Bay residents.

PEDESTRIAN/BICYCLE ROUTES

The construction of 5 foot wide shoulders and/or separate designated lanes for pedestrians and cyclists should be encouraged on all major and minor collectors to accommodate both an alternate means of transportation and recreational use.

PUBLIC TRANSIT

As the community grows toward residential and Resort build-out we should seek improvement of the Jefferson Transit inter-community service and should also address development of an intra-community transportation/transit service. This system could accommodate Resort visitors and residents alike with a mix of on-call and scheduled service to recreation and commercial locations. In the interim the current Jefferson Transit Dial-A-Ride service should be maintained door-to-door and should be expanded to include all residents of the MPR. Attractive and safe waiting shelters should be provided for transit riders at major bus stops.

AIR TRANSPORTATION

In order to maintain the quiet quasi-rural character of the community only amphibious aircraft and emergency helicopter services should be allowed within the MPR. Commercial and private aircraft operators should be encouraged and welcomed to convey visitors to and from the Marina and Resort area on a non-scheduled basis, but should not use the MPR as a fixed base of operations.

WATER TRANSPORTATION

Boat traffic within Ludlow Bay is limited to 5 MPH. The outer limits of the 5 MPH zone are identified by marker buoys located near the Port Ludlow Bay Day Marker and extend due south to the shores of Tala Point. The same zone is designated as a no-discharge area.

Priority use of permanent docks and moorings should continue to be accorded to MPR residents. A proliferation of private docks in Ludlow Bay should be discouraged.

Passenger-only ferry transportation to and from Seattle, and perhaps Vancouver and other destinations should be encouraged in the future.

UTILITIES

[NOTE: A more detailed and comprehensive description of Port Ludlow utilities may be found in Appendix II.]

POWER, TELEPHONE, AND CABLE TELEVISION

The Port Ludlow MPR is served by Puget Sound Energy for electricity, Qwest for telephone, and Millennium Digital Media for cable TV, all under franchises granted by Jefferson County. All utilities within the MPR have been, and should continue to be, placed underground, including the new fibre optic cables recently installed by Qwest. Puget Sound Energy should be encouraged to provide greater redundancy in its feeder lines to the Port Ludlow MPR in order to reduce outages in the future, most of which are caused by trees and branches falling on suspended lines.

Natural gas is not available in Port Ludlow and most homes are heated by electricity. Where propane is used the CC&Rs of most of our homeowners associations require that tanks either be placed underground or at the side or rear of houses, adequately screened by vegetation.

Satellite television is, of course, available to all, but the CC&Rs of most of our homeowners associations restrict both the size and placement of receivers.

WATER AND SEWER

The Port Ludlow MPR is served by Olympic Water and Sewer, a wholly-owned subsidiary of Port Ludlow Associates. Water rates are regulated by the Washington State Utilities and Transportation Commission. Sewer rates are unregulated. However, the rate structure and operation of the water and sewer systems are monitored by the Utilities Committee of the Village Council. Both of these systems have been designed to serve an average of two persons per dwelling unit, or an estimated population at build-out of 4,500 people.

Water

Port Ludlow relies on groundwater pumped from the glacial gravels which underlie much of the surrounding area. Several studies have been performed through the years to identify an adequate supply of water to meet both current and future needs. As long as Jefferson County conforms to the zoning regulations for the surrounding area as set forth in its Comprehensive Plan the supply of water and quality of water should not become a problem in the future. As further development continues in areas surrounding the MPR it will be necessary to monitor and carefully protect aquifer recharge areas in order to insure both the quantity and quality of available groundwater.

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 must insure and promote sustainability of our current water supply and also promote enhanced renewability of our water

resources by reducing impermeable surfaces, use of conservation concepts, and, wherever possible, restoration of natural vegetation.

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 home owners should be educated in water-saving measures. To minimize watering landscaping should make use of indigenous plants, trees, and ground covers.

Sewer

The existing Wastewater Treatment Plant was put into operation in 1989 and is an upgrade of the original plant constructed in 1968. A third aeration basin was constructed in the fall of 2001. The plant utilizes an extended aeration activated sludge process which employs biological as well as physical treatment, and is generally referred to as "secondary" treatment. Treated effluent is discharged via a 3000 foot long outfall into the deep water of Admiralty Inlet. Careful water quality monitoring over a period of several years has shown that the Class AA("Extraordinary") status of Admiralty Inlet and the Bay has been consistently maintained.

Excess treated sludge (bio-solids) is applied to selected Pope Resources forest management sites under supervision of the Washington Department of Ecology and the Jefferson County Health Department.

All of the recently developed lots in the South Bay area have been tied into the community sewer system with an appropriate hookup charge being paid. Most of the North Bay area is also on the sewer system, but there are a significant number of undeveloped "septic lots" that are not. Builders on these lots should also be required wherever practical to connect to the sewer system and to bear the cost of such connection.

The present treatment plant is sized to accommodate presently-planned commercial and residential uses. Any new commercial business seeking to operate in the Community will have to be accommodated within the cap of 2,575 Measured Equivalent Residential Units as set down in the Zoning Ordinance. Existing residents should not bear the burden of the cost of expanding the system or the treatment plant. The Utilities Committee of the PLVC should continue to both monitor the operation and to negotiate the rate structure of the sewer system.

DRAINAGE

In September, 2000, property owners in the North Bay area voted to establish a Drainage District, under RCW 85.38, to handle runoff and drainage problems in the North Bay area. Most of the drainage facilities in the North Bay area were installed in the late 1960s and are in significant need of upgrading and repair. The Drainage District has taxing powers under an assessment system established by Jefferson County ordinance.

Drainage facilities in the South Bay area are of more recent vintage, but over the long term it may be desirable to include the South Bay in an expanded Drainage District which would encompass the entire Community.

HEALTH CARE AND FACILITIES

The population of the Port Ludlow MPR is growing and will probably continue to be comprised of a significant number of older people. Preventive measures to maintain the quality of life have replaced illness-oriented treatments and facilities as the primary focus of this segment of the population. However, it is still important to have the alternatives of home-care and hospital care available when needed.

MEDICAL FACILITIES

A Medical Clinic located within the Commercial Center would provide multiple levels of health care for residents of the community and the surrounding area, and could offer immediate response to emergencies and urgent care. Services which could be offered include a pharmacy, health education fairs and counseling, disease prevention screening, orthopedic equipment, laboratory specimens, basic, chronic, and acute care, home care, patient referrals, and itinerant specialists to supplement the on-site physicians or nurse practitioners.

The Village Council should continue to evaluate the demand for a Medical Clinic and, when the demographics are favorable, should vigorously pursue the locating of a Clinic within the PL MPR Commercial Center.

The Port Ludlow Fire Department currently provides surface transportation by ambulance to Jefferson Hospital in Port Townsend and to Harrison Hospitals in Kitsap County. The community should pursue a conditional use permit to designate a heli-pad location (or locations) for emergency evacuation cases or when land transportation is not practical or possible.

ASSISTED LIVING CENTER

The construction of an Assisted Living Facility for residents of the community and the surrounding area may become feasible in the future, even though the most recent community survey (1997) identified only 16% of residents as possibly interested. Presently residents who are no longer able to maintain their individual homes must leave the area, their friends, and life style to accommodate their needs and limitations. However, the population base may never be large enough to support such a facility, partly because of the location of Port Ludlow, the distance from major and specialized hospital facilities, and the separation from extended family members.

A professional health-care corporation would be needed to build, operate, and maintain the facility. Also it is important to people entering an assisted living facility that the facility be capable of providing long-term (tri-level) care so that they are able to remain and not have to move away from a comfort zone of known care-givers and surroundings again.

PUBLIC SAFETY

POLICE PROTECTION

Police services within the Port Ludlow MPR are provided by the Jefferson County Sheriffs Department. Port Ludlow has been remarkably free of major crime and the demands placed on the Sheriff have been minimal. In addition a limited evening patrol service is provided by the LMC in the North Bay area.

As the population increases the PLVC should monitor carefully the desired level of patrol service in the community. If the resident property owners are willing to fund such services additional patrol personnel should be hired, either through contracting a specified level of service from the Sheriffs Department or through an independent patrol service.

FIRE AND EMERGENCY MEDICAL TECHNICIAN SERVICES

Fire protection and emergency medical services within the Port Ludlow MPR are provided by Jefferson County Fire District #3. The level and quality of services provided by the Fire District have been excellent and have increased as the community has grown. In addition fire district personnel have been more than obliging, particularly to older residents, in providing services such as changing batteries in hard-to-reach smoke detectors, lifting help after falls, and other non-emergency problems.

The Community has recently rallied to provide outstanding support(86% positive vote) for the EMT personnel levies which sustain the current level of having a medical professional in every emergency response vehicle. When the new fire hall is completed in 2002 additional full time professional fire fighters may be desired.

COMMUNITY EMERGENCY PREPAREDNESS

The PLVC Emergency Preparedness Committee has completed an Emergency Preparedness and Disaster Plan for the Community, and has an organized response team of citizens in place. Both will be reviewed on a regular basis and will be kept current. Identified Block Captains throughout the Community are trained and organized for deployment to meet the needs of their respective areas and to execute the response plan in the event of a major catastrophic natural event. An evaluation of all of the equipment, facilities and personnel expertise has been done and plans for their use have been coordinated between the Developer, the County Sheriff, Fire District #3, and the PLVC Emergency Response Team.

Each household is encouraged to aquire and read the most current Emergency Preparedness Manual available and to be aware of how to cope with potential disastrous events such as fires, floods, storms, earthquakes, volcanic eruptions, landslides, chemical releases, or acts of civil and military disorder. In the event of any disaster it is important that each member of the Community be attentive and responsive to the orders of the trained Block Captains.

GOVERNANCE

Port Ludlow receives its governmental services from several different sources including the Federal Government, the State of Washington, and Jefferson County. Jefferson County provides countywide law enforcement, public works, and other sundry services. Separate tax levies support Chimacum School District, the Port District, Fire District #3 and its emergency medical services, Jefferson County Hospital, Jefferson County Library, and the Public Utility District. North Bay property owners are also subject to a levy to support their Drainage District.

All of the homes, undeveloped lots, and condominiums in the North Bay of Port Ludlow are governed by the CC&Rs of the Ludlow Maintenance Commission(LMC). Several of the condominium associations also have their own additional CC&Rs.

In the South Bay of Port Ludlow the various homeowner associations are governed by their individual community CC&Rs. Most of the South Bay homeowner associations are in turn joined into the South Bay Community Association(SBCA) with its own governing CC&Rs.

There have been periodic discussions of the desirability of forming and operating a separate municipality. It is evident that the costs of doing so are prohibitive at the current population and commercial levels. Forming a separate municipality could possibly be reexamined after build-out, but it would require revision of the County Zoning Ordinances. Also it must be remembered that Port Ludlow was designated as a Master Planned Resort by Jefferson County and specific County legislation would be required to change that designation.

THE PORT LUDLOW VILLAGE COUNCIL

In September, 1999, the Port Ludlow Village Council(PLVC) was formed and incorporated. It is a voluntary membership organization with voting membership restricted to owners of real property(including condominium owners and un-built lot owners) within the Port Ludlow Master Planned Resort area. Its stated purpose is to be a unifying force in the Port Ludlow community, to work toward building consensus among the residents, merchants, property owners and others, and to represent the entire Community in connection with public issues that lie beyond the scope of the CC&Rs of the various homeowners associations. It in no way governs, supersedes, or replaces the current homeowners associations and their CC&Rs.

A model code of Performance/Development Standards and Ordinances covering land use, land improvements, greenbelt, noise control, and signs, has been drafted and is on file with other pertinent documents at the Bay and Beach Clubs(See Appendix I). However, adoption of any community-wide set of CC&Rs could not supersede existing ones without the affirmative vote of the property owners who would be affected.

The PLVC's Articles of Incorporation enable it to obtain control of, and to manage and maintain, wildlife preserves, trails, wilderness areas, open spaces and similar areas within the MPR boundaries not owned by the LMC, the SBCA, or other entities. It may engage in architectural control in areas not under the architectural control of the LMC or the SBCA, and may also engage in lawful political and/or lobbying activities that are of benefit to the entire Community.

One role of the Village Council is to work with the Developer/Resort Owner to maintain the partnership generated by the Port Ludlow Planning Forum, while at the same time ensuring that the future actions of the Developer/Resort Owner conform to the October, 1999, County Zoning Ordinances and the March, 2000, Port Ludlow Development Agreement.

Another important role is working closely with the Resort Operator and the Port Ludlow business community to maintain liaison with, and to lobby, existing governmental entities, both State and County, with respect to regional problems and projects that may impact the future economic development of Port Ludlow. Examples of this are encouraging development of a first-class Visitors Center at the intersection of State 19 and State 104, upgrading of the State 104 corridor, ensuring adequate access to and from Port Ludlow during the 2006 reconstruction of the Hood Canal Bridge, and pushing for early action on the improvement of the Tacoma Narrows Bridge.

Most importantly the Council must actively monitor the future direction of the Community, be instrumental in identifying and establishing Community goals, and provide leadership in attaining those goals.

APPENDIX I - SOURCES

All of the documents listed below are available for examination, study, and copying at both the Bay Club and the Beach Club. Please do not remove these reports from the Clubs. Make copies as necessary for personal use.

The State and County documents are also available at the Jefferson County Regional Library in Port Hadlock.

WASHINGTON STATE

Growth Management Act
Transportation Budget -- Department of Transportation
Legislative Contacts

JEFFERSON COUNTY

Comprehensive Plan
Comprehensive Solid Waste Management Plan
Annual Budget
Fire District #3 - Annual Reports
Glacier Northwest Mat Mats Quarry Reports
Senior Citizens Resource Directory
County Contacts

PORT LUDLOW

Zoning Ordinance No. 08-1004-99 (Development Regulations)
Development Agreement -- May 2000
Developer CC&Rs -- August 2000 (Deed Restrictions on Property)
Twenty Year Plan - 1995
Development Impact Monitoring -- 1999
The Inn at Port Ludlow - Draft Environmental Impact Statement
Documentation of Planning Forum Results

PORT LUDLOW VILLAGE COUNCIL

Articles of Incorporation and By-Laws
Policy and Procedures
General Meeting Minutes
Mission Statements, Goals & Objectives, Work Agendas
Natural Resources Committee Tree Policy
Natural Resources Committee Trail Report
Community Long Range Planning Document
Emergency Preparedness Committee Work Books
Community Disaster Response Plan
Performance/Development Standards and Ordinances (Model Code)
Resident and Business Directory

APPENDIX II - UTILITIES

WATER

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 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.

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 support new developments. Hook-up fees for new homes and commercial establishments are regulated by the Washington Utilities and Transportation Commission and are a direct recovery of the cost of making the connection. The Utilities Committee of the Village Council should be maintained.

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 should be educated in water saving measures and penalized for overuse.

Aquifer recharge areas so identified by the Community/County/State must be protected. Development of these lands must be prohibited for the sake of the Community as a whole. A system to reclaim waste water to supply to our golf courses and green belts, and to recharge our aquifers, should be considered in the future.

SEWER

The sanitary sewer system that serves the Port Ludlow MPR has been in existence for over 30 years and is currently wholly owned by Port Ludlow Associates. Main system components consist of the collection system and the Wastewater Treatment Plant(WTP). All elements have been planned for service to the currently platted lots plus future development to serve an estimated population of 4,500 people.

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

The WTP 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 permit issued pursuant to the federal Clean Water Act and companion State statutes. 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 to malfunctions during off hours.

Port Ludlow's sewer system should seek to maintain this high standard or better as the population grows to the estimated 4,500 residents. Every newly developed lot should be tied into the community sewer system, with an appropriate hook-up charge being paid. Ample reserve capacity that is consistent with the State Department of Ecology standards should be maintained at all times.