**LU-2: Create the Mixed-Use (MU) Land Use Designation**

**Purpose:** The primary purpose of the Mixed-Use designation is to provide for a mix of uses along the SR-3 corridor, in sites around the FR District, and at the future crossroads of Romance Hill Road and the planned Alternative north/south access road. Permitted uses include commercial, office, and residential uses. By allowing a broad array of uses, property owners have more choice in how the land can be developed. Design standards allow developments to front on the street as long as they provide pedestrian-oriented facades – otherwise, developments must provide a landscaping buffer along the street front to enhance the character of the area. Design standards also encourage pedestrian and vehicular connectivity between properties. Building heights up three to five stories are permitted – otherwise, no specific density limits are provided (as they will be limited by parking requirements, natural site constraints, and market constraints).

**Locations:** Along the SR-3 corridor south of downtown, surrounding the FR and GC designations in downtown, and at the Romance Hill Road and planned alternate north/south route crossroads.

**Permitted Uses:** A mix of public, professional office, retail, service, and multi-family residential uses.

**Height Limits and Density:** Three to four story height limit depending upon location. Four-story buildings may be allowed along the east side of the SR-3 corridor where views can be maximized and impacts minimized. Buildings on the west side of SR-3 must not reach an elevation of more than 35 feet above grade level within 150 feet of the roadway. Overall residential densities are limited by height limits, parking, site constraints, and design standards.

**Design Standards:** Design standards promote good site planning, pedestrian and vehicular access, extensive landscaping, and reduced-scale building design. It will be important to minimize or reduce the number of vehicular access points off SR-3.
LU-3: Create the General Commercial (GC) Land Use Designation

**Purpose:** The primary purpose of the GC designation is to provide areas that offer a wide range of consumer goods and services for both Belfair UGA residents, regional residents, and the traveling public. An additional purpose is to provide a Business-Industrial Overlay (GC-BI) Area that allows both commercial uses and services and industrial related uses on those properties close to the railroad and/or already engaged in industrial-related uses. Design standards encourage landscaping, particularly along the SR-3 corridor to retain the wooded character of the area and minimize negative impacts of parking, service, and/or industrial areas. Design standards also promote safe vehicular and pedestrian connectivity, development of pedestrian-oriented spaces, and appropriately scaled building design.

**Locations:** Existing commercial areas at the northeast end of downtown along SR-3 and properties on the plateau along the SR-3 corridor.

**Permitted Uses:** Allows for the full range of commercial uses, including retail trade and shops; finance, insurance, and real estate uses; and professional office and service uses. Industrial/manufacturing/wholesale uses are permitted in the General Commercial – Business-Industrial (GC-BI) Overlay (see Figure 18) as long as they comply with the applicable buffer requirements for the BI classification. Residential uses are not permitted.

**Height Limits and Density:** Three-story height limit.

**Design Standards:** The most important design goals are to enhance pedestrian and vehicular safety – particularly along SR-3. This means consolidating existing driveways, where possible, and minimizing new access points for new development and adding sidewalks and landscaping features along SR-3. Smaller scale signage should be a key design component of these areas to reduce the visual pollution of the SR-3 corridor. Design standards should encourage pitched roofs and use of natural building materials that can contribute to Belfair’s visual character and identity. Non-pedestrian-oriented facades should be screened, especially on SR-3 and in pedestrian areas.

![Figure 18. GC Land Use Designation.](image)

![Figure 19. Development examples consistent with the vision for the General Commercial zone.](image)
LU-4: Create the Business – Industrial Designation (BI)

**Purpose:** The primary purpose of this district is to provide for the location and grouping of industrial enterprises and activities involving manufacturing, assembly, fabrication, processing, bulk handling and storage, research facilities, warehousing and heavy trucking. It is also a purpose of this zone to protect the industrial land base for industrial economic development and employment opportunities. These purposes are accomplished by:

- Allowing for a wide range of industrial and manufacturing uses.
- Limiting retail uses to those necessary to directly support industrial activities.
- Prohibiting residential uses.

Substantial landscape buffers are required for those properties adjacent to the SR-3 corridor, otherwise Business-Industrial properties are exempted from most site planning and building design guidelines to maximize flexibility for the uses.

**Locations:** Properties in the northeast corner of the UGA. Provisions for the BI designation are also applicable to industrial, manufacturing, and wholesale uses in the GC-BI overlay areas along the SR-3 corridor.

**Permitted Uses:** A combination of manufacturing, institutional, wholesale trade, professional office, and service uses.

**Height Limits and Density:** Three-story height limit.

**Design Guidelines:** Provide a wide landscaping buffer along SR-3 to screen uses from highway. Driveway and access guidelines to enhance safety on SR-3.

![Required landscape screen for Business-Industrial uses along the SR-3 Corridor.](image)
LU-5: Create the Multi Family Residential (R-10) Land Use Designation

**Purpose:** The purpose of the R-10 District is to provide sites for multi family residential development that are within walking distance of commercial areas and services within the Belfair UGA. The designation provides for a density of ten dwelling units per acre, except where “critical lands” are present – which reduce the permitted density. Clustering of the dwelling units and properties are encouraged to protect open space and water quality, reduce infrastructure needs, and enhance energy efficiency. Design standards and guidelines are important to minimize environmental and visual impacts of developments and provide amenities for residents. Protection of creeks and wetlands are critical – these features should be preserved and integrated into the development as an asset and amenity for residents. Open space and play areas will be important, particularly for young families. Pedestrian access – between developments and to provide access to parks, open space, commercial, and civic uses – are also very important.

**Locations:** Properties surrounding the three commercial nodes.

**Permitted Uses:** Apartments, townhomes, and other multi-family uses – which may be clustered on site(s). These areas will provide housing opportunities for seniors, singles, childless couples, and low income families, and other people who want to be close to services and amenities and prefer not to maintain a yard.

**Height Limits and Density:** Four stories. Maximum density of ten dwelling units per acre. Development may be clustered as long as the average density for a property or applicable properties does not exceed the 10 units per acre limit.

**Design Guidelines:** Design guidelines will be important to minimize environmental and visual impacts of developments and provide amenities for residents. Consider density incentives that encourage the use of sustainable design principles in site design, access, building design, and landscape. Protection of creeks and wetlands is critical – these features should be preserved and integrated into the development as an asset and amenity for residents. Open space and play areas will be important, particularly for young families. Pedestrian access – between developments and to provide access to parks, open space, commercial, and civic uses – is also very important.

*Figure 22. R-10 Land Use Designation.*

*Figure 23. Development examples consistent with the vision for the R-10 zone.*
LU-6: Create the Medium Density Residential (R-5) Land Use Designation

**Purpose:** The purpose of the R-5 District is to provide sites for moderate density residential development within the Belfair Urban Growth Area. The district allows for a density of five dwelling units per acre, except where “critical lands” are present – which reduce the permitted density. Clustering of the dwelling units and properties are encouraged to protect open space and water quality, reduce infrastructure needs, and enhance energy efficiency. Multi family dwelling units are permitted as long as they do not exceed the density requirement and minimize impacts to adjacent single family dwelling units.

**Locations:** Some areas west of the SR-3 corridor and on the plateau.

**Permitted Uses:** This generally includes cottages, attached singled family, and detached single family uses. Where uses are clustered to concentrate infrastructure and preserve sensitive natural areas or open space, the housing could include townhouses or small-scale apartment buildings.

**Height Limits and Density:** Three-story base height limit. Maximum density of five dwelling units per acre.

**Design Guidelines:** Design guidelines for single family will focus on site planning and access issues. For example, new developments should be integrated with open space, local and regional trail systems, and sensitive natural areas. New developments should accommodate Encourage use of sustainable design principles.

![Development examples consistent with the vision for the R-5 zone.](Image)
LU-7: Create the Single-Family Residential (R-4) Land Use Designation

Purpose: The purpose of the R-4 designation is to provide sites for detached single family residential development within the Belfair UGA. The designation allows for a density of four dwelling units per acre, except where “critical lands” are present, which reduces the permitted density. Clustering of the dwelling units and properties are encouraged to protect open space and water quality, reduce infrastructure needs, and enhance energy efficiency. Multi family dwelling units are conditionally permitted as long as they do not exceed the density requirement and minimize impacts to adjacent single family dwelling units.

Locations: Hillsides east of SR-3, sensitive areas north of downtown, and properties northwest of Salmon Center.

Permitted Uses: Mostly detached single family uses at a lower density due to topography or natural site constraints. Where uses are clustered to concentrate infrastructure and preserve sensitive natural areas or open space, the housing could include townhouses or small-scale apartment buildings.

Height Limits and Density: Three-story base height limit. Maximum density of four dwelling units per acre.

Design Guidelines: Integrate developments with open space, trails, and natural areas. Encourage use of sustainable design principles.
LU-8: Other Land Use Actions and Recommendations

A. Create the Long Term Agricultural (LTA) Land Use Designation. The purpose of the LTA designation is to support commercial agriculture and provide open space within the Belfair UGA. Applicable sites are on the west side of Old Belfair Highway north of the downtown area. This designation permits single family uses and agriculture-related uses. The base residential density is one dwelling unit per 10 acres. However, density credits of up to three dwelling units per acre are permitted provided that the increased density is transferred to lands outside the LTA designation but within the UGA.

B. Restrict the siting of adult businesses in the UGA. The community wishes to strongly discourage adult businesses and minimize their presence in the UGA. The County should involve the Belfair community in their development guidelines for adult businesses in Mason County.
Transportation Recommendations

The Belfair Transportation Technical Report dated June 9, 2003, provides extensive background information on relevant transportation issues in the Belfair UGA – including existing conditions, projected conditions, improvement issues and options, design guidance, and a description of potential improvements. Figure 28 below and the list on the following pages draw from the recommendations of the report.

Figure 28. Transportation recommendations.
SR-3 Upgrades

T-1: Upgrade SR-3 to three-lane configuration and enhance bicycle and pedestrian access.

Maintain one lane in each direction and add a center turn lane/median, bike lanes, curb/gutter/sidewalk or shoulder/swale (depending on location), and planting strip between Romance Hill Road and SR-106. Work with property and business owners along corridor to consolidate and narrow driveways along the corridor to improve safety. Also see “Notes on the Timing of T-1 and T-6 Improvements” below.

Figure 29. Existing conditions on SR-3.

Figure 30. Three-lane configuration with shoulder.

Figure 31. Three-lane configuration with curb and gutter.
T-2: **Provide safety improvements at the SR-3/SR-106 intersection.**
Install a permanent traffic signal. Consider consolidating southbound “wye” into main intersection to slow traffic. Construct median to offset from northbound left-turn lane. Funding from the County may be available in conjunction with temporary lighting due to scheduled 2006 Hood Canal Bridge construction.

T-3: **Provide safety improvements at the SR-3/SR-300 intersection.**
Prohibit eastbound left turn from SR-300 to SR-3 by installing a center median. Since this is primarily a safety improvement, it will likely be eligible for WSDOT funding.

T-4: **Provide traffic calming and entry improvements along SR-3.**
Install center landscaped medians on SR-3 north of Cokelet Lane and south of SR-106 and at other locations.

T-5: **Truck access improvements along SR-3 on the plateau.**
Review major truck access points to determine if additional acceleration lanes and/or traffic signals could improve truck access onto SR-3.

**Alternative North-South Route (Bypass)**

T-6: **Develop an alternative north/south bypass route on the plateau. Continue to pursue an alternate route to SR-3 on the plateau to the east.**
This will relieve traffic congestion on SR-3 through Belfair and accommodate new development. Provide one lane in each direction together with necessary turn lanes, center median, bicycle access, landscaping, and sidewalks.

**Other Transportation Improvements**

T-7: **Signalize the Clifton Lane/Old Belfair Highway intersection.**
Install a traffic signal at this intersection when warranted. Include pedestrian sidewalks and signals on all four legs of the intersection.

T-8: **Provide Old Belfair Highway (Main Street) improvements between SR-3 and Clifton Lane. Install sidewalks and landscaping along the street edge.**
Consider landscape median treatments at key locations where they would not affect access to adjacent businesses. Consider mid-block pedestrian crosswalk.

T-9: **Develop local access roads in conjunction with new development.**
As new development occurs along the SR-3 corridor, encourage developers to construct local access roads to the side or behind properties to enhance circulation. This action also applies towards connecting existing roads, where possible. Access easements to adjacent properties should be required to provide continuity in the local access roadway network. Pedestrian access (walkway or sidewalk) should be provided along the side of the roadway closest to buildings.
Table 2 below summarizes the list of improvements along with a priority, which is based on the urgency of the need. An estimate of when the improvements are needed was also made. This is the time the improvement should be implemented. Some of the improvements could be completed anytime, since they would not be affected by growth in Belfair’s traffic.

**Table 2. Summary of Recommendations**

<table>
<thead>
<tr>
<th>#</th>
<th>Location</th>
<th>Improvement</th>
<th>Priority</th>
<th>Timing</th>
</tr>
</thead>
<tbody>
<tr>
<td>T-1a</td>
<td>SR-3 from Romance Hill Road to SR-106</td>
<td>Widen roadway to three lanes.</td>
<td>High</td>
<td>Anytime</td>
</tr>
<tr>
<td>T-1b</td>
<td>SR-3 Driveway Consolidation</td>
<td>Consolidate and narrow driveways. Periodically review operations of private driveways and implement turn restrictions based on congestion or accident experience</td>
<td>High</td>
<td>Anytime</td>
</tr>
<tr>
<td>T-1c</td>
<td>SR-3 Sidewalk</td>
<td>Install sidewalk between Cokelet Lane to Romance Hill Road on both sides of SR-3</td>
<td>Medium</td>
<td>Anytime</td>
</tr>
<tr>
<td>T-2</td>
<td>SR-3/SR-106 Intersection</td>
<td>Install “permanent” traffic signal.</td>
<td>High</td>
<td>Now</td>
</tr>
<tr>
<td>T-3</td>
<td>SR-3/SR-300 Intersection</td>
<td>Prohibit eastbound left turn from SR-300 to SR-3. Install center median</td>
<td>Medium</td>
<td>Anytime</td>
</tr>
<tr>
<td>T-4</td>
<td>SR-3 Medians</td>
<td>Install center landscape medians on SR-3 north of Cokelet Lane and south of SR-106 and at other locations.</td>
<td>Low</td>
<td>Anytime</td>
</tr>
<tr>
<td>T-5</td>
<td>Truck Access</td>
<td>Review major truck access points (e.g., Weyerhauser Road, industrial driveways) to determine if addition of acceleration lanes or traffic signals could improve truck access onto SR-3.</td>
<td>Medium</td>
<td>Anytime</td>
</tr>
<tr>
<td>T-6</td>
<td>SR-3 – Alternate Route</td>
<td>Support construction of an alternate route to SR-3 through the Belfair UGA.</td>
<td>High</td>
<td>Anytime</td>
</tr>
<tr>
<td>T-7</td>
<td>SR-300/Clifton Lane Intersection</td>
<td>Install traffic signal</td>
<td>Medium</td>
<td>8 to 10 years</td>
</tr>
<tr>
<td>T-8</td>
<td>Old Belfair Highway Improvements</td>
<td>Complete sidewalk network, install landscape and median treatments.</td>
<td>Medium</td>
<td>Anytime</td>
</tr>
<tr>
<td>T-9</td>
<td>Develop local access roadway</td>
<td>Encourage developers to construct local access roadways on properties fronting SR-3. Require access easements to adjacent properties.</td>
<td>Medium</td>
<td>Anytime</td>
</tr>
</tbody>
</table>
Parks, Trails, Open Space, and Public Facility Recommendations

Figure 32. Parks, trails, and open space recommendations.
P-1: **Expand stream corridor, wetlands, and critical areas protection.**
The preliminary zoning recommendations call for lower densities in most of these areas. Maintain and enforce the current critical areas ordinance. Proposed regulations and design guidelines also encourage clustering of development to protect these resources. See Water Quality Recommendations below for additional measures to protect water quality and stream integrity.

P-2: **Create a centralized plaza space within the proposed Festival Retail Zone downtown.**
The plaza would be the focal point of social, cultural, and civic activities in Belfair. The plaza should be design and sized large enough to hold the local farmers market. The plaza should be relatively informal in its design and feature festival retail uses, space for outdoor dining and socializing, pedestrian amenities, and landscaping features. Proposed design guidelines address attractive pedestrian connections within the core.

P-3: **Develop a park near downtown.**
One possible location for the park is on the east side of SR-3 near the Old Belfair Highway intersection. This site could be assembled from underused County property and donated land. It would be a good location for a farmers market and other civic activities benefiting from highway exposure and a central location. Incorporate a farmers market at the site. The park should be clearly visible from the street and contain sufficient parking. Improved crosswalks should be installed to connect this site to the downtown core. See Recommendation T-3.

P-4: **Develop parks in conjunction with new residential development on the plateau.**
New residential development should include smaller neighborhood parks. The area also provides the best opportunity for a larger park towards the northern end of the plateau to serve the north Mason County region. The larger park should include active uses, such as ballfields, that draw from the greater Belfair area.

P-5: **Expand the system of trails associated with the Theler Wetlands.**
The existing trail system should be extended and a new trail added along the eastern fringe of the wetlands area paralleling SR-3 and connecting the Salmon Center with future corridor developments, the downtown area, and the proposed downtown park.

P-6: **Install a trail/bikeway system along SR-3.**
Provisions for pedestrian and bicycle travel are important for both local and regional circulation. Part of the SR-3 widening to three lanes in the south should include, at a minimum, sidewalks and widened shoulders for bicycles. Pedestrian/bicycle trails should be added to SR-3 sections that already feature three lanes wherever there is sufficient right-of-way.
P-7: As part of development, construct a walking trail along the ridge top east of the SR-3 corridor.
Sections of this hiking trail could be constructed in conjunction with new residential development and would connect future residential developments on the ridge-top east of SR-3, providing dramatic views of the Theler Wetlands, Lynch Cove, and the Olympic Mountains.

P-8: Develop a system of connected trails on the plateau.
A combination of multi-purpose trails and walking trails connecting residential areas with parks, open spaces, commercial uses, and other neighboring residential areas should be constructed. The network should include a north/south trail paralleling the bypass route. Trail connections to the plateau retail center and the SR-3 corridor are also very important. Implementation could be a partnership between the developer(s), the County, and the State (associated with bypass construction).

P-9: Create a trail and sidewalk system that loops within and around the downtown area.
This would be a walking trail that would connect future residential areas on the fringe of downtown with the wetlands, proposed downtown park and plaza spaces, and natural areas.
Water Quality Recommendations

W-1: Install sanitary sewer trunk line within the next 5 years.
This is an essential first step in upgrading water quality while accommodating growth. The County is currently engaged in planning a trunk line extension into Belfair within the next approximately five years.

W-2: Undertake a program of local water quality detention facilities to reduce pollutants in local streams and in the canal.
Prior to 20th century settlement, the low lying wetland areas along Union River and Hood Canal retained and filtered storm water runoff before it entered the bay. Now, not only do human activities add considerable pollutants, the development has reduced the land’s ability to naturally clean the water. It is especially important to prevent run-off from new roads and pavements from flowing directly into natural streams without prior treatment. One way to lessen this problem is to, over time, install a series of treatment facilities that filter out the pollutants through a system of ponds and swales. An example of this type of facility is planned to handle the water from the new clinic development near Romance Hill Road. This system could be studied as a prototype for other applications.

W-3: Continue current collaborative, inter-agency efforts to monitor and upgrade water quality.

W-4: Encourage an education and volunteer program encouraging local residents and property owners to adopt “best practices” regarding stream and wetland maintenance and low impact development.
The Salmon Center and local schools may provide excellent opportunities to initiate educational programs.
Implementation Strategy

Participants in the Belfair Sub-Area Plan envision their community evolving from a “pass through” center on the SR-3 corridor to a cohesive, multi-dimensional community with a strong, intimately scaled downtown, attractive residential neighborhoods, an upgraded highway corridor with a second north-south link, a new Salmon Center that along with the area’s environmental setting serves as a regional draw, and a new mixed-use development on the plateau. This is an ambitious vision. It will require years of sustained efforts on the part of all community interests including business and land owners, residents, environmental advocates, and Mason County and Washington State agencies.

Unincorporated communities implementing improvement plans generally face additional challenges because they do not have a self-contained local government specifically addressing their concerns. County governments, because of their broad geographic jurisdiction and rural context, generally find it difficult to focus on the needs of a single urban growth area. In addition, there is no formal local organizational structure to initiate improvement actions or coordinate efforts as is typical in even a small town.

Because of these challenges, it is especially important that local citizens cooperate to initiate improvement efforts and consistently advocate county and state governments for the necessary public actions. Therefore, successful implementation of the Belfair plan depends on the ability of the various local interests to organize and cooperate for mutual benefit.

Current conditions and community priorities identified during the planning process suggest a three phase implementation strategy. The first phase is to create a sound framework for future work by establishing the necessary regulatory provisions; planning for SR-3 corridor, alternate North-South route, and sewer line construction; and organizing local interests to initiate small scale downtown improvements. Given the current economic climate and the time it takes to secure public funds and most of the immediate visible improvements will likely be rather modest; such as a new small business, consolidated driveways, or a renovated property. But such actions are necessary to provide the spark for later efforts. As in the case of building a camp fire where you need to start with tinder and twigs before you can pile on the big logs, community redevelopment often requires starting with small, immediately achievable efforts and not waiting for the larger projects.

During Phase 2, most of the projects identified should be started and some completed. These should include the initial infrastructure improvements along the SR-3 corridor necessary for the redevelopment of the urban growth area and hopefully the addition of the Salmon Center as a regional attraction. During this phase, downtown interests should also accomplish the highest priority projects to take advantage of the corridor improvements and encourage the development of close-in residential development. The projects in this Phase should also include the “by-pass” corridor, with the degree of completion depending on funding and the schedule developed in
Phase 1. It is during this period that the community will begin to see both major public improvements and increased interest in substantive higher quality private development.

During Phase 3, the community, the County and the State should continue to work together to be sure that all projects are completed and to capitalize on the work of the previous phases. By this time, if the real estate market has matured, development should be in full swing with infill redevelopment around the downtown, along the corridor and on the plateau.

It is difficult to estimate the timing of these three phases for several reasons:

- Development trends depend on the growth of the regional and South Kitsap Peninsula economy, both of which are difficult to predict at this time.
- The short term effect of the new sewer line in stimulating local growth is also difficult to predict.
- The funding of major public infrastructure is currently difficult, given the budget difficulties at all levels of government.
- The timing of positive projects such as the Salmon Center and regional trails is also unpredictable at this time.

Given these uncertainties, the general timing of the various recommended actions cannot be overly specific, but preliminary targets can be identified. In general terms, Phase 1 is set at 1 to 2 years, Phase 2 from 3 to 7 years and Phase 3 from 7 to 15 years. Of course, during this time certain critical needs or funding opportunities may arise that spur or delay a specific recommendation. The proposed phasing schedule detailed below is intended as a rough guideline based on an overall strategy.

**Phase 1 – 1 to 2 years**
- Adopt development regulations and implement other regulatory actions. (Recommendations LU-1 through 8). This is a necessary first step to help insure that new development fits the community’s vision.
- Continue water quality improvement efforts. (Recommendations W-2 through W-4).
- Design the SR-3 and sewer trunk line improvements. (Recommendations T-1 and W-1)
- Plan driveway consolidation/streetscape improvements for properties along SR-3. This is a necessary adjunct to the SR-3 street improvements. (Recommendations T-1b and P-6)
- Establish a downtown improvement task force to initiate collaborative projects such as pedestrian network, farmer’s market/park, etc. (Recommendation LU-1, P-2, P-3, and P-9)
- Plan construction program and consider beginning first steps for alternate North-South route. (Recommendation T-6)

**Phase 2 – 3 to 7 years**
- Complete SR-3 improvements and sewer trunk line. (Recommendations T-1 and W-1)
• Construct the Salmon Center and initial trail connections to the north into downtown. (Recommendation P-5)
• Complete intersection and pedestrian improvements in downtown. (Recommendations P-5 and P-6)
• Begin/complete design, funding acquisition, and/or construction on the alternate North-South route. (Recommendation T-6)

Phase 3 – 7 to 15 years
• Add park and other needed community services. (Recommendations P-4 and P-8)
• Complete trail system. (Recommendations P-1 through P-9)
• Complete any remaining recommended projects not yet done.
Appendices

1. Belfair Economic Analysis
2. Additional Environmental Features