BELFAIR URBAN GROWTH AREA PLAN

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Introduction

Background/Purpose

Unincorporated Belfair is the primary commercial center in the Northeast corner of North Mason County. Mason County recently identified Belfair as an Urban Growth Area (UGA) of approximately 2,400 acres. The current population within the UGA is approximately 900. However, Belfair serves residents within a larger rural geographic area with a population of approximately 23,000 as well as tourists visiting the Hood Canal and unique Theler Wetlands.

Given the recent UGA designation, Belfair’s location and market conditions, a substantial increase in population and land use activities are expected within the UGA boundaries over the next twenty-plus years. Mason County’s 1994 population estimate for the UGA projected up to 4,000 people by 2014. No new population projections from the State or Mason County for the UGA beyond 2020 have been made. The Market Analysis (see Appendix 2) completed with this plan projects a growth rate ranging from 3-5% annually. At the high end, this would suggest a population just under 2,000 for the UGA by 2020 – much less than Mason County’s earlier estimate. However, the Market Analysis identifies several reasons why the growth rate could be higher: Available developable land, proposed improvements and amenities, and demand for multifamily housing. While the general planning horizon of this Plan is twenty years, a key goal of the Belfair Planning Committee was to consider a much longer time period in the formulation of the Plan and its recommendations. Consequently, this means planning for ultimate populations that are more than 2,000 or even 4,000.

While new development is on the rise in Belfair, the town is in the midst of trying to develop a particular character or ‘theme’ based around the Theler Wetlands as the town’s anchor. Plans are currently underway for the development of the Pacific Northwest Salmon Center, a 36,000 square feet facility which will significantly increase the tourist draw. It is anticipated that 300,000 people will visit the Salmon Center annually.
Belfair is home to over 150 businesses located mostly along State Route 3 (SR-3), which is overwhelmed by power lines and competitive signage. The town’s prior and present planning efforts have focused on a desire to make the town more attractive and pedestrian-friendly by allowing continued infill development and housing near the commercial village. The planned construction of a sewer system in conjunction with SR-3 improvements will be a stimulus for such downtown development while assisting environmental clean-up of pollution in several lower rivers and streams in and around Belfair.

The future of Belfair appears to be one of consistent growth. The immediate impacts of the sewer will serve as a stimulus for downtown development while the more regional projects, such as the Tacoma Narrows Bridge and the industrial development of South Kitsap Industrial Area (SKIA) to the north, will create added growth pressures to the entire Belfair UGA. The addition of a proposed ‘Industrial Park’ west of SR-3 will add much needed family-wage jobs for area residents. The addition of pedestrian facilities, continued development of a consistent town theme, an improved local economy and the completion of the Pacific Northwest Salmon Center will serve to make Belfair a destination well into the foreseeable future.

Planning Process

The County hired the consultant team of MAKERS Architecture and Urban Design (lead consultant), Berk and Associates, Heffron Transportation, and MacLeod Reckord in November 2002 to assist the community in developing the Belfair sub-area plan. The consultant team worked directly with Mason County and Belfair Planning Committee members to facilitate the process.

Specific events and activities included:

- **November 26 – Planning Committee Meeting:** This was the project kick-off meeting and included introduction of the consultant team, County staff members, and Planning Committee members. Together, the team discussed the project scope and procedures, direction for economic study, and committee members’ individual thoughts and objectives, and summarized information collected to date.

- **January 21 – Planning Committee Meeting:** Following up the last meeting, the project team summarized planning activities including site visit, review of background planning information and base map preparation. The team then reported on the existing conditions, “Mirror on the Community,” from an outsiders’ perspective. Chris Mefford of Berk and Associates presented the findings from market study. The team discussed the upcoming workshop.

- **February 8 – Workshop #1:** There were about 80 people attending the first workshop at Belfair Assembly of God Church. Following introductions about

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*Figure 2. Workshop #1: Map exercise (left) and visual preference survey (right).*
the plan by Makers, Chris Mefford summarized economic conditions and opportunities. The workshop involved small group sessions taking part in mapping exercise and visual preference surveys. The mapping exercise gave each group a chance to identify problems, issues, and opportunities related to land use and development, streetscape and circulation, and parks and recreation on the map which then be hung up on the wall and be presented to the group as a whole.

- **February 18 – Planning Committee Meeting:** The consultant team summarized results from the first workshop. Makers led a discussion on sketch preliminary alternatives related to redevelopment ideas, circulation improvements, land use/population patterns, connections, and design character.

- **March 18 – Planning Committee Meeting:** Makers presented land use concept alternatives based on the previous meeting and the results from the first workshop. Terry Reckord of McLeod Reckord presented trails and open spaces plan. A discussion and refinement with the team were followed.

- **April 15 – Planning Committee Meeting:** Marnie Heffron of Heffron Transportation presented transportation report findings and circulation concept alternatives followed by team discussion. Before adjourning, the team discussed the format and outreach for the second workshop.

- **April 26 – Workshop #2:** Makers presented a summary the results from the first workshop to the numerous community participants. The consultant team then presented three land use alternatives, transportation options, and trails and open spaces options. Afterward, the participants were broken into small groups to evaluate land use alternatives and circulation options, and prioritize trails and open spaces options.

- **May 20 – Planning Committee Meeting:** Makers presented the results of the second workshop and presented preliminary ideas for preferred alternative including plan concept, land use, circulation, parks and trails, and community design.

- **July 15 – Planning Committee Meeting:** Makers presented a preferred plan followed by team discussion and refinement.

- **August 19 – Planning Committee Meeting:** Makers summarized comments on draft plan and draft design standards. Meeting participants discussed proposed zoning district boundaries and designations.

- **August 26 – Planning Committee Meeting:** Participants reviewed the draft design standards.

- **October 27 – Updated UGA Plan Draft and Development Regulations are submitted to the Planning Committee:** Committee members have the opportunity to review the plan and draft development regulations prior to the final public workshop.
• **November 8 – Workshop #3:** More than 130 participants attended this workshop to review the final draft plan and development regulations. Participants completed surveys prioritizing key plan actions and provided a range of comments on plan and development regulation details.

• **November 18 – Planning Committee Meeting:** After reviewing survey results from the workshop and discussing final changes to the plan, the Planning Committee voted to recommend adoption of the plan.
Existing Conditions

Land Uses

Within the UGA, Belfair’s commercial area is a three mile stretch along SR-3. From outsider’s perspectives, physically, this corridor can be divided into 3 nodes or areas. The most prominent commercial node is what is often referred to as Belfair’s downtown, centered around the Old Belfair Highway and Clifton Lane intersections. The downtown is anchored by two grocery stores and contains local and franchise restaurants, gas stations, car dealers, convenience and personal service uses, etc. The second node is an area at the south end of the UGA around the community center, school, and library. Just south of Theler Wetlands is where Pacific Northwest Salmon Center is proposed. It will serve not only as a regional environmental learning center but also a tourist draw to the community. Together, these core uses functions as Belfair’s civic center and are in good physical condition. Most of the areas surrounding it, on the other hand, are underutilized and thus, potentially redevelopable. The third commercial area includes the properties between these two nodes and includes a hodge-podge of small scale retail, service, offices, churches, and residential uses.

Commercial and residential development opportunities are currently limited due to the lack of sewer system. With the UGA designation, infrastructure upgrades over the next decade are likely to improve this condition (planned for 2007 with SR-3 improvements). While most sites within the downtown area and SR-3 corridor to the south feature some form of development, there are numerous opportunities for commercial infill development and redevelopment. The SR-3 corridor east of the railroad up on the plateau provides substantial future commercial development opportunities.

Belfair currently contains fewer than 300 residential units within the UGA. Single family homes make up the majority of the units. These uses are scattered mostly along the SR-3 corridor west of the railroad and in the vicinity of Old Belfair Highway in the northwest portion of the UGA.

While new housing within the UGA over the last ten years has been limited,
residential growth in the rural areas outside of the UGA has been substantial. As a result of the Growth Management Act and subsequent development regulations, this trend is expected to change – resulting in an increase in residential growth within the UGA. Due in part to the size of the UGA, there are many areas that provide future opportunities for new housing. First and foremost is the area surrounding the downtown commercial core – where sites can accommodate a variety of housing within walking distance of services and amenities. Other housing opportunities are the lower flanks of the hillsides east of SR-3 – which contain substantial view opportunities towards the Olympic Mountains and Hood Canal. Both of these areas contain environmental constraints, however, including some wetlands, waterways, and steep slopes. While these factors may limit some development, they can provide opportunities to enhance the quality of housing and environment if designed well.

The most substantial housing opportunities in the UGA may be up on the plateau, east of the SR-3 corridor – where the land is relatively flat and there are few environmental constraints. Here there is a great opportunity to create cohesive new residential neighborhoods. Connections to the rest of the community will be important.

Also on the plateau – mostly west of SR-3 – are the UGA’s current industrial sites. These are likely to continue in this use due to the highway and rail access and limited environmental and land use constraints.

Circulation

There are only two main north-south roads in Belfair; SR-3 and NE Old Belfair Hwy. SR-3 is the primary access to town which also functions as a state highway connecting to Shelton to the south and Bremerton to the north. Because there is no parallel route through the whole UGA, accidents on SR-3 can cause extensive delays. Based on the Plan’s transportation analysis, most of the accidents happening along the corridor are at driveway intersections. There are approximately 103 driveways on SR-3 between Cokelet Lane and SR-106 alone. NE Old Belfair Highway, the other north-south access road extends from SR-3 northward, serves mostly local uses. The SR-300/Clifton Lane corridor is one of the few east-west corridors in the UGA. SR-300 links rural areas to the west with Old Belfair Highway, and Clifton Lane links both with SR-3 in the downtown core. The recently completed Romance Hill Road, close to a half mile south of the downtown area is the only public roadway connecting with SR-3 south of downtown. All other streets south of downtown are private dead-end roads.

With the lack of street grid system, local access relies solely on SR-3 and NE Old Belfair Highway. There is no other alternative route. A planned alternative north/south route on the plateau, however, would provide a second route through the Belfair area. The planned route extends from SR-3 near the UGA’s eastern boundary and travels southwesterly on the plateau to connect back with SR-3 south of the UGA. Romance Hill Road provides one possible connection to SR-3 within the UGA. Considering growth projections for the UGA and current traffic conditions, major transportation improvement in Belfair will be needed over time. This includes improvements to SR-3, and probably the planned alternative north/south route as well as other local access roads.
Natural Environment

Belfair has tremendous amount of natural habitat within the UGA. The Theler Wetland at the far west end of the UGA is a 135 acre natural jewel for Belfair. It provides trails along Hood Canal, Union River Wildlife area and wetland center including a future Salmon Center west of SR-3.

To the north, extensive and sensitive stream and wetland systems continue (note the light green areas in Figure 5). Low lying areas along the Union River in the northwest corner of the UGA have been designated by the County as a Class II Critical Aquifer Recharge Area (see Figure 4-1 in Appendix 4).

Steep hillsides parallel much of the east side of the SR-3 corridor from the downtown area southward – providing substantial view opportunities towards the water and mountains. A relatively flat plateau lies to the east of the ridge. Much of the UGA is well-forested. These areas are colored dark green in Figure 5.

The community members proudly consider these wetlands, waterways, hillsides and forest land areas as the treasure for their community that need to be protected for next generation to enjoy. Considering population projections, however, participants recognize that structured open space with ballfields and active recreational uses are sorely needed within the UGA.

The uncolored areas in Figure 5 are developed sites, while the medium shade of green includes other wooded areas (secondary growth). The light brown areas illustrate recently logged areas or dry meadows.
Pedestrian Network and Trails

The pedestrian network in Belfair is limited. There is no sidewalk in general and thus it’s difficult to walk safely and comfortably along SR-3 and elsewhere within the community. Although Theler Wetland trail system is a wonderful exception, it does not connect to other natural habitat and neighborhood areas. There is a strong support from community members to expand the trail system throughout the community in different loops that connects different land uses together. This trail system can be used as another alternative route for pedestrians and bikers to get around in town.

Figure 7. The Theler Wetland Trail.

Economic Conditions

According to the economic analysis, the Belfair UGA experienced very low growth in the past decade, while rapid growth occurred in the rural areas around the UGA. New land-use policies for Mason County, related to GMA, suggest that growth will come to Belfair UGA at a higher rate than previously experienced. Large amounts of vacant land within the UGA present an opportunity for a housing developer to exploit economies of scale; developing a substantial pool of housing stock in the same area helps keep prices down. Among potential opportunities, the absence of multi-family housing is most notable and reportedly in strong demand. A strong influx of seniors provides a strong demand in senior housing. Increased demands for retail space will come with the population growth. Though much of this demand will likely occur in existing commercial centers that currently attract Belfair shoppers, new retail in Belfair attracted by this growth would also benefit from changes in spending habits of existing residents, thereby increasing capture rates for the trade area. In addition, lodging opportunities appear to exist, based on strong intra-regional tourism and limited competition from existing lodging establishments. Industrial uses appear challenged by large amounts of competing commercial land available nearby. The UGA’s large, undeveloped parcels, however, are also an asset for industrial development and may prove attractive to businesses that do not need the apparent accessibility advantages offered nearby.
Plan Overview

Vision

The community’s vision for Belfair’s future begins with a feeling for the land. This feeling is reflected not only by an appreciation for the area’s scenic natural setting, precious water resources, and diverse wildlife habitats, but also by the knowledge that the land is an important human resource. Care for the land is critical to the community’s economic health and long-term sustainability. For this reason, the plan emphasizes measures to protect local streams and wetlands, locates growth where conditions are most suitable, includes sustainable development standards, and takes greatest advantage of the area’s assets as an attraction to visitors and an amenity for residents and workers.

Economic vitality is a second critical community goal. For Belfair to grow and prosper, local jobs must accompany residential growth, and the economy must diversify to include industrial, professional and service, and tourist-based businesses. To this end, the plan includes three separate concentrations of commercial activity, each appealing to a different economic sector. Additionally, recommendations for development standards, design guidelines, and public works focus on supporting new development that is compatible with Belfair’s unique assets and economic potentials. A two-phased approach to highway improvements will assist the downtown core in the short term and allow larger, diverse growth in the plateau over time, as well as address critical near- and long-term transportation challenges.

Finally, participants in this planning process have expressed a desire for a more cohesive community with a more integrated, positive identity. This means enhancing the area’s visual quality. It means ensuring that new buildings are friendly in their design and planning new residential development to create neighborhoods, not just housing. It means providing the pedestrian and bicycle routes so that people can use local businesses and enjoy the community amenities without having to get in their cars. It also means protecting green belts of trees so that the area retains its “community in a forest” character. These are the issues toward which many of the design and park and open space recommendations are directed.

The community’s vision is not a passive one. It cannot be attained without a lot of hard work and cooperative effort. But the raw materials are there to make this vision a reality. The area will grow over time, and this growth can be shaped so that the whole community will benefit. The sewer line and improvements to SR-3 will give the central part of the community opportunities it has not had in the past, and the Salmon Center, library, and clinic will help to activate the south part of the UGA. The challenge is to make the most of this opportunity in time. And in the long term, the community’s potential is even more dramatic. Positive, cooperative master planning of the lands on the plateau early can reap big rewards for the participants.
The illustrations on the following pages depict some of these opportunities. They show what Belfair's future could be like. The development of the individual properties is not likely to be like what is shown. This is a conceptual plan that will change over time, but the overall qualities and general patterns of development are a distinct possibility if the plan's recommendations are implemented.

Figure 8. Belfair 20-year vision.
A Look at the Future

So what will a visitor to Belfair see if he or she returns to the area in about 15 or 20 years? Our fictional visitor, let’s say it’s a “she,” might well start at the south end where the new Salmon Center is located. Here is truly a regional attraction, explaining the ecology of the area and providing children of all ages many opportunities to engage in the learning about the land that supports them. There is a small cluster of shops and services nearby and an inn where she can spend the night. Heading north, our visitor has the option of following the scenic trail along the marsh or the walkway along SR-3. She chooses the walkway so that she can enjoy the street’s boulevard-like character and new array of mixed-use buildings. She notices that traffic is steady but not congested, thanks to the new bypass and the fact that many of the local property owners have made a special effort to consolidate their driveways and landscape their street fronts. It makes a huge difference from what she remembers at the turn of the century. Even with the new buildings, she can see views of the inlet to the west.

![Illustration of Salmon Center Planning Objectives](image)

Figure 9. Illustrating the Salmon Center area planning objectives.
Entering the downtown, our visitor is surprised to see a number of multi-story residences surrounding a small but lively shopping area. The new residential neighborhood that has grown up around the old core provides a lot of people and activity. Some of the old landmarks are still there, in many cases spruced up to fit with the newer development. She notices that it is easy to walk around the downtown, small pathways providing easy access to inviting shops, cafes, professional services, and studios. The little plaza in the center with the outdoor seating is just the place to meet a friend for a cup of coffee. Right across the highway, the Saturday flea market is really hopping. There seem to be people from all over looking for treasures. Maybe she should stop and look for that old Johnny Cash record she needs for her collection. But she decides that, if she wants to visit the whole community, she’d better see what’s happened on the plateau.

Figure 10. Illustrating the downtown area planning objectives.
It's a bit of a walk up from the downtown, but the footpath is pleasant. She notices that even with the new development, there is a lot of green left. The creeks seem as free flowing as ever, with a lot of native vegetation around them to help them stay healthy and protect the water quality. Our wandering visitor also notices that the new residential development really seems to fit in with the surroundings. The smaller streets, swales, rural footpaths, landscaping with native vegetation, and sensitive site planning really make a difference. Here is proof that sustainable development makes sense, not only for the environment, but for the lifestyles as well.

Figure 11. Illustrating the plateau area planning objectives.
Finally she reaches the crest of the ridge, and here she sees the biggest changes. There is a new, attractive shopping center integrated with a business park, several ball fields and a new neighborhood with a wide mix of housing types. It may not have the intimate charm of the downtown, but someone has really done a good job of planning and designing the area. Jobs, services, amenities, and residences are all here. The wetlands provide an interesting backdrop, and all the major features seem connected with ribbons of open space. And, located near the intersection of old SR-3 and the new route, it is convenient for all. Looking across the highway, she can see new retail development and perhaps just a glimpse or two of the light industrial activities lined up along the rail siding.

Heading back toward her room at the Salmon Center Inn, she wishes that she had brought her bike with her. It would be an easy roll along either the SR-3 trail or the Romance Hill connection. But the walk gives her time to consider what she’s seen. What strikes her is that, for a rural community, Belfair is really a place of contrasts; old and new, a small town setting with some sophisticated aspects, and a place where the old hamburger joint and the new Starbucks can coexist. Most importantly, she ponders about how the three centers complement one another, each adding to the community as a whole. It provides more choices, a richer mix of experiences and, literally, something for everyone.

Maybe, she thinks, she’ll stay another day or two, maybe kayak the canal, maybe look for that old Johnny Cash record, perhaps explore the job market a bit, and—what the heck—it can’t hurt to do a bit of house hunting. Just for fun…

**Strategic Concept**

The planning concept translates the community’s vision described on the previous pages into a set of key ideas that, in turn, form the basis for the individual planning recommendations. In Belfair, the community’s vision means that public and private partners work together to develop a linear sequence of nodes—each with its own function and character—linked with an extensive trail system. Belfair’s downtown area will be the most important of these nodes and the focal point for civic and cultural activities.

Actions to encourage the Salmon Center development will attract visitors from all over the region, helping to fuel the local economy. And, the northern node will provide room to grow over the decades. Establishing zoning and guidelines that will direct new development to create a high-quality development with a mix of uses is critical. Improvements to SR-3 and guidelines to direct growth along the highway form another set of actions that are necessary to ensure good circulation and that the three nodes work together as a unified whole. The third major direction framing a number of planning recommendations and design standards is the community’s desire for a high-quality, sustainable environment.
Plan Concept

1. Focus more diverse, intense development in Three centers:
   - North end to accommodate larger footprint commercial
   - Downtown to provide mix of pedestrian/local commuting/mixed-use development
   - Salmon center to emphasize educational and recreational activities

2. Upgrade SR-3 corridor
   - Complete 3 lane configuration
   - Install sewer utilities and pedestrian and safety improvements
   - Encourage alternative appropriate development
   - Plan for alternative North/South route

3. Insure quality living and Natural environment
   - Initiate water quality program
   - Insure new development fits with small-town and natural character
   - Connect and support neighborhoods with trails, parks and public services.

Belfair Sub-Area Plan

Figure 12. Plan concept.
Specific Recommendations

Land Use and Community Design Recommendations

Zoning regulations and design standards will be a critical tool in implementing the community’s design objectives. Five different land use designations are proposed and sited to concentrate development in the three commercial nodes, allow for residential development to accommodate projected growth, and protect sensitive natural areas. These designations include:

- Festival Retail – intended for the downtown core and focal point of pedestrian activity in the Belfair area. The designation promotes small scale retail uses and eating and drinking places with office and residential uses on upper floors.
- Mixed-Use – intended to provide for a wide variety of uses along much of the SR-3 corridor and other areas.
- General Commercial – intended to provide for the full range of commercial uses to serve Belfair and the surrounding region.
- Business-Industrial – intended to provide for employment growth in the Belfair area by encouraging manufacturing, wholesale trade, and office uses.
- Residential – intended to provide opportunities for residential development within the Urban Growth Area. Includes subdesignations of R-4, R-5, and R-10 (numbers referring to the average number of units allowed per acre. Regulations provide flexibility by encouraging clustering of development on the sites that can best support development.

The chart on the following page identifies the difference between the zones, while the map on page 19 identifies the locations of each designation.

Recommendations for each of the districts including specific lists of permitted uses, density, and development standards are attached in Appendix 1.
### Table 1. Comparison of Zoning Designations

**Proposed Zones**

<table>
<thead>
<tr>
<th>Use (see descriptions on the following page) and Key Provisions</th>
<th>Festival Retail (FR)</th>
<th>General Commercial (GC)</th>
<th>Mixed-Use (MU)</th>
<th>Business Industrial (BI)</th>
<th>Residential (R-4, R-5, R-10)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>STREET LEVEL USES</strong>*</td>
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<td></td>
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<tr>
<td>Pedestrian Retail</td>
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<tr>
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<tr>
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</tr>
</tbody>
</table>

| **UPPER FLOORS USES***                                        |                      |                         |               |                          |                             |
| Pedestrian Retail                                             | λ                    | λ                       | λ             |                          |                             |
| General Commercial                                            | λ                    | λ                       |               |                          |                             |
| Office                                                        | λ                    | λ                       | λ             | λ                        |                             |
| Residential                                                   | λ                    | λ                       |               | λ                        |                             |

| **DENSITY PROVISIONS AND KEY DESIGN STANDARDS***              |                      |                         |               |                          |                             |
| Height limit                                                  | 3-5 stories          | 3 stories               | 3-5 stories   | 3 stories                | 3-4 stories                 |
| Residential density (units/acre)                              | No specified limit   | Not permitted           | No specified limit | Not permitted | 10 for R-10 5 for R-5 4 for R-4 |
| Front yard landscaping area*                                  | 0-8’                 | 0-30’                   | 0-30’         | 30-60’                   | 10-30’                      |

\(λ\) = Permitted use; \(≠\ast\) = Permitted only in the GC-BI Overlay Area; No Symbol = Use not permitted

* = See Appendix 1: Belfair Development Regulations for details

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**Description of Uses**

- **Pedestrian Retail** – Small scale retail trade uses (excluding auto-oriented uses), eating and drinking places, hotels and motels, personal service uses.
- **General Commercial** – The full range of commercial uses including retail trade and shops, eating and drinking places, hotels and motels, auto-oriented uses, finance, insurance, and real estate uses, and service uses.
- **Office** – Professional office.
- **Residential** – Multi-family and/or single family residential uses.
- **Industrial/Manufacturing/Wholesale** – Manufacturing, assembling, warehousing, repairing, fabricating, and processing.
This Figure and the following map figures illustrating the land use districts represent the original proposal adopted by the Belfair Sub-Area Planning Committee. These maps are only intended to show general areas of a given zone and may be modified by the zoning maps.
LU-1: Create the Festival Retail (FR) Land Use Designation

**Purpose:** The primary purpose of the Festival Retail designation is to combine business, cultural, civic, and residential activities into a cohesive community focal point which promotes pedestrian activity. The district encourages small scale retail trade uses (excluding auto-oriented uses), eating and drinking places, hotels and motels, personal service uses, civic and educational uses, and special events (including a farmers’ market). Professional offices and residential uses are permitted on upper floors to add vitality to the area and support businesses. Proposed development regulations are intended to promote pedestrian-oriented facades, walkways between developments, landscaping to buffer parking areas and add interest, and building standards to encourage quality and human scale buildings.

**Location:** Centered around the central triangle area in downtown.

**Permitted Uses:** Small scale retail trade uses (excluding auto-oriented uses), eating and drinking places, hotels and motels, personal service uses, civic and educational uses. Professional offices and residential uses are permitted on upper floors.

**Height Limits and Density:** Building heights are generally limited to four-stories. However, five story buildings may be allowed if they provide a centralized pedestrian plaza space per design standards. Overall densities are limited by height limits, parking, site constraints, and design standards.

**Design Standards:** Design standards will be critical to encourage pedestrian-oriented site and building design, good pedestrian and vehicular access, pedestrian amenities and open space, parking lot landscaping, and the integration of developments with the natural environment. Outdoor spaces within these areas should function as social settings for a variety of experiences, adding to the comfort and complexity of life in an village center environment, while maintaining a human scale and an ability for easy pedestrian circulation.

*Figure 14. FR Land Use Designation.*

*Figure 15. Development examples consistent with the vision for the Festival Retail area.*
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.*

*Figure 19. Development examples consistent with the vision for the General Commercial zone.*
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.
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 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.

Figure 25. Development examples consistent with the vision for the R-5 zone.

Figure 24. R-5 Land Use Designation.
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.

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**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. (See P-4.)

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