MASON COUNTY PLANNING COMMISSION
MEETING AGENDA

July 17, 2017 - 6:00 p.m.
Mason County Building 1 - Commission Chambers

411 N. 5th Street, Shelton, WA 98584

1. **6:00pm - Call to Order**
   Roll Call
   Approval of Planning Commission Minutes – June 19, 2017
   Changes to Agenda by Commissioners or Staff
   Conflict of Interest Inquiry
   Next Planning Commission Regular Meeting Date – August 21, 2017
   Revised Calendar Review and Adoption
   Committee / Staff Updates
   Other Business

2. **6:15pm – Public Comment:** Comments on items not receiving a public hearing on the agenda. Please limit comments to 3 minutes.

3. **6:30pm - Briefing:** Mason County Comprehensive Plan
   Chapter 4 Rural Element and Development Regulations

4. **7:00pm – Work Session:** Transportation Element Amendment

5. **8:00pm – Public Hearing:** Amendment to Mason County Code, Section 14.22
   Mason County Flood Damage Prevention Ordinance

6. **9:00pm - Adjourn**

What is the Planning Commission?
The Mason County Planning Commission is a citizen advisory commission that is appointed by and advisory to the Mason County Commission on the preparation and amendment of land use plans and implementing ordinances such as zoning.

- The actions tonight are not final decisions; they are Commission recommendations to the Board of County Commissioners who must ultimately make the final decision. If you have any questions or suggestions on ways the Planning Commission can serve you better, please contact the Planning Office at 360-427-9670

Americans with Disabilities Act (ADA) accommodations will be provided upon request, with reasonable, adequate notice.

MASON COUNTY
COMMUNITY SERVICES
Building, Planning, Environmental Health, Community Health

First DRAFT Rural Element of Mason County's Comprehensive Plan
First Briefing to Planning Commission
July 17th, 2017

Staff Contact

Paula Reeves, AICP CTP
Ext #286

Summary of Proposal

Mason County is unique for its 700 miles of beautiful coast lines, lakes, rivers and streams with outstanding air and water quality, vistas and mountain views, extensive recreation and tourism opportunities, and unmatched tranquility. It is one of the few remaining truly rural counties in all of Washington State. Mason County contains over 540,000 acres of national forest, parklands, and other rural lands including long term commercial forest lands. Rural lands cover over 60% of the County. Employment in Mason County is still largely resource based with a strong history of forestry and a growing aquaculture industry leading the nation in shellfish production.

Consistent with the Washington State Growth Management Act (RCW 36.70A), the Rural Element of Mason County's Comprehensive Plan establishes broad goals and policies guiding residential, commercial, and industrial uses in rural Mason County. It facilitates more varied economic uses in rural areas of the County, while protecting and maintaining the rural character and scale. The Rural Element also summarizes current conditions, measures rural development, and provides background information on the rural land use designations.

Public Engagement

A list of interested parties has been maintained by staff to ensure that notifications of public meetings and comment periods are addressed specifically to those individuals. All public meeting notices will be mailed to all parties of interest and posted in accordance with MCC 15.07.030.

Recommendation

Staff recommend that the Planning Advisory Commission review the presentation materials provided on the Rural Element as well as the First DRAFT Rural Element Document and share any feedback with Paula Reeves, Mason County Planning Manager, Preeves@co.mason.wa.us by **Monday, July 31st, 2017** for inclusion in revised drafts.

Chapter 4 – Rural Element

FIRST DRAFT

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Introduction

Mason County is unique for its 700 miles of beautiful coast lines, lakes, rivers and streams with outstanding air and water quality, vistas and mountain views, extensive recreation and tourism opportunities, and unmatched tranquility. It is one of the few remaining truly rural counties in all of Washington state. Mason County contains over 540,000 acres of national forest, parklands, and other rural lands including long term commercial forest lands. Rural lands cover over 60% of the County. Employment in Mason County is still largely resource based with a strong history of forestry and a growing aquaculture industry leading the nation in shellfish production.

Consistent with the Washington State Growth Management Act (RCW 36.70A), the Rural Element of Mason County's Comprehensive Plan establishes broad goals and policies guiding residential, commercial, and industrial uses in rural Mason County (See Figure 1. Map of Mason County Rural Lands). It facilitates more varied economic uses in rural areas of the County, while protecting and maintaining the rural character and scale. The Rural Element also summarizes current conditions, measures rural development, and provides background information on the rural land use designations.

Table 1. Mason County Population Projection 2016-2036

MASON COUNTY AND URBAN GROWTH AREA 20 YEAR POPULATION PROJECTION				
	2016	**2036**	**Population Increase**	**Percent Increase 2016-2036**
Mason County Total	**62,320**	**83,800**	**21,480**	**34%**
City of Shelton	10,070	16,200	6,130	61%
Shelton UGA	3,740	7,220	3,480	93%
Urban Growth Areas (Allyn, Belfair)	2,990	4,720	1,730	58%
Rural County	**45,520**	**55,660**	**10,140**	**22%**

Source: Washington State Office of Financial Management

In 2016, the population of the rural area was estimated to be 45,520 (including the small number of residents living on designated In Holding Lands), as shown in Table 1. This was about three quarters of the total County population. By 2036, the rural population is expected to be about 55,660 or 65 percent of the total. The rate of growth in the rural area over the next twenty years is expected to be slower than the Urban Growth Areas and Shelton.

Measuring Rural Development

The rural lands are those lands which are outside of the designated urban growth areas are not considered resource lands. Through adherence to goals and policies guiding rural residential, commercial and industrial development in Mason County, conservation lands are also protected and preserved for future generations.

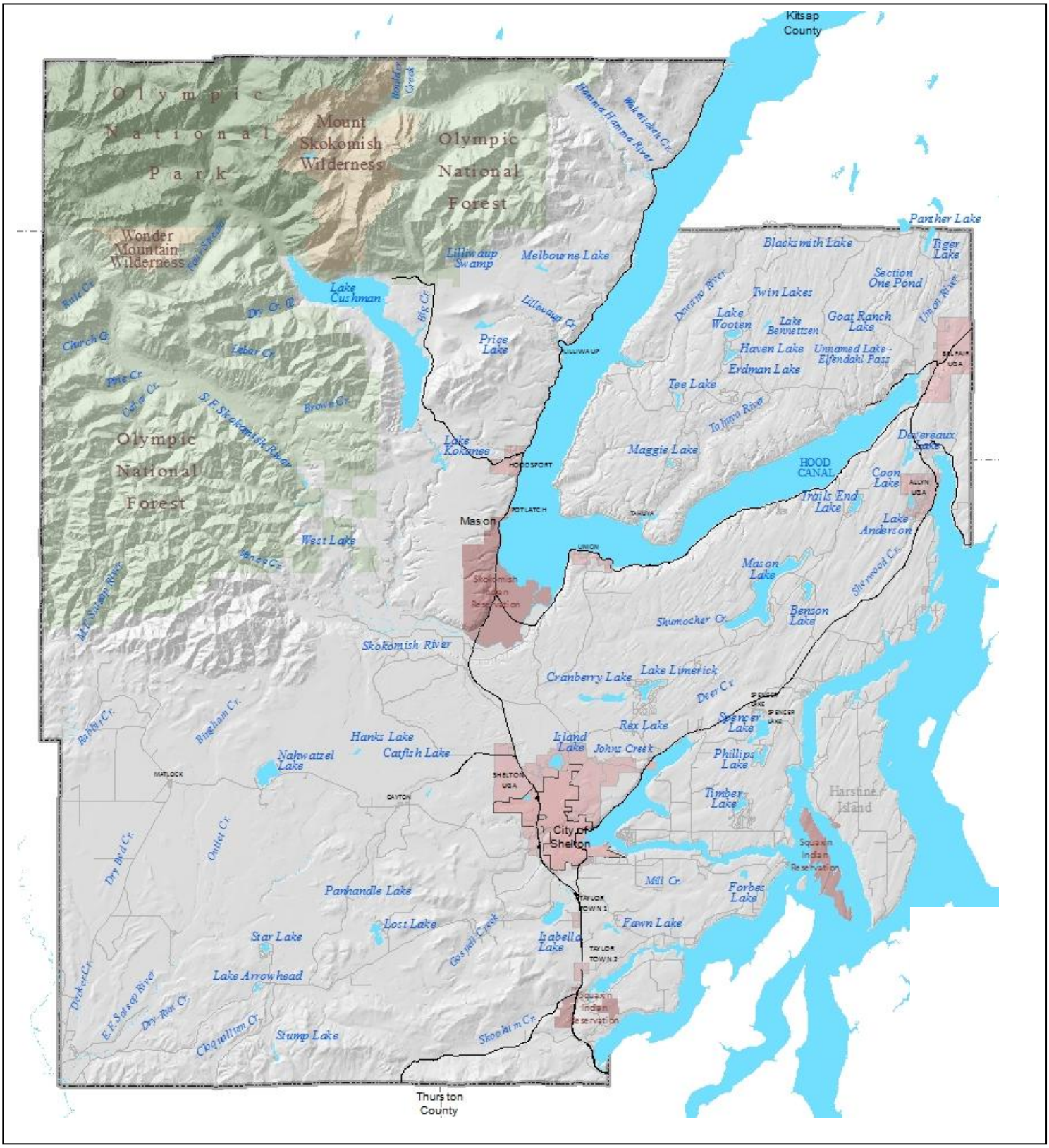
Mason County considered several methods to estimate urban and rural growth trends in the process of updating the Comprehensive Plan in 2016. Results generally show the County and cities will see a 53 percent urban and 47 percent rural growth split over the 20 year planning period reflecting the general success of growth management planning by the County and cities. This is especially notable as the urban growth areas in Mason County only account for 2 percent of total acres.

Washington State Growth Management Act Guidance

Washington State Growth Management Act established several principles for rural planning in Washington state including :

- A recognition of the importance of rural lands and rural character to Washington's economy, its people, and its environment, while respecting regional differences. Rural lands and rural-based economies enhance the economic desirability of the state, help to preserve traditional economic activities, and contribute to the state's overall quality of life.
- A finding that in order to retain and enhance the job base in rural areas, rural counties must have flexibility to create opportunities for business development. Rural counties must have the flexibility to retain existing businesses and allow them to expand. The legislature recognized that not all business developments in rural counties require an urban level of services; and that many businesses in rural areas fit within the definition of rural character identified by the local planning unit.
- A finding that in defining rural elements of County Comprehensive Plans under RCW 36.70A.070(5), a county should foster land use patterns and develop a local vision of rural character that will help preserve rural-based economies and traditional rural lifestyles; encourage the economic prosperity of rural residents; foster opportunities for small-scale, rural-based employment and self-employment; permit the operation of rural-based agricultural, commercial, recreational, and tourist businesses that are consistent with existing and planned land use patterns; be compatible with the use of the land by wildlife and for fish and wildlife habitat; foster the private stewardship of the land and preservation of open space; and enhance the rural sense of community and quality of life.

Figure 1. Mason County Rural Lands



Rural Character

Mason County's unique rural landscape is characterized by over 700 miles of shoreline, open spaces with natural vegetation; a variety of rural residential densities; farms, forests, mining, and aquatic resource areas; small unincorporated rural communities; small, rural commercial and industrial developments; and nationally and regionally important recreation areas.

Rural areas also include well-separated small communities located along major arterials and state highways that serve the needs of surrounding rural residents and enterprises. These communities are characterized by limited public services, small commercial uses, and single family houses on larger lots. Community services may include a school, post office, fire stations, churches, community centers and granges. There may also be some rural multifamily development.

About 387,000 acres in Mason County fall under one of the rural land zoning designations. These lands are outside of the Urban Growth Areas and the designated Natural Resource Lands. Table 3 shows the acreage of the various rural land zoning designations.

Inventory of Land Uses in the Rural County

It is important that lands designated for long term commercial forests, national park lands and national forest lands remain intact. These lands combined account for approximately 57 percent of the land area of Mason County and are not included in the developable lands analysis.

As shown in Table 2, Federal lands and lands of the Tribal Nations within Mason County account for approximately 35 percent of Mason County. The County Assessor does not maintain data on Federal or Tribal lands. As shown in Table 3, rural Mason County's vacant lands are nearly a quarter of total land area.

Table 2. Urban and Rural Land Area (Acres) within Mason County

Area	Total Acres	Percent of Total Acres
Rural Lands	**387,300**	**63%**
Olympic National Forest and Park	154,080	25%
Waters	57,600	9%
Tribal Nations	8,180	1%
Shelton Urban Growth Area	5,500	.9%
City of Shelton	3,900	.6%
Belfair Urban Growth Area	2,500	.4%
Allyn Urban Growth Area	1,000	.1%
Total County	**620,060**	**100%**

Methods

To develop an inventory of rural lands in Mason County, parcel data was first organized by current land use in accordance with the codes as provided by the County Assessor's Office and from zoning district data obtain from Mason County Geographic Information Systems (GIS). In order to determine the number of parcels and amount of acreage in each area that is currently devoted to various land uses, land use codes were grouped into broader land use categories (i.e. Residential, Commercial, Transportation, etc.) Once divided by existing land use, the zoning classification of each parcel was determined.

Table 3. Land Use Inventory in Rural Mason County (Acres)

Land use	Total Acres	Percent Total	Improved (building value >$20k)	Percent Total	Unimproved (building value <$20k)	Percent Total	Total Acres 2005	Percent Change
Forest/Water	276,848	60.70%	5,051	2%	271,796	98%	353,676	-22%
Vacant	111,912	24.50%	4,813	4%	107,099	96%	52,656	112%
Residential	40,201	8.80%	36,008	90%	4,193	10%	33,137	21%
Government	8,638	1.90%	1,910	22%	6,728	78%	na	
Agriculture/ Aquaculture	7,633	1.70%	3,260	43%	4,373	57%	9,845	-22%
Commercial	4,361	1.00%	3,192	73%	1 ,169	27%	3,538	23%
Transportation	2,440	0.50%	502	21%	1,938	79%	2,368	3%
Utilities	1,980	0.40%	461	23%	1,519	77%	2,079	-5%
Parks	1,968	0.40%	832	42%	1,136	58%	na	
Mining	147	0.03%	43	29%	104	71%	152	-3%

Source: Mason County Assessor's Office, 2015

*Assessor's data only reflects primary use of land and does not identify secondary uses like home-based businesses.

Table 4 shows the current land use as well as potential residential use according to its zoning district. For example, a parcel with an existing land use code of vacant located within a Rural Commercial zoning district has a one dwelling unit per acre potential, according to the Development Regulations for that zone adding at least 2.5[1] new residents per dwelling unit to the area. This inventory was conducted for each of the districts and zones.

Acreage figures are derived based on the best information and technology available. Accuracy may vary depending on changes in political boundaries, hydrological features, or the changes in methodology used to map and calculate a particular land use.

[1] 2.57 - Mason County average household size, U.S. Census Bureau.

Table 4. Rural Land Capacity Summary

Zone	Total Acres	Total Undeveloped Acres	Dwelling Units/Acre	Potential Units	Times 2.5 persons/unit
Inholding Lands	13,474	10,364	1/5	2,073	5,172
Rural Residential 2.5	976	527	1/2.5	211	527
Rural Residential 5	107,283	68,471	1/5	13,694	34,236
Rural Residential 10	35,875	32,974	1/10	3,297	8,244
Rural Residential 20	114,206	108,374	1/20	5,419	13,547
Agricultural Resource	7,019	4,205			
Long Term Commercial Forest	301,430	297,540			
Rural Tourist	4,457	1,658			
Rural Tourist Campground	372	256			
Rural Commercial 1	59	7			
Rural Commercial 2	110	46	1/lot	25	63
Rural Commercial 3	139	22	1/lot	26	65
Rural Commercial 5	17	0			
Rural Industrial	309	69			
Rural Natural Resource	676	367			
Totals	**586,402**	**524,880**		**24,745**	**61,854**

Source: Mason County Assessor's Office, 2015

*Assessor's data only reflects primary use of land and does not identify secondary uses like home-based businesses.

Limited Areas of More Intensive Rural Development

The land use designations for the rural area allow for a variety of residential densities and rural and natural resource-related businesses while protecting rural character. Several of these designations implement the Growth Management Act's (GMA) allowance of limited areas of more intensive rural development or "LAMIRDs", as defined in the 1997 amendments to the GMA. LAMIRDs allow greater development than is generally allowed in the rural area, provided the rural character is retained and measures are taken to prevent urban type development in the rural areas.

LAMIRDs accommodate new development that is consistent with the surrounding rural character. These provisions are critical to Mason County as many of the business are currently located in rural areas. Rural employers represent those business entities that exist outside the Urban Growth Areas. As you can see from the following table, they represent a substantial portion of the Mason County employment base, including:

- 49% of all employers in Mason County with or without employees
- 78% of all the employed workforce in the county
- 40 % of all the payroll in Mason County

The number of jobs outside the development zones exceeds any one class (UGA, RAC or Hamlet) individually. For EACH job in a RAC or Hamlet, there are 30 jobs in the rural areas of the County.

Table 5. Employers and Employment in the Rural County

Rural County Employment					
Name	**Acreage**	**Total Employers**	**With Employees**	**Number of Employees**	**Payroll**
Rural Mason	387,300	682	573	5,869	$204 M

Source: Mason County Economic Development Council

Additionally, sole proprietors, or the self-employed in Mason County, are a substantial part of the workforce. Mason County reports 4,668 sole proprietors from its business roles. These businesses outnumber the 1,425 employers with aggregate payroll over three times of the employers with an estimated $250 million in income forming the backbone of a resilient and adaptable economy.

Nationally, the Small Business Administration reports that 73 percent of all business entities are sole proprietors. However, in Mason County, sole proprietorship is higher at 77 percent, which reinforces the reputation of Mason County businesses' entrepreneurial spirit.

Using the most recent data available from 2012 through 2016, depending upon the source, this report finds 6,093 business entities within Mason County. These individuals are the ones who labor in the extra bedroom, at the kitchen table or out in the garage and are sometimes called the "gig economy". They are interspersed throughout almost anonymously, interacting more commonly in the grocery line, at the hardware or at community events. As such, the sole proprietor is more often known as friend or neighbor than the business entity they represent.

Table 6. Rural and Urban Business Development from 1998 to 2016

Employment Summary			
	1998	**2016**	**Difference**
Businesses with known addresses	3,289	5,885	286
Businesses reporting employment	1,240	1,425	185
Businesses outside UGA's, RAC's & Hamlets	62%	49%	-13%
Percent of businesses w/employees outside UGA's	56%	49%	-7%
Percent of total employees at businesses outside UGA's	44%	77%	33%
Percent of private payroll generated by businesses outside UGA's	38%	40%	12%
Percent of existing business types, outside UGA's, that are not authorized by the Matrix of Permitted uses	76%	76%	0%

Source: Mason County Economic Development Council

Rural Activity Centers

Rural Activity Centers are unincorporated areas that are characterized by services such as community water, limited commercial uses, and fire protection. RAC's do not necessarily provide services to neighboring residents but do provide job opportunities for rural residents. The Rural Activity Centers (RACs) within Mason County include Hoodsport, Taylor Town and Union. These RACs cover over thirteen hundred acres of land with an average size of 444 acres. Their 37 employers provide almost $5 million in income for more than 160 workers.

Table 7. Inventory of Rural Activity Centers in Mason County

Rural Activity Centers					
Name	**Acreage**	**Total Employers**	**With Employees**	**# Employees**	**Payroll**
Hoodsport	664	12	12	26	775,500
Union	416	12	9	74	2,593,900
Taylor Towne	253	13	11	67	1,600,700
Total:	1,333	37	32	167	4,970,100

Source: Mason County Economic Development Council

Generally, RACs include a mix of uses. They serve residents of the surrounding rural area, seasonal residents, and tourists. RACs also include concentrations of commercial, service, industrial, and civic uses but are not served by urban levels of facilities and services. Residential areas include single-family neighborhoods and some small-scale and low-rise multifamily housing. Businesses typically are found near or on the highway that runs through the community. In Hoodsport the commercial development is primarily concentrated into a small "downtown" area. Union has fewer businesses and more decentralized commercial activity. Taylor Town has small clusters of commercial development near some of the road intersections and a larger number of businesses throughout the RAC. Existing industrial uses within RACs are often stand-alone businesses such as welding shops, small shake mills, or food processing operations.

RACs within the County will experience some limited growth over the next 20 years. Average residential densities will increase as much of the land has already been platted into small lots, many of which are conforming and buildable. Business uses will also grow. The majority of growth within the RACs will focus on retail, commercial, tourism and industrial uses necessary to support the residential growth in the rural area. These areas are also expected to have small amounts of additional commercial and industrial development.

Rural Centers are intended to help meet existing and future commercial needs at existing areas of commercial activity. Rural Centers are LAMIRDs surrounded by logical outer boundaries as allowed by RCW 36.70A.070(5)(d)(i) and (iv).

Hamlets

Hamlets are intended meet the immediate needs of the rural residents, resource dependent industry, and visitors and are smaller than Rural Activity Centers. They provide a rural level of services and facilities. Hamlets may include one or two civic, community, or retail uses such as a post office, community center, church, grange, or gas station a distance from each other and from the urban centers. They are not intended to compete with the urban areas or RAC's as employment centers or commercial centers.

Mason County has nine Hamlets ranging in size between 9 acres and 111 acres. The average Hamlet in Mason County is 30 acres. There are 11 businesses providing a payroll of over $400,000 for 25 employees in the Hamlets of Bayshore, Dayton, Deer Creek, Eldon, Grapeview, Lake Cushman, Lilliwaup, Matlock, Potlatch, Spencer Lake, and Tahuya.

Table 8. Inventory of Mason County Hamlets

Hamlets					
Name	**Acreage**	**Total Employers**	**With Employees**	**No. Employees**	**Payroll**
Bay Shore	111				
Grapeview 2	34				
Matlock	27				
Deer Creek	25				
Lilliwaup	24				
Dayton	22				
Spencer Lake (west)	11				
Grapeview 1	11				
Spencer Lake (east)	9				
Total:	274	11	11	25	404,607

Source: Mason County Economic Development Council

Note: The numbers below 10 were suppressed to protect individual employer and employee data.

Rural Commercial Areas

In developing its rural commercial and industrial designations, Mason County undertook an extensive review of existing commercial and industrial uses and zoning in the rural area. The County combined this information with an analysis of the commercial, industrial, and natural resource industrial uses allowed in the rural area under the Growth Management Act.

The Rural Commercial (1-4) designations are intended to acknowledge certain significant uses in the rural area that were in existence prior to adoption of Mason County's first Comprehensive Plan. The Rural Commercial zones provide reasonable expansion and use opportunities for these pre-existing commercial areas. The designation is consistent with the Growth Management Act's allowance for "the intensification of development on lots containing isolated nonresidential uses" (RCW 36.70A.070(5)(d)(iii)).

Rural Industrial Areas

Rural Industrial Areas are small enclaves of industry, which serve the surrounding rural residents, and or industrial uses, which manufacture and export a product. These areas are intended to remain and to have the ability to expand, keeping within the rural character of the county. Counties may establish a process for approval of a major industrial development outside of the UGA for a specific business. A "major industrial development" is defined as a "master planned location for a specific manufacturing, industrial, or commercial business (RCW 36.70A.365).

Rural Tourism and Recreational Areas

Rural Tourist and Recreational Areas reflect existing areas in Mason County and their expansion, and allow for the development of new areas. They consist of recreation/tourism businesses with no permanent residential development, except for those of the owners or caretakers. Such areas may include small scale resorts, recreational vehicle parks, golf courses, and small stores. These areas must be served by appropriate rural or the extension of urban services. The Rural Tourism and Recreation designation is intended to foster economic development that relies on a rural location and setting and that incorporates the scenic and natural features of the land. This designation is consistent with the type of LAMIRD authorized by RCW 36.70A.070(5)(d)(ii).

Cottage Industry

The Cottage Industry designation allows small-scale commercial or industrial activities involving the provision of services or fabrication or production of goods, primarily for clients and markets outside of the immediate urban growth area. This designation may be applied to existing or new businesses, whereas the Rural Commercial designation applies only to businesses that were established as of 1997-98.

Master Planned Resorts

A Master Planned Resort is a self contained and fully integrated development in a setting of significant natural amenities that includes short-term visitor accommodations associated with a range of developed on-site indoor or outdoor recreation facilities. It may also include permanent residential uses as an integrated part of the overall resort development. Development of the Master Planned resort is controlled through the planning policies.

Master planned resorts are larger in scale, and involve greater potential impacts on the surrounding area, than uses permitted under the Rural Tourism and Recreation designation. Master planned resorts may constitute urban growth outside of urban growth areas as limited by RCW 36.70A.360 and RCW 36.70A.362. Designation of Master Planned Resorts requires amending the Comprehensive Plan and Zoning Maps, prior to, or concurrent with an application for master plan review. The comprehensive plan amendment process should evaluate all the probable significant adverse environmental impacts from the entire proposal, even if the proposal is to be developed in phases, and these impacts shall be considered in determining whether any particular location is suitable for a Master Planned Resort.

Natural Resource Lands

Natural resources abound in Mason County and provide the foundation for the County's economy. While timber has historically played a prominent role in the economy of the County, other natural resources including agricultural lands, aquaculture and mineral resources, have also fostered economic development within the County.

Natural resource lands receive special protection to discourage their conversion to other uses and maintain long term economic viability. Mason County has designated and protected three types of resource lands. These are Long-Term Commercial Forest Lands, Agricultural Resource Lands, and Mineral Resource Lands of long-term commercial significance. The county also designated forest Inholding Lands that are subject to special restrictions to protect adjacent Long-Term Commercial Forest Lands. In addition to designating these resource lands, the county has adopted protections for agricultural, shorelines management, and forest land uses.

Forest Products

Without question, timber is the foundation upon which Mason County's economy was built. For 200 years, Mason County's extensive forests have supplied logs, lumber, building components, pulp, and other products to national and international markets. Forest Products continue to be an important part of a strong natural resource based economy in Mason County.

Long Term Commercial Forest lands and Forest Products represent the primary land uses throughout Mason County and within each of its seven watersheds. **Appendix A** provides a series of maps including a Long Term Commercial Forest and In Holding Lands Map of Mason County. As previously mentioned in the discussion of Mason County land use, these figures do not include federal and tribal lands. Thus, Long Term Commercial Forest lands and Forestry play an even greater role in the County's land use, due to the acreage that the U.S. Forest Service maintains as well as lands forested by both the Skokomish and Squaxin Island Tribes.

Mason County currently has an abundance of forested lands with long term commercial significance. Although continued population growth will place additional demands on forest resources, these are not expected to significantly affect the County's forest resources during the 20 year planning period. Impacts associated with forestry operations include erosion and sedimentation, noise from machinery and vehicles, fugitive dust, and the visual impacts of harvested areas. The state Department of Natural Resources is responsible for regulating these impacts.

Agriculture

The State of Washington's GMA guidelines define agricultural land as land primarily devoted to the commercial production of horticultural, viticultural, floricultural, dairy, apiary, vegetable, or animal products or of berries, grain, hay, straw, turf, seed, Christmas trees, or livestock, and that has long term commercial significance for agricultural production. Long term commercial significance includes the growing capacity, productivity, and soil composition of the land for long term commercial production, while considering the land's proximity to population areas, and the

possibility of more intense uses of the land.

Agricultural practices have taken place in Mason County since the early days of logging. The clear-cutting practices of those early logging companies opened a considerable amount of County land to agriculture, particularly to dairying and cattle raising. Crop production was limited to the growing of hay, berries and potatoes. In the eastern part of the County where the weather was milder, extensive vineyards and fruit orchards were planted. Despite its rich agricultural history, however, Mason County is not well-endowed with the resources necessary to create a strong competitive advantage for agricultural production. Consequently, agriculture's current role in Mason County's economy is relatively minor. In 1993, there were 320 farms currently in operation in the County covering approximately 20,000 acres. This represented nearly 3.5% of Mason County's land area. In 2016, Mason County had approximately 8,000 acres of designated agricultural land.

Continued growth in Mason County is likely to increase land use conflicts between urban uses and remaining agricultural uses. As land values rise, the potential economic returns will likely increase the pressure on owners to sell or develop their properties. Much of the agricultural land within the County is located in the rural areas, outside the UGA's.

In order to better conserve agricultural lands of long-term commercial significance, Mason County designated Agricultural Resource Lands in its Resource Ordinance. The amendments also provided for continuing protections for lands in agricultural use, but not qualified as lands of long-term commercial significance.

Aquaculture

Mason County is the largest producer of shellfish in Washington State and Washington is the top shellfish producing state in the nation. Mason County has seen an increase in shellfish farms and revenue from shellfish sales of 25 percent between 2013 and 2005, based on the US Aquaculture Census.

Shellfish farms are significant contributors to Mason County's economy and provided XXXX family-wage jobs in 2016. Shellfish farming is the second largest employer in Mason County, Washington with over 70 farms generating $32 million in revenue annually. Shellfish also do their part to reduce the trade deficit. Shellfish grown in Mason County are exported around the world, bringing in millions of dollars from foreign countries each year directly benefitting our local economy as well as federal and state economies.

Shellfish production requires a healthy, functioning ecosystem to provide safe water quality and appropriate quantities of phytoplankton for food. Scientific research indicates well-managed shellfish farming can improve water quality, species diversity, and habitat complexity.

In order to better support shellfish production, Mason County has adopted its Shoreline Master Program and Resource Ordinance. These policy documents provide for continuing protections for aquaculture lands and the watersheds that feed into these lands.

Fish, crustaceans, mollusks, and other aquatic products which are caught or harvested by the public from non-controlled waters or beds are considered wild caught and are not included as aquaculture. Mason County has 25 public access beaches for shellfish harvesting and maintaining and enhancing this access remains a priority.

The shellfish industry across the state of Washington, including business owners in Mason County, have developed recommendations to support shellfish, known as the Washington Shellfish Initiative, including:

1. Establish a state shellfish aquaculture coordinator
2. Create a centralized mapping and data tracking portal
3. Develop consistent, practicable, and effective best management practices
4. Address overall permit timeliness
5. Continue outreach to growers
6. Provide technical assistance to local government
7. Assess permit compliance
8. Reduce redundancies and improve interagency coordination
9. Devote funding to support shellfish aquaculture permitting
10. Designate a lead state agency to manage shellfish aquaculture

Mineral Resource Lands

The State of Washington's GMA guidelines define mineral resource lands as lands primarily devoted to the extraction of minerals, or that have known or potential long term significance for the extraction of minerals. Minerals include gravel, sand, and valuable metallic substances.

Appendix A includes a Mason County Mineral Resource Map showing the location of known and potential mineral resources. The mineral resources identified on the map are based primarily on soil types identified n the *Mason County Soil Survey* and the Department of Ecology in the *Coastal Zone Atlas of Washington*. It should be noted that many of the soil characteristics which increase an area's potential as a source of mineral resources also increase its potential for aquifer recharge.

Mason County has a substantial supply of construction aggregate (i.e., sand and gravel). There are three remaining, undeveloped, large sources of high-quality sand and gravel located in close proximity to the waters of Puget Sound, such that materials can be transported from the site by barge to water-dependent metropolitan construction aggregate markets also located on the Puget Sound tide lands. Two of these large deposits of aggregate are located in Mason County. They include the proposed Hamma Hamma site at Eldon on Hood Canal, and the permitted Johns Prairie site north of Shelton on Oakland Bay. Both Mason County sites contain a high-volume source of high-quality sand and gravel. These resources are suitable for processing into a wide variety of finished construction aggregate classes, all meeting government and ASTM (American Society for Testing and Materials) specifications.

Mason County has 19 operating surface mines at the present time, approximately 2,200 acres considered as active permitted mines according to the Department of Natural Resources. The Resource Ordinance protects mineral resources lands for the future use of these areas for mineral resource extraction.

Continued population growth may place additional demands on local mineral resources. Impacts associated with mineral extraction include erosion and sedimentation, noise from machinery and vehicles, fugitive dust, and the visual impacts of excavated areas.

Open Space

Open space land is an essential component of rural character and is valuable to the community for a number of reasons. It can provide recreational opportunities, it is aesthetically pleasing, it enhances the quality of life in urban areas, and it increases property values. It creates natural boundaries, which can act as greenbelts and define neighborhood identity and can protect natural resources such as groundwater recharge areas, streams, soils, tidal areas, agricultural areas, and wildlife. Open space often provides habitat areas for wildlife.

There are three general types of open space land including:

- **Private open space** can include those farms, forest, and other parcels of undeveloped land that are privately held.
- **Common use open space** is land within a residential development or other development that is designated for common access by the residents of the development or by the general community.
- **Public open space** is publicly-owned land available for recreational use of the entire community. Open water areas, such as the Hood Canal or lakes, is also often considered as open space because it creates a sense of openness.

Appendix A contains a series of maps including an Existing Open Space Map.

Mason County enjoys extensive open spaces. In addition to the Olympic National Park and Olympic National Forest, there are significant tracts of state owned or privately held timber. Farmlands in river valleys, particularly the Skokomish, also are open space lands. A detailed listing of park and recreation facilities in the County is included in the Capital Facilities element of the Mason County Comprehensive Plan as well as the Parks and Trails Plan for Mason County.

Continued growth in Mason County is likely to increase the pressure for conversion of existing open space to other land uses. As land values rise, the potential economic returns will likely increase the pressure on owners of larger tracts of undeveloped land to sell or develop their properties.
The comprehensive plan provides for the preservation, protection, and enhancement of open

space . It does this by planning to accommodate residential and commercial growth in the County's Urban Growth Areas of Allyn, Belfair and Shelton. Also, the comprehensive plan provides for incentives to cluster development, as well as requiring the preservation of open space.

Open space preserved under the plan include: Long-Term Commercial Forest lands, Agricultural Resource Lands, local parks, state parks and other state lands, the Olympic National Park and the Olympic National Forest, land slide hazard areas and their associated buffers, flood ways, streams and their associated vegetation area, wetlands and their associated buffer areas, lands preserved as part of a clustered development plan, lands preserved as part of the designation of a fully contained community or a master planned resort, and major utility corridors.

Rural Water

Pursuant to RCW 19.27.097 and RCW 58.17.110, Mason County legally cannot issue a permit for a building requiring potable water or approve subdivision applications unless the applicant has a lawful and adequate water supply. Typically, the applicant provides a letter of availability from a public water source such as PUD, provides demonstration of a water right, or proposes to use a permit-exempt well. Under Washington law, the State of Washington regulates water and its availability for appropriation, determining whether an applicant's proposed use of a well is lawful.

In 2001, the State of Washington adopted an Instream Flow Rule for the Skokomish River Valley, Dosewallips, Kennedy Creek, and Goldsborough Creek, establishing minimum river and stream flows for salmon habitat.

Collaborative water planning is underway in Mason County to ensure compliance with state laws and maximize water conservation, reuse, and recycling. See also Mason County Comprehensive Plan, Chapter 7 – Utilities, for additional detail.

Watersheds

Land use and land planning is also organized by watersheds. Mason County includes seven watersheds: Case Inlet, Chehalis, Hood Canal, Lower Hood Canal, Oakland Bay, Skokomish, and Totten-Little Skookum. Drainage patterns determine the boundaries of watersheds.

Watershed management plans or action plans have been adopted for three watersheds: Totten-Little Skookum, Oakland Bay, and Lower Hood Canal. Sub-area plans were developed for North Mason County (the Lower Hood Canal), South-East Mason County (the Totten-Little Skookum), and Harstine Island (part of the Totten-Little Skookum). The watershed plans were developed in cooperation with adjoining counties that shared the watershed, the Indian Tribes, state agencies and the public, under the guidance of the Puget Sound Water Quality Authority. Information from these plans and goals and policies developed for them have been used in developing the Comprehensive Plan, its policies, and its implementing regulations.

Strategies for Maintaining Rural Character

Opportunities exist for Mason County to raise awareness and expand use of the land use regulatory tools provided under state law and also incorporated into the Mason County Development Regulations. These tools provide support for economic development in the rural area while maintaining rural character including, but not limited to:

- **Planned Action Environmental Impact Statements** – The County conducts the required environmental analysis before development is proposed to streamline and incentivize development in desired locations. (RCW 43.21C.031)

- **State Environmental Policy Act Mitigation Fees** – Fees collected to mitigate impacts under SEPA can be used to offset infrastructure costs and develop shovel ready sites. (RCW 43.21C)

- **Transfer Development Rights** - voluntary, incentive- based program that allows landowners to sell development rights from their agricultural lands to a developer or other interested party who then can use these rights to increase the density of development at another designated location. (MCC 17.03.037)

- **Clustering** - Clustering development allows grouping of residential structures on a portion of the available land while reserving a significant amount of the site as undeveloped open space. (MCC 16.23)

- **Restoration Planning** - Provides the option to develop a plan, tailored to a specific property, as an alternative to strict adherence to development regulations. Modification of buffers, a streamlined permit process and/or other departures from standards may be permitted on properties that provide a plan of alternative actions that will protect environmental resources and avoid environmental harm. (MCC 8.52.275)

- **Design Guidelines** – Specify that the design, shape, size, and orientation of lots shall be appropriate to the use for which the lots are intended and the character of the area and consistent with the policies of the county comprehensive plan and other land control ordinances. Lot areas in excess of minimum standards may be required for reasons of sanitation, steep slopes, slide hazards, poor drainage, flood hazards, or other unique conditions or features which may warrant protection of the public interest.(MCC 16.38)

- **Voluntary Stewardship Program -** This program is intended to promote local plans that protect and enhance critical areas within areas where agricultural activities are conducted, while maintaining and improving the long-term viability of agriculture in the state of Washington and reducing the conversion of farmland to other uses. These

plans establish voluntary incentive programs that encourage good riparian and ecosystem stewardship, protect water quality and fish habitat, and discourage the cessation of agricultural activities.

- **Conservation Easements** – Establish rights in perpetuity to future development which may be acquired by the county on any open space land, farm and agricultural land, and timberland. (Chapter 84.34 RCW)

Example: Green Diamond Conservation Easement

The Green Diamond Resource Company has worked with The Trust for Public Lands to retire thousands of acres of timberland into conservation easements over the next several years. By 2020, it is anticipated that Green Diamond will have retired more than 1,700 units of potential residential development in this conservation process. All of the timberland is in the rural areas; some designated as Long Term Commercial Forest, but mostly zoned rural residential 5, 10 and 20. Rural residential districts are distinguished by the minimum number of acres required for each dwelling unit (e.g. rural residential 5 require a minimum of 5 acres per unit). The total number of units as estimated by Green Diamond to be just over 1,700 was the result of reviewing the build out potential by each zoning district.

Countywide Planning Policies

The following Countywide Planning Policies (CWPPs) specifically relate to rural lands and provide more specific guidance for rural development:

2: REDUCE SPRAWL

GMA discourages the inappropriate conversion of undeveloped land into sprawling, low density development. Several of Mason County's CWPPs are designed to reduce the impacts of growth, including sprawl, in areas outside of Urban Growth Areas.

2.1 Rural areas now exist throughout Mason County that contribute a large measure of the quality of life enjoyed by residents. These areas are characterized by low housing densities, wilderness and recreational living opportunities, and open space. Other rural qualities include tranquility, low traffic volumes, natural views, privacy, and. Intensive development will be discouraged in these rural areas due to the difficulty of providing cost-effective services, or because their disappearance from the landscape would seriously detract from the desired character of the county. Rural areas of Mason County should be designated as such and protected from encroachment by intensive development. Rural area land use development and accompanying water use shall be compatible with fish habitat, and consistent with protection of natural surface water flows and groundwater recharge. Rural areas include those portions of the County that lie outside designated growth areas, master planned communities, and destination

resorts, and may have lower standards of infrastructure and service that reflect and maintain this rural character.

2.2 Comprehensive plan policies will be designed to protect rural lifestyles and values.

2.3 Establish Level of Service Standards, timely development of essential infrastructure, and adherence to design standards to reduce out-migration due to inadequate provision of urban amenities.

2.4 Establish a rural land use system that provides for continued vitality of limited areas of more intensive rural development often referred to in state statute as Limited Areas of More Intense Rural Development or LAMRIDs. The categories of these areas include rural activity areas, hamlets, commercial/industrial areas, and tourist/recreational areas.

8: RESOURCE INDUSTRIES

GMA recommends Counties maintain and enhance natural resource based industries including productive timber, agriculture, mining, and fisheries industries, and encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.

8.1 Maintain and enhance natural resource based industries including productive timber, agriculture, and fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.

10: ENVIRONMENT

GMA strives to protect the environment and enhance the quality of life, including air and water quality, and the availability of water.

10.1 Protect the environment and enhance the quality of life, including air and water quality, and the availability of water.

10.2 In order to protect public health and water quality, septic systems and/or appropriate alternative disposal systems will be installed where appropriate in rural areas, according to adopted County health codes. Alternative sewage collection and treatment systems with tight lines should be considered as an option when needed when public health is in jeopardy, and or to correct environmental damage and when consistent with land use designations in the Comprehensive Plan. Development permits and/or franchises for sewage treatment systems should be granted when consistent with the Comprehensive Plan.

10.3 Mason County and the cities therein shall protect drinking water supplies from contamination, ensure that water for development is both legally and physically available, and identify and reserve future supplies.

10.4 Ensure Land Use Permit processes control activities in environmentally sensitive areas which may have a detrimental effect on public health, safety, environment, and physical integrity of the area consistent with state and federal requirements.

Other Rural Planning Policies and Actions

- Establishing designation criteria of Long Term Commercial Forest;
- Ensuring that forestry operations are conducted according to forest practices regulations;
- Setting lot size and development policies for designated forest lands; and
- Ensuring that mineral resource operations comply with appropriate development standards; and
- Ensuring that excessive noise and light levels do not result from mineral resource operations.
- Requiring the protection of open space provided by critical areas.
- Encouraging, through incentives, the protection of public open space within new developments.
- Coordinating with State agencies to improve access to saltwater shorelines.
- Pursuing coordinated water planning resources.

SCJ ALLIANCE
CONSULTING SERVICES

MEMORANDUM

TO:	Mason County Board of County Commissioners
FROM:	Elisabeth Wooton, Transportation Planner
DATE:	June 21, 2017
SUBJECT:	Review of Draft Allyn Circulation and Waterfront Access Plan

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Purpose

To discuss the draft version of the Allyn Circulation and Waterfront Access Plan, attached for your review.

Background

In January, Mason County Public Works contracted with SCJ Alliance to develop a Circulation and Waterfront Access Plan for Allyn. The scope of the study was the Allyn Urban Growth Area with a focus on Lower Allyn and the commercial district. The overarching questions the study address the following questions:

- How do we make SR 3 a better 'Main Street' for Allyn?
- How do we enhance access to the waterfront and other community assets?
- How do we improve circulation to support local trips and economic growth?

The draft plan describes the community engagement process, previous planning documents, and existing conditions data which included crash history on SR 3 and an analysis of ROW status. The research activities resulted in a series of recommendations which have been characterized into three project areas:

- Make SR 3 a Complete Street
- Advance the Local Transportation Network
- Manage Downtown Parking

The draft plan will be reviewed by the Planning Advisory Committee, TIP-CAP, and the potential implementing agencies including WSDOT, MTA, and the Port of Allyn. Once all comments have been received and addressed, the BoCC will be asked to adopt the final plan.

Requested Action

Please review and provide comments before July 7, 2017 by email (elisabeth.wooton@scjalliance.com) or by mail (8730 Tallon Lane, Suite 200, Lacey, WA 98516).

ALLYN: MOVING FORWARD

A Circulation & Waterfront Access Plan

June 2017

DRAFT

Prepared by:

SCJ Alliance

SCJ ALLIANCE
CONSULTING SERVICES

On behalf of:

Mason County
Public Works Department

Acknowledgements:

The project team would like to thank Richard Bell, Jeff Carey, Debbie Clemen, Lary Coppola, Dennis Engle, Bonnie Knight, Christa Lyons, Kell McAboy, Brian Walsh, the Port of Allyn, Allyn Community Association, all of the workshop participants, and the entire community of Allyn for donating their time and energy in the development of this plan.

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INTRODUCTION

Allyn is an unincorporated community in Mason County situated on State Route 3 (SR 3) between Shelton and Belfair with roughly 2,000 residents and a whole lot of potential. Situated directly on the North Bay shoreline of Case Inlet, Allyn offers beautiful views, public waterfront access, and a well-developed water and sewer system. In 2006, The Allyn Urban Growth Area (UGA) Plan laid out an ambitious vision for a vibrant, mixed-use village center. This plan builds upon the prior work to provide specific transportation related recommendations that can help Allyn move forward to realize that vision.

Plan Objectives

How do we make SR 3 a better 'Main Street' for Allyn?

SR 3 is the main transportation artery of Allyn and the backbone of the commercial district. Thousands of vehicles pass through on this corridor every day and Allyn residents rely on it to get in and out of their community. How can the corridor be transformed from a highway to a multi-modal street that supports local businesses, improves safety, and conveys a sense of place while still fulfilling its highway function?

How do we enhance access to the waterfront and other community assets?

There are amazing waterfront amenities on the east side of SR 3 in Allyn but getting to them can be tricky. Congestion on SR 3, limited parking, and a lack of pedestrian facilities makes getting across SR 3 a challenge. What treatments will make it easier and safer for people to reach the places they want to go?

How do we improve circulation to support local trips and economic growth?

Allyn has an extremely constrained transportation network. There are few paved roads with limited connectivity between places in the community. The lack of roadway infrastructure and confusion over ROW status has hindered economic growth in Allyn. What are strategies for advancing the local street network and creating alternatives and redundancy in the transportation system? How can transportation improvements be made to support development?

Scope of Plan

While this study considered the entire Allyn UGA, the recommendations are largely focused on SR 3 and the commercial district. The Allyn UGA is often described in terms of Upper and Lower Allyn. Upper Allyn encompasses Lakeland Village, a large residential development nestled within a golf course and around Anderson Lake. Lower Allyn includes everything east and south of Lakeland Village, including the commercial district which is referred to as Downtown Allyn in this plan.

PLAN DEVELOPMENT

Public engagement is a critical component of any planning project. It facilitates the exchange of information between the project team and the stakeholders throughout the process. An effective plan must be informed by the people who will be most affected by its implementation and aim to accurately reflect their values and priorities. For this project, outreach efforts included presentations, public workshops, and individual meetings. Below is a summary of the outreach activities conducted throughout the plan development process.

Issues and Opportunities Workshop

Early in the planning process, Mason County partnered with the Allyn Community Association (ACA) to hold a public workshop on March 2, 2017. Participants were given a brief introduction to the project objectives and timeline then led in a mapping exercise to identify issues and opportunities. Some of the general themes heard at the meeting are listed below while specific input received at this meeting is summarized in Figure 1.

ACA members at the issues and opportunities workshop

- More pedestrian and bicycle access
- Need for alternative routes for local traffic
- Parking is constrained in Downtown Allyn
- Need to address commuter parking activities
- Desire for standardized signage and wayfinding
- Poor lighting at night
- Difficult to make lefts onto and off of State Route 3 (SR 3)
- Need for additional access point in and out of Lakeland Village
- Improve pedestrian safety at intersections
- Better waterfront access and more open space

Feedback from this meeting was used to guide further research and helped shape the preliminary recommendations.

Figure 1: Issues and Opportunities Meeting Summary

One-on-One Stakeholder Interviews

During the initial outreach phase, several members of the Allyn community were asked to participate in interviews to learn more about the area's history and their personal insights on transportation and development in the area. Interviewees included residents, property owners, utility providers, business owners, and local community leaders.

Preliminary Recommendation Public Workshop

A list of preliminary recommendations was developed after reviewing existing conditions data, stakeholder input, and past studies and plans. On May 11th, 2017, a public workshop was held in the Port of Allyn to share the preliminary list of recommendations and get further feedback.

One exercise asked participants to identify where 'Downtown Allyn' begins and ends. On the northern end, most people thought the border was near North Bay Road. On the southern end, most felt the boundary was near the Allyn Waterfront Park near the bend in the road where the bay comes into view.

Define 'downtown Allyn' exercise from public workshop

Participants reviewed the preliminary list of recommendations and shared their project priorities. The top priorities of those in attendance are listed below in order of priority:

- Improve pedestrian crossing at SR 3 and Lakeland Drive
- Lower speed limit on SR 3 in Downtown Allyn
- Improve Wheelwright Street
- Improve intersection of SR 3 at North Bay Road and Wade Street
- Improve intersection of SR 3 at Lakeland Drive and Evans Street
- Add pedestrian crossing at SR 3 and Drum Street
- Improve Wade Street
- Improve Masterson Street
- Build additional parking area
- Add left turn lanes or pockets in Downtown Allyn
- Build North Bay Recreational Trail
- Designate formal park-and-ride location
- Revise parking requirements in village commercial zone

Participants also learned about corridor and intersection treatments used to calm traffic and worked in groups to discuss roadway design options and potential street standards for the SR 3 corridor and the local street network.

Governance Briefings

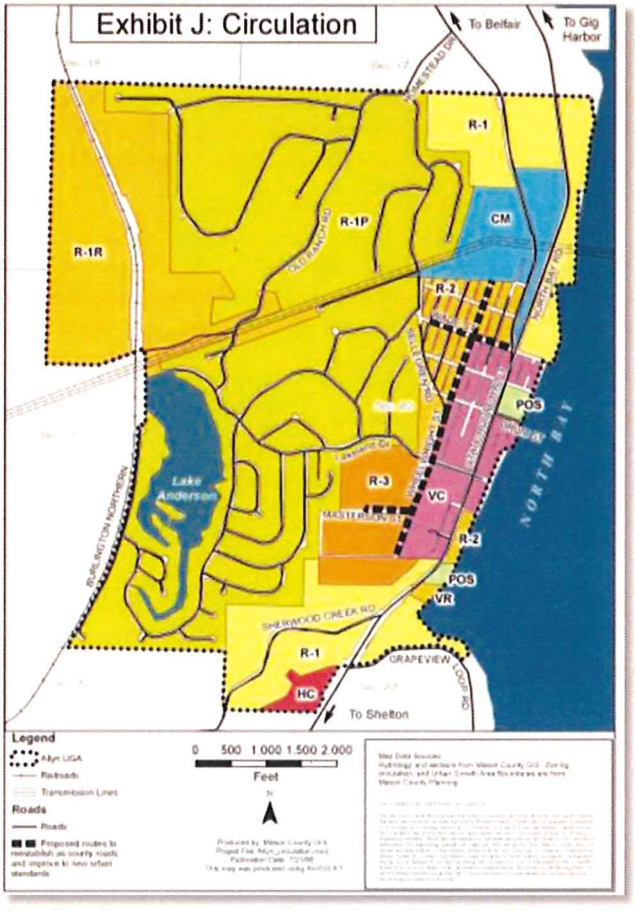
Throughout the process, presentations were made to Mason County's Board of County Commissioners, Planning Advisory Commission, and Transportation Improvement Program Citizen Advisory Panel (TIP-CAP). During these briefings, information about the study was shared and input was solicited to direct policy decisions and provide guidance on recommendations.

PLANNING CONTEXT

For such a small community, there has been an impressive amount of grassroots organizing and planning in Allyn. In addition, because of State Route 3's (SR 3) importance to the regional transportation network, there has been interest at the state level to understand how future growth will impact the corridor and communities like Allyn. The following is a list of previous planning efforts in Allyn with transportation components and how they relate the current planning effort.

Allyn Urban Growth Area Plan (The Allyn Plan)

In 2005, members of the community undertook an extensive planning effort to develop a comprehensive plan for Allyn's Urban Growth Area which resulted in the drafting and adoption of The Allyn Plan. One of the five elements of the plan is the Facilities and Services Element which includes sections on the existing conditions and desired conditions of the transportation system. The plan includes a list of recommended transportation and roadway projects, many of which are still relevant today. In this plan, Wheelwright Street, Wade Street, and Masterson Street were prioritized for future improvements due to their importance to the local street network and their development potential.



Roadway improvement priorities from The Allyn Plan

Allyn UGA Zoning Code and Map

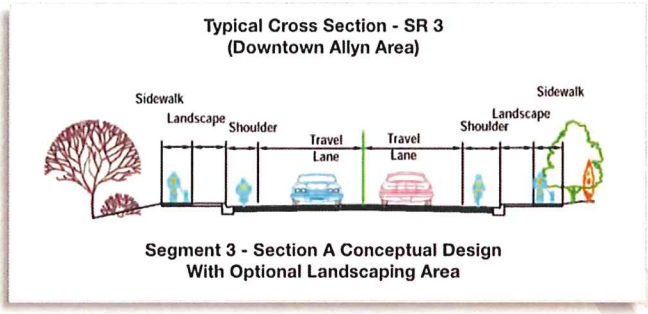
The same community-driven planning process resulted in the creation and adoption of a zoning code and map for the Allyn UGA. In addition to regulations on commercial and residential development, the code includes sections that address off-street parking and a sign code. Changes to various sections of the code have been adopted over the last decade. The most recent, in March of 2016, allows multi-family residential units to occupy the ground level in the Village Commercial district.

North Bay Trail Feasibility Study

In 2009, Mason County Parks and Trails published a feasibility and design report for a 3-mile recreational trail connecting Allyn to Coulter Creek in the northern end of Case Inlet. The North Bay Trail was identified in the 2008 Mason County Regional Trails Plan as a near-term priority. The study found the trail system to be generally feasible in terms of cost, potential trail and trailhead locations, and other practical considerations.

Bremerton Economic Development Study (BEDS)

In 2012, Washington State Department of Transportation (WSDOT) published a study that identified transportation improvements to support the growth and employment projections for the Bremerton area, targeting state highway corridors in the region including SR 3. In Allyn, the study proposed a street section for SR 3 in Allyn which included sidewalks on both sides of the roadway and identified the need for additional intersection control on SR 3 at N Grapeview Loop Road, Lakeland Drive, and North Bay Road. All potential improvements were evaluated based on safety, constructability, congestion and mobility, environmental impact, and community issues. The Allyn projects were not included in the top tier of WSDOT priorities but remain identified as future needs.



Proposed SR 3 street section from WSDOT's BEDS Report

Mason County Transportation Plan

Mason County's 2016 update of their Transportation Plan identified the need for a comprehensive transportation plan for Allyn with a prioritized list of implementation recommendations which aims to improve access and circulation, address outstanding questions about unused public rights-of-way, enhance walking and biking options, and facilitate compatible residential and commercial development.

WSDOT SR 3 Corridor Sketch

Washington State DOT's Corridor Sketch Initiative captures and documents consistent baseline information about each state transportation corridor to inform future investment decisions. Following Phase 1 of the initiative, the State's draft report stated that traffic forecasts showed traffic congestion through the Allyn area by 2030 and identified the need for an Allyn Congestion Relief Study to determine appropriate solutions. Phase 2 is currently underway and involves working with stakeholders to identify strategies to address the mobility performance gaps identified in Phase 1.

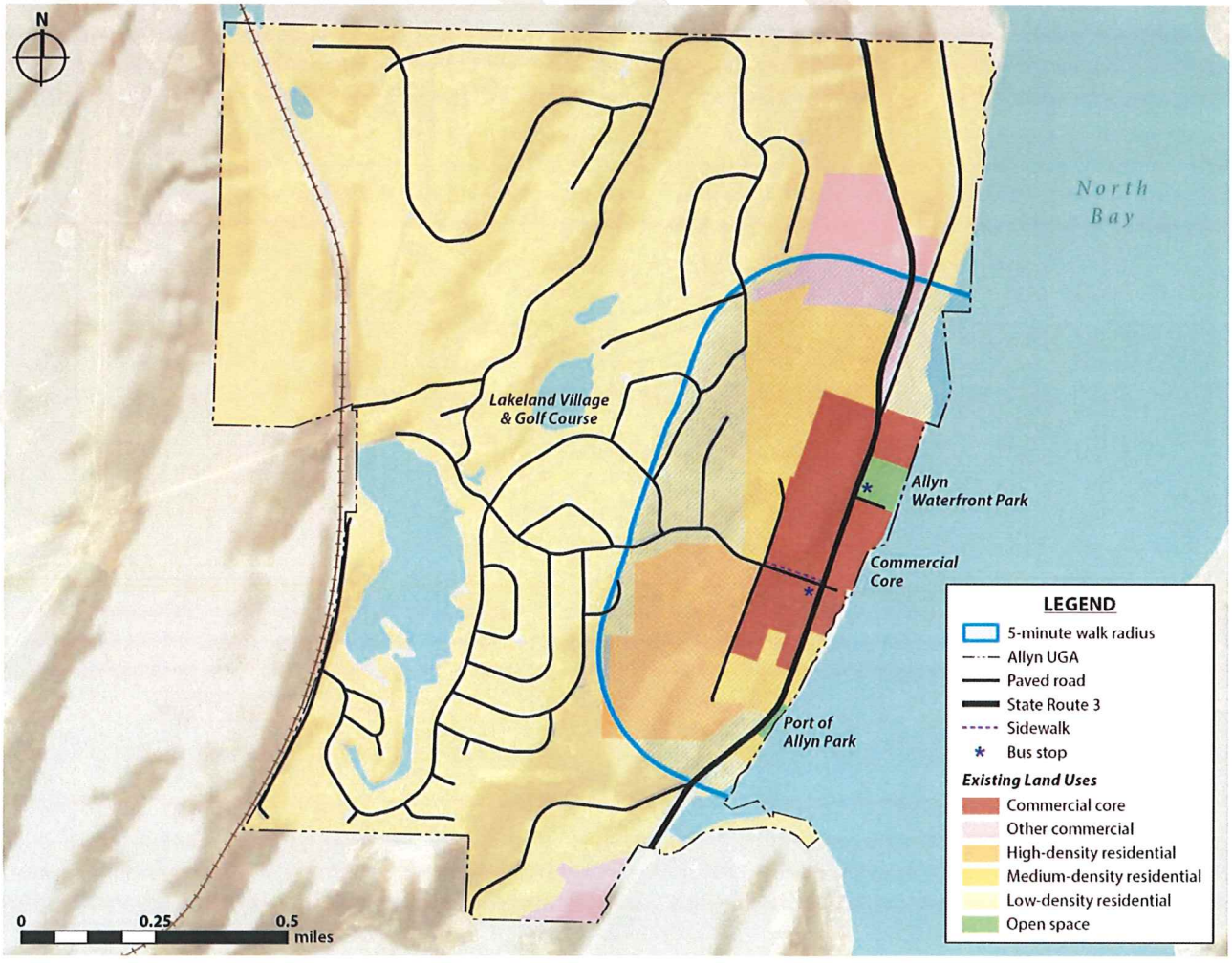
EXISTING CONDITIONS

In order to effectively plan for the tomorrow, it is important to understand what conditions exist today. As a part of this study, data was collected to develop a current snapshot of the transportation network in Allyn. Research included a facility inventory, an evaluation of crashes on State Route 3 (SR 3), and an analysis of right-of-way (ROW).

Facility Inventory

The following is a description of the transportation elements and open space assets that exist in Allyn today as shown in Figure 2.

Figure 2: Study Area and Facility Inventory



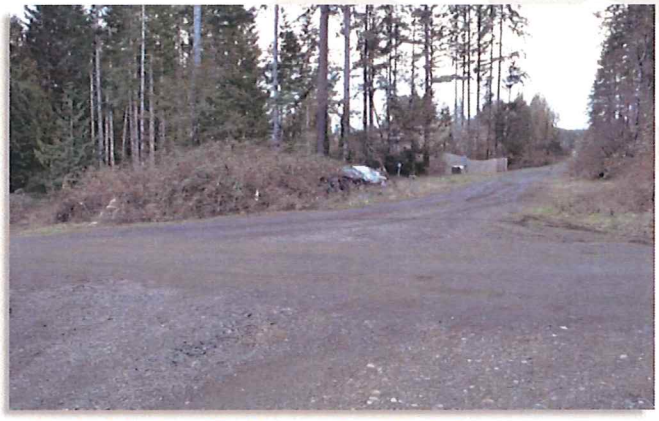
Streets

The primary roadway serving Allyn is SR 3, which runs north-south along Case Inlet. The highway runs right through the heart of Allyn, stretching from Shelton in the South to Belfair and communities on the Kitsap Peninsula in the north. Most of the commercial activity is located on either side of SR 3, making it the 'Main Street' of Allyn. The corridor has 12-foot lanes in each direction with a shoulder of varying width on either side. In 2007, upon community request, Washington State Department of Transportation (WSDOT) reduced the speed limit to 35 mph within the Allyn UGA boundary.

SR 3 looking north at Evans Street

On the north end of Allyn's town center at Wade Street, North Bay Road connects to SR 3 at a wye-intersection. As SR 3 begins to diverge from Case Inlet, North Bay Road continues north along the shoreline, connecting Allyn to the Victor community, State Route 302, and Pierce County.

The Lakeland Village golf course and residential development has a system of curvilinear, low-volume public roads maintained by Mason County. There are two access points from Lakeland Village to SR 3; Lakeland Drive provides direct access to the center of Allyn and Homestead Drive provides access to SR 3 approximately one-mile north of Allyn.



Wheelwright Road looking south at Wade Street

Outside of SR 3 and Lakeland Village, there are few other paved roads in Allyn. There are two paved road spurs between SR3 and the shoreline; Evans Street, an extension of Lakeland Drive, and Drum Street at Port of Allyn Park. Also, a section of Wheelwright Street is paved between the Episcopal church and Sellegren Road.

Over time, other stretches of right-of-way have been graded to provide access to homes and property. These road sections are mostly gravel or dirt but some sections have been paved including a short section of Blackwell Street.

Transit

Mason Transit Authority (MTA) runs local and express bus service on SR 3. There are two designated stops in Allyn, one in each direction, found in the commercial core of the town. The stop in the northbound direction has a shelter outside the Port of Allyn building while a sign marks the southbound stop. Given the size of Allyn, transit services are well-used by commuters and informal park-and-ride activity occurs near Lakeland Drive and Evans Streeton the center of town and on N Grapeview Loop Road just south of Allyn.

MTA bus shelter on SR 3 and Drum Street

Non-Motorized Facilities

By and large, the community of Allyn lacks pedestrian and bicycle facilities. Except for a 500' stretch of sidewalk on the north side of Lakeland Drive between SR 3 and Wheelwright Street, the state and county roads do not include bike lanes or grade-separated sidewalks. A shoulder of varying width is provided on either side of SR 3, delineated by a fog line. While pedestrians and bicycles can and do use this space to get from place to place, it does not adequately protect people from SR 3 traffic or convey to drivers that it is a pedestrian facility.

Parking

Free parking is available in Downtown Allyn at a few key locations. The Allyn Center, on Lakeland Drive between SR 3 and Sullivan Street, has several parking areas with approximately 100 spaces combined. The Port of Allyn also maintains two public parking lots north of Drum Street with approximately 60 spaces combined. Another small portion of public parking is available at the end of Evans Street.

Public parking areas in Lower Allyn

Picnic area at Port of Allyn Park

Open Space

There are two public open-spaces along the shoreline that are maintained and operated by the Port of Allyn. Both parks are accessible from SR 3 and are approximately half a mile apart.

Allyn Waterfront park is located at Drum Street near the Port of Allyn administration building and includes a picnic area, community gazebo, playground, dock, and boat launch.

Port of Allyn Park, also referred to as Allyn Kayak Park, is a smaller open-space located south of the town center which has picnic areas, beach access, and interpretive sign displays.

Crash History

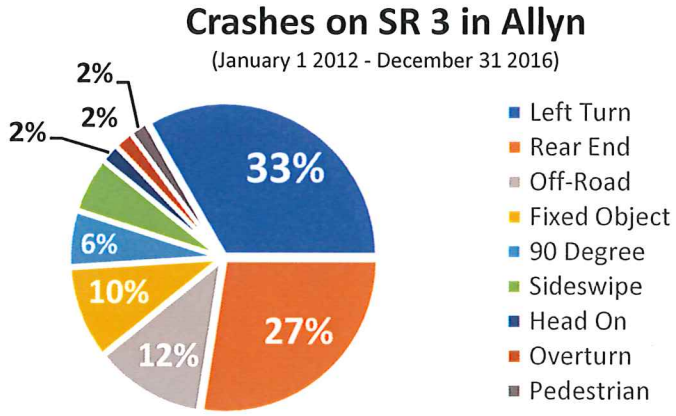
An examination of the location, frequency, and types of vehicle collisions that have occurred can help to understand what safety issues might exist and how best to address them. Understanding the collision history can also help prioritize improvements when funding is limited.

Crash data was obtained from WSDOT for the one-mile stretch of SR 3 that runs through Allyn. The data includes all reported vehicle crashes that occurred in the most recent, complete five-year span of data available (January 1, 2012 through December 31, 2016).

During the five-year period, 51 crashes on SR 3 in Allyn were reported as summarized in Figure 3. It should be noted that it is likely more crashes occurred but went unreported.

The data shows that locations with more turning movements experienced higher crash rates. The intersection at Lakeland Drive/Evans Street experienced eight crashes in the five-year period while the intersection North Bay Road/Wade Street experienced fifteen crashes. Also, the section of SR 3 just south of Drum Street that has several commercial driveways, including the gas station, had eight reported crashes in the five-year period.

Collisions involving left-turning vehicles and rear-ended vehicles made up 60 percent of the crashes. These findings support the community's noted difficulty making left-turns to enter or exit SR 3 and could support the need for a center turn lane for at least a part of SR 3 in Downtown Allyn. The occurrence of rear-end crashes also suggests that vehicles may be traveling too fast to adequately react to the actions of other vehicles on the road.



There was no apparent seasonality in the frequency of crashes. The same number of collisions were reported in summer and winter, both making up 29 percent of the total number of crashes. Collisions occurring in fall and spring made up 24 percent and 18 percent of the crashes respectively.

Figure 3: Crash History on SR 3 in Allyn

Right-Of-Way Status

The original 1889 plat of Allyn included a compact grid network of right-of-way (ROW) in Lower Allyn including north-south alleyways. However, many of these right-of-ways were never opened for public travel within five years of the plat and have therefore been vacated by operation of law under the State laws of 1889-1890. The laws governing ROW are complex and resolving issues or disputes requires a case-by-case approach.

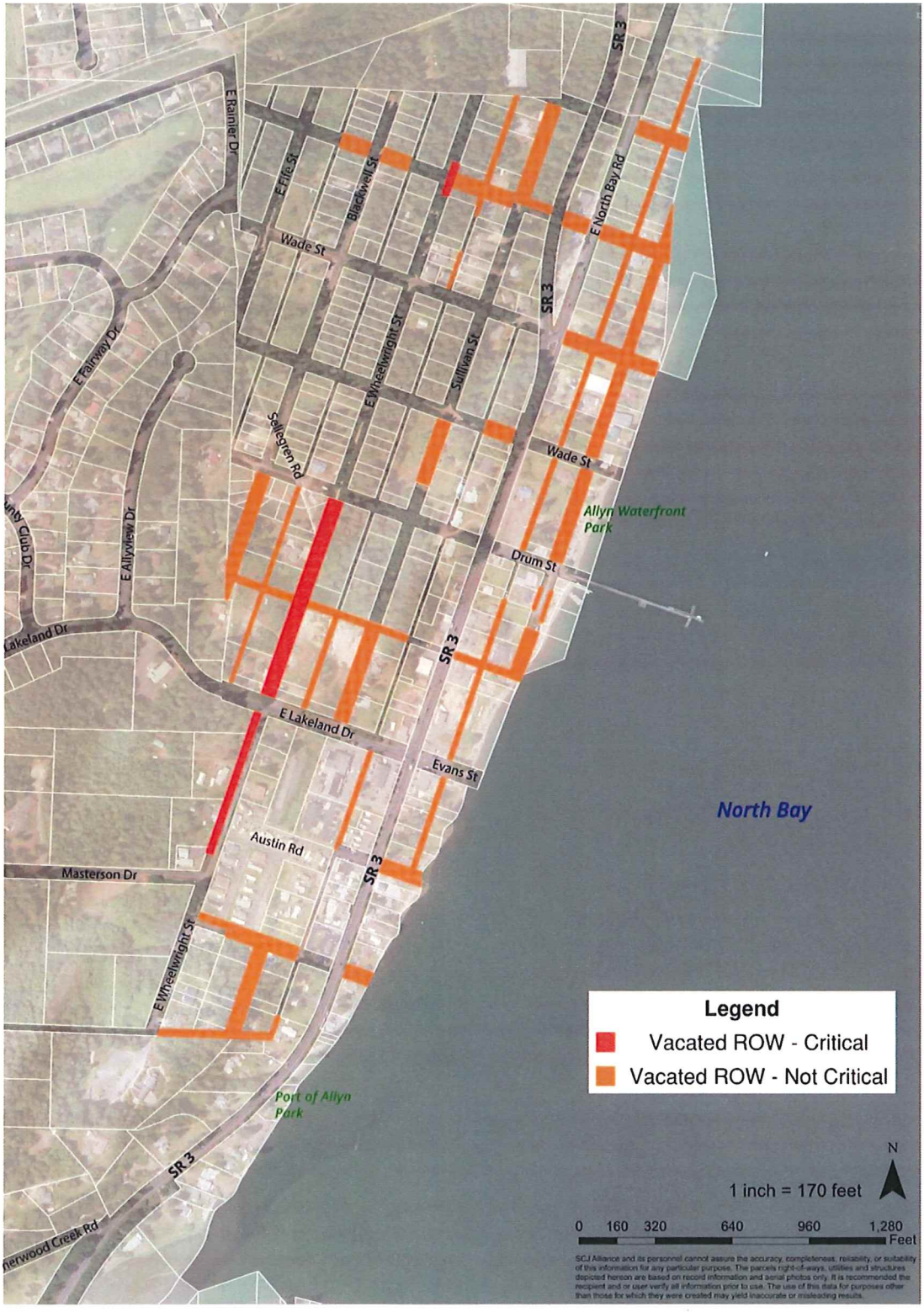
Most of the ROW in Allyn remains unimproved and the roads are not maintained by the county but serve as utility and property access easements. In a number of cases where the ROW was never opened and vacated by operation of law, the County has processed formal vacation requests from property owners to create a public record of vacation. Figure 4 shows the sections of ROW that have been formally vacated through a property owner petition process.

In 2005, The Allyn Plan prioritized reestablishing Wheelwright Street, Wade Street, and Masterson Street as county roads to be improved. Red indicates vacated ROW sections on these roadways considered critical to the development of a local street network. Orange indicates vacated ROW sections that are not on critical roadways.

The history of ROW vacation in Allyn has resulted in unclear legal status that adversely affects private financing options and hinders development in the area.

Wheelwright Road looking south at Austin Street

Figure 4: Vacated ROW in Allyn



RECOMMENDATIONS

The recommendations in this plan are based on community input, existing condition data, and economic considerations. The aim of the following recommendations is to make Allyn a more vibrant, rural community with a walkable town center that celebrates its close connection to the water. This plan seeks to build on previous work, advance locally-identified priorities, and leverage opportunities to make progress on multiple fronts.

Recommendations have been categorized into the following three project areas:

MAKE SR 3 A COMPLETE STREET

Existing traffic conditions and potential economic vitality justify taking a complete streets approach along the segment of SR 3 that runs through the commercial core of Allyn. The objectives of the recommended improvements are to increase safety for all users, encourage walking and biking trips in the commercial core, improve access to the waterfront and other community assets, and develop a greater sense of place in Allyn.

ADVANCE THE LOCAL TRANSPORTATION NETWORK

There are limited options for people traveling in and out of Allyn which puts a lot of pressure on SR 3 and key intersections. Additionally, piecemeal County right-of-way and a lack of infrastructure has limited development opportunities in Lower Allyn. Advancing a network of local paved roadways would create redundancy in a constrained system, encourage economic development, and provide alternative routes for local trips. Additionally, increasing non-motorized connectivity between Lakeland Village and Lower Allyn expands local travel choices.

MANAGE DOWNTOWN PARKING

Limited parking or the perception of limited parking can discourage activity in the commercial core of Allyn. The purpose of these recommendations is to improve parking efficiency in Downtown Allyn, encourage high-occupancy commute options, and provide business-supportive amenities for cyclists.

Make SR 3 a Complete Street

The following recommendations pertain to the stretch of SR 3 in 'Downtown Allyn' which is defined in this plan as the segment between the intersection of North Bay Road and Wade Street to the north and Allyn Waterfront Park to the south. Most civic and commercial assets in Allyn are located along or adjacent to this portion of SR 3 including the two Port of Allyn parks and most of the local businesses.

The goals of these SR 3 related recommendations are to improve conditions for walkers and cyclists, calm through-traffic, reduce congestion, improve safety, and develop a corridor that looks and feels like Allyn's 'Main Street' – clearly communicating to drivers that they are passing through a town with things to see and places to visit.

An overview of the SR 3 recommendations is shown in Figure 5 and are discussed in the order below. It should be noted, any and all work on SR 3 will require Washington State Department of Transportation (WSDOT) coordination and approval.

Corridor Treatments

For these recommendations, SR 3 through Downtown Allyn is separated into two segments based on adjacent land use and estimated pedestrian traffic. Recommended street standards are included for both of the following segments:

- **Town Center**
- **Town Edge**

Intersection Treatments

The plan gives recommendations for three intersections on SR 3 which are discussed from north to south in the following order:

- **North Bay Road and Wade Street**
- **Drum Street**
- **Lakeland Drive and Evans Street**

Gateway Treatments

This recommendation discusses possible gateway treatments and locations for either end of Downtown Allyn.

Speed Limit Reduction

This plan recommends a reduction in speed limit for SR 3 within Downtown Allyn.

Figure 5 SR 3Corridor Recommendations

Corridor Treatments

In Allyn, SR 3 is a 60-foot wide right-of-way. The current configuration is roughly 40-feet wide with one 12-foot lane in each direction and shoulders of varying width on either side of the roadway. The current road profile does not provide adequate facilities for pedestrians and cyclists, offers no traffic calming, and simply feels like a highway speeding drivers through Allyn.

The following corridor treatment recommendations aim to manage traffic more efficiently and improve safety for all road users. The street sections have been tailored for the Town Center and the Town Edge which have distinct characteristics. When implemented, it will create a continuous pedestrian facility through Downtown Allyn – connecting the two Port of Allyn parks and all the businesses and homes found in between.

Town Center Corridor Treatment

Town Center has been defined as the section of SR 3 between Lakeland Drive and Drum Street, including the approaches to each intersection. This portion of SR 3 has the highest concentration of destinations that people would want to walk to or between.

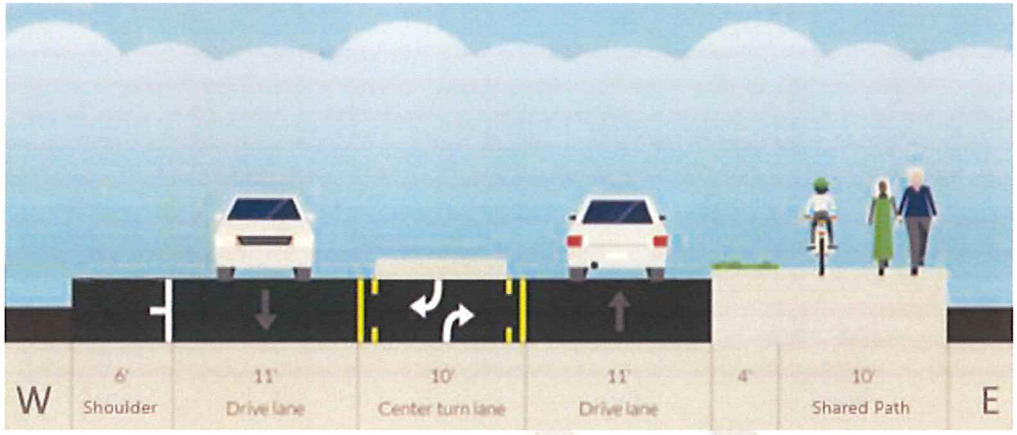
The recommended street section for the Town Center is 52-foot wide which includes the following elements:

(1) **11-foot travel lane** in each direction
(2) **6-foot shoulder** on the west side of the roadway for bicycles traveling southbound, though pedestrians can use it too
(3) **10-foot center turn lane** which clarifies driver intentions, allows through traffic to flow more freely, and reduces back-pressure on vehicles making turns off SR 3 which creates safety issues
(4) **10-foot wide shared-use path** on the east side of SR 3 is recommended based on community feedback and given the right-of-way constraints on the corridor
(5) **4-foot planting strip** between the shared path and the driving lane provides a buffer between moving traffic and pedestrians
(6) **8-foot wide median refuge islands** should be considered where left turn volumes are low or restricted such as southbound at Evans Street and northbound at Drum Street.

Installing **center turn lanes** on two-lane roadways has been shown to reduce the occurrence of rear-end crashes

Median refuge islands allow pedestrians to make the crossing in two stages – finding a gap in traffic to cross one direction at a time. Islands must be 6-feet wide or greater to provide adequate protection.

Figure 6: Town Center Standard Street Section



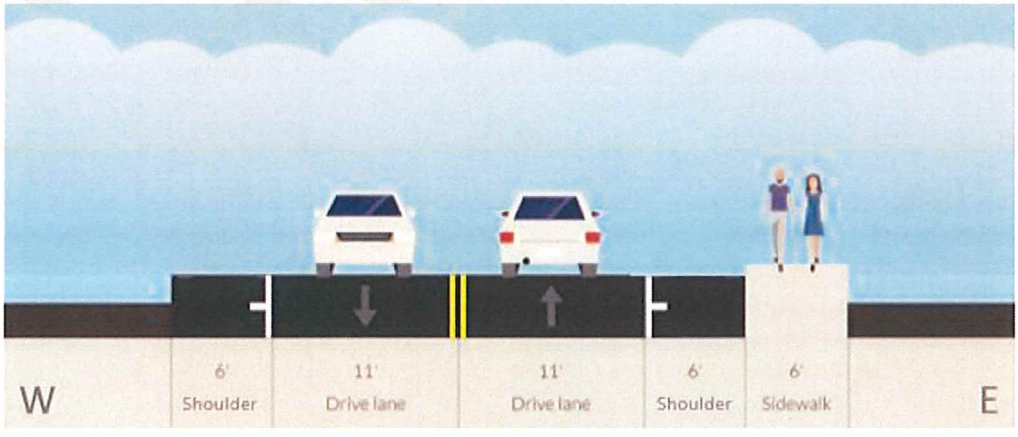
Town Edge Corridor Treatment

Outside of the Town Center, pedestrian activity is not expected to be as high. Therefore, the recommended section is different for the Town Edge. The proposed street section still provides non-motorized connectivity but reduces the overall width of the roadway which will lower construction costs and limit potential conflicts with adjacent properties.

The recommended street section for the Town Edge is 40-foot wide which includes the following elements:

(1) **11-foot travel lane** in each direction
(2) **6-foot sidewalk** continued on the east side of the roadway
(3) **6-foot shoulders** on both sides of the roadway to accommodate cyclists in both directions and provide a buffer between moving traffic and pedestrians using the sidewalk

Figure 7: Town Edge Standard Street Section



Considerations

- *Any design and construction will require close coordination with adjacent property owners, businesses, and residents to mitigate potential impacts and ensure adequate access is maintained and parking is accommodated. While the proposed street profiles fit within the 60-foot ROW, there are existing uses within the ROW that would need to be resolved.*
- *Concerns were raised about people using the sidewalk or shared path as a parking lane or even as a driving lane. Special attention should be given to the design to discourage this behavior.*
- *Designs for SR 3 should consider Low Impact Development standards for storm water management to reduce impacts on water quality and potentially lower construction costs.*
- *Upgrades to roadway lighting should be included as a part of any SR 3 project, paying special attention to illumination at pedestrian crossing locations.*
- *The Allyn subarea plan should be updated to include the preferred corridor treatments on SR 3*

Intersection Treatments

Currently, SR 3 traffic through Allyn is uncontrolled – no roundabout, signals, or stop signs are present to stop or slow vehicles traveling north and south. Other than one marked crosswalk at Lakeland Drive, there are no other pedestrian facilities to help pedestrians cross the busy corridor. In addition, heavy traffic on SR 3 makes entering or exiting the corridor difficult.

More frequent intersection treatments in Downtown Allyn will make SR 3 feel more like a street and less like a highway. More frequent pedestrian elements, such as crosswalks, sidewalks, and median refuge islands, will demonstrate to drivers that they are traveling through a community and to proceed with care. In addition, intersection treatments improve the management of conflicting vehicular movements better which improves safety for everyone.

SR 3 at North Bay Drive and Wade Street

This is a multileg, irregular intersection. At this location, SR 3 and North Bay Road meet at a wye-orientation with Wade Street intersecting just north of the intersection. In addition, the grade and curvature of southbound SR 3 entering Allyn creates a dangerous mixture of speeding vehicles and poor visibility. As a result, vehicles approaching on either North Bay Road or Wade Street have a difficult time making turns onto SR 3. The need for upgrades at this intersection were identified in WSDOT's BEDS report and current traffic volumes qualify this intersection for traffic control.

Single-Lane Roundabout	Traffic Signal
Reduces conflict points and opportunities for severe collisions	Drivers are familiar with this type of intersection control
Processes traffic more efficiently while calming traffic	Requires less space at the intersection
No signal maintenance costs	
More resilliant in storms	
Opportunity for gateway treatments	

There are two options for intersection control at this intersection; a single-lane roundabout or a traffic signal. While both options have their advantages and disadvantages, WSDOT will require an Intersection Control Analysis (ICA) to determine the appropriate intersection design. An ICA is an official WSDOT approved evaluation process which is required to pursue any change at this intersection.

Recommendation:

- **Perform an Intersection Control Analysis (ICA) to determine what control type WSDOT will require – single-lane round about or traffic signal.**

Considerations

- *Either choice would require an intersection design that incorporates Wade Street into the intersection, simplifies the conflicting turning movements, maintains access for trucks, and pays special attention to the private driveway on the east side of North Bay Road that serves multiple houses on the waterfront.*
- *A roundabout will have a larger footprint at the intersection and will likely require some ROW acquisition from adjacent property owners.*
- *During the outreach process, some residents voiced their concerns that a traffic signal will cause more congestion during peak periods and expressed an interest in a single-lane roundabout to calm traffic entering Allyn, simplify turning movements, and act as a gateway to the community.*
- *If a traffic signal is installed, the intersection could be simplified by removing the northbound slip lane onto North Bay Road – requiring northbound right turns to happen at the intersection in a designated right turn lane.*

SR 3 at Drum Street

The T-intersection with Drum Street running between SR 3 and the water provides access to the Port of Allyn Park, the public boat ramp, and waterfront homes. A northbound MTA bus stop with shelter is located on the northeast corner near the Port of Allyn building. Due to easy access to transit and waterfront amenities, this is a location likely to attract people who are walking. Additionally, residents expressed interest in an improved intersection treatment here. While traffic volumes at this intersection do not warrant traffic control, an uncontrolled crosswalk could be marked if traffic calming measures were installed.

Conceptual rendering of crosswalk at Drum Street looking north

The recommended treatment for the intersection at Drum Street includes:

(1) Install crosswalks on the southern leg of SR 3 and across Drum Street
(2) Add pedestrian warning signage at the SR 3 crosswalk
(3) Construct median refuge island on southern leg

The Manual on Uniform Traffic Control Devices (MUTCD) provides guidance on the type of sign to use and proper location for **pedestrian warning signage**

SR 3 at Lakeland Drive and Evans Street

This intersection is the center of Allyn's commercial district; there are well-established businesses on every corner, a bus stop on the southwest corner, and the only sidewalk in town is on the northwest corner. It is important crossing location between commercial centers on both sides of SR 3 and between the Lakeland Village neighborhood and the waterfront.

Looking north at Evans Street toward existing crosswalk

Currently, there is a crosswalk marked on the northern leg of SR 3 at the intersection but there is no signage to warn approaching vehicles of the pedestrian crossing location. Installing crosswalks on all legs of the intersection would make it clearer to drivers that pedestrians are likely to be crossing at this location.

Additionally, installing pedestrian warning signage would alert drivers of the crosswalk location further in advance which increases their likelihood of slowing and stopping for pedestrians.

This location is included in WSDOT's SR 3 studies as a future traffic control location, but the current traffic volumes at this intersection are just below the federal requirements that must be met before for installing a traffic signal or constructing a roundabout. However, the current traffic volumes do meet the State requirements for a designated left-turn lane in the northbound direction. Furthermore, the crash history at this intersection and the commercial area just to the north indicate that turning movements were responsible for a number of crashes which suggests a center left turn lane could reduce the frequency of collisions.

With a center-turn lane installed, a median refuge island could be accommodated in the crosswalk on the northern leg of SR 3 due to the low volume of southbound vehicles turning left from SR 3 onto Evans Street. This would make it easier for people to cross the street at this busy intersection.

The recommended treatment for the intersection at Lakeland Drive and Evans Street includes:

(1) Install crosswalks on all four legs of the intersection, including lighting
(2) Add pedestrian warning signage at both SR 3 crosswalks
(3) Install designated northbound left-turn lane on SR 3
(4) Construct a median refuge island on northern leg of SR 3

Consideration

- *Coordinating with WSDOT to install Pedestrian warning signage at the existing crosswalk should happen as soon as possible.*
- *The potentially pent-up demand for a pedestrian crossing at this location, not represented in pedestrian counts due to a lack of safety, should be considered when determining the need for intersection control at this location.*

Upgrade gateways

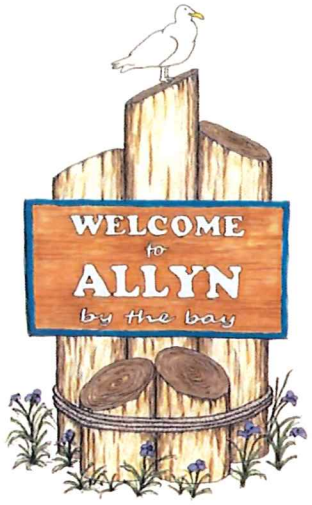
Gateway treatments communicate to drivers that they have arrived at a town and should expect more pedestrian and commercial activity. Gateway treatments are often specially designed to reflect the character of the community and help develop a sense of place.

The Port of Allyn installed welcome signs on SR 3 at Grapeview Loop Road and in the traffic triangle at North Bay Road. The existing signs

Existing gateway sign at Grapeview Loop Road

feature seagulls which are representative of the waterfront in Allyn but the colors are muted and they are not in highly visible locations.

The current location at Grapeview Loop Road marks the official border of the Allyn UGA but it is somewhat removed from the businesses and community amenities associated with the community. The community of Allyn may consider relocating the southern sign to better reflect the entering and leaving the 'Downtown Allyn'. Workshop participants identified the bend in SR 3, passing Allyn Waterfront Park when the bay comes into view, as the location where they feel like they have entered Allyn.



Concept for gateway treatment

Recommendation:

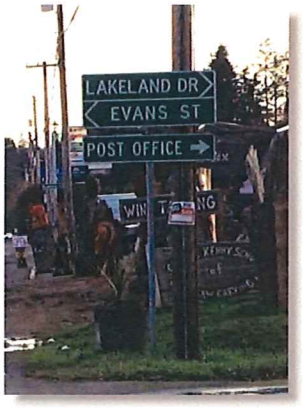
- **Work with Port of Allyn and the Allyn Community Association to raise funds for replacing and/or relocating the gateway treatments.**

Considerations

- *The sign on the north side of Allyn was recently hit by a vehicle and damaged which presents an opportunity to install a new gateway feature.*
- *If a roundabout is constructed at the intersection of SR 3 at North Bay Road and Wade Street, a new gateway feature could be incorporated into the design.*

Wayfinding Signage

The existing wayfinding signage in Allyn is mostly along SR 3 and is in the style of highway signs and only points to a few of the community assets including the post office and the public dock. To further develop the sense of place in Allyn, the community may want to design wayfinding signage that better reflects the character of the area and highlights more of the community assets. Two potential locations include SR 3 at Lakeland Drive/Evans Street and Drum Street.



Existing signage on SR 3

Recommendation:

- **Develop uniform wayfinding signage plan for key locations in coordination with WSDOT.**

Speed Limit Reduction

The posted speed through Allyn is 35mph which is too fast for an area working to increase walkability, transit access, and safety in its business core. A speed limit reduction to 25mph would signify that SR 3 in Downtown Allyn supports a walkable, vibrant town center. Approval from WSDOT will be required to implement a speed limit reduction and the request will only be considered if it is done in combination with other traffic calming measures and physical roadway changes as described in previous recommendations.

Recommendation:

- **Coordinate speed limit reduction request with future WSDOT traffic calming projects on SR 3.**

Advance the Local Transportation Network

Outside of Lakeland Village and SR 3, there are few paved roads within the community of Allyn. Most of the right-of-way (ROW) included in the original plat of Allyn has gone unimproved over the last 130 years. Over this same time span, there have been numerous vacations in Lower Allyn that have left a patchwork of ROW in the area. Many of the roads in Lower Allyn are informal, gravel roadways open to the public but primarily used by local residents.

Beyond improving access and circulation in Lower Allyn, there is a strong economic case for resolving the ROW issues and building a local street network. Currently, there is unmet development potential of land parcels in Lower Allyn, especially in areas zoned for commercial or multi-family residential uses. Clarifying the ROW status and paving critical local streets will make development more attractive and improve property owners' ability to gain financing. Ultimately, more development means more tax revenue for the County and a more vibrant Downtown Allyn.

Resolve ROW issues

Addressing the ROW issues in Allyn will require a land use law specialist to sort out where conflicts exist, determine if critical corridors have been vacated by operation of law, and review existing policy on ROW vacation to ensure critical roadways are sufficiently protected. The goal of this work would be to ensure critical roadway sections are under the jurisdiction of Mason County.

Recommendation:

- **Hire a land use lawyer to determine the status of critical roadways, review existing policy, and prepare recommendations for reclaiming and protecting County ROW.**

Acquire Critical County ROW

For reasons of access and circulation as well as economic development, some roadways in Allyn serve a higher and greater use as public ROW than as private property. Property owner negotiations and acquisitions will be required to reestablish County ROW that is currently privately owned.

Recommendation:

- **Initiate the negotiation and acquisition process to reclaim critical County ROW**

Priority Roadways

Future roadway investments should prioritize roadways that create a network of interconnected streets – ensuring adequate access and circulation in the areas of Allyn with the most potential for future development. This plan, in agreement with the Allyn Plan, recommends the designation of the following priority roadways in Lower Allyn as shown in Figure 8:

- Wheelwright Street (entire length)
- Wade Street (Fife Street to SR 3)
- Masterson Street (entire length)

All three streets would support areas of Allyn zoned for either commercial or higher-density residential development. Masterson Street is located in the heart of the parcels zoned for high-density residential use and the combination of Wheelwright Street and Wade Street would create an alternative route to SR 3 and relieve pressure on the intersection of SR 3 and Lakeland Drive.

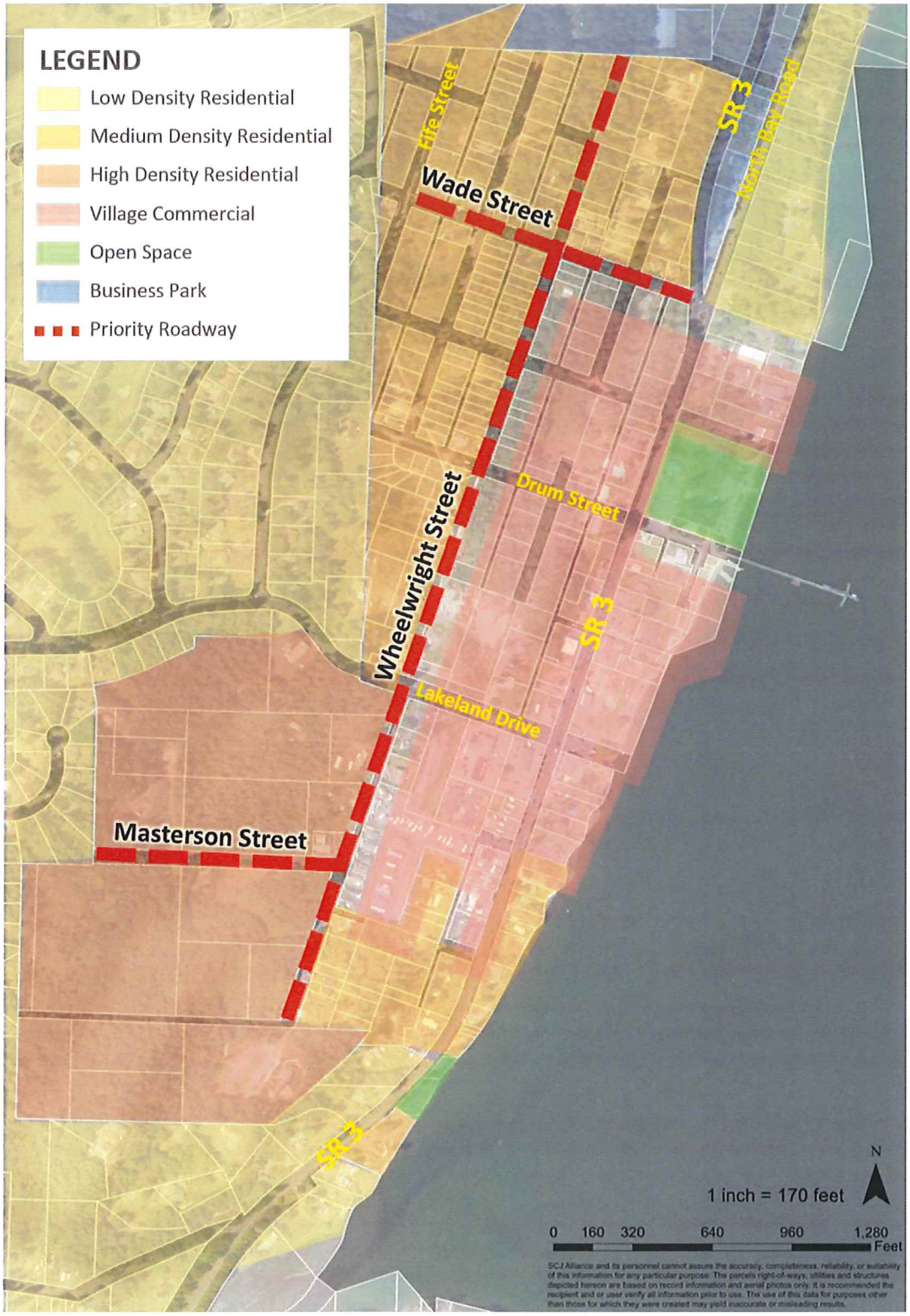
Recommendation:

- **Add the design, ROW acquisition, and construction of Wheelwright Street, Wade Street, and Masterson Street to the capital project lists.**

Consideration

- *The scope of these capital projects may be limited to ROW acquisition and design. Some or all of the burden to construct could be placed on the development community*
- *If constructed by the County, the scope may be limited to the roadway elements – asphalt travel lanes with shoulder, no gutter or curb.*

Figure 8: Priority Roadways in Lower Allyn



Local Street Standards

Each of the priority roadways was originally platted as 60-foot ROWs which is plenty to provide the corridor elements that are needed to support the low-volume, local access streets that are envisioned.

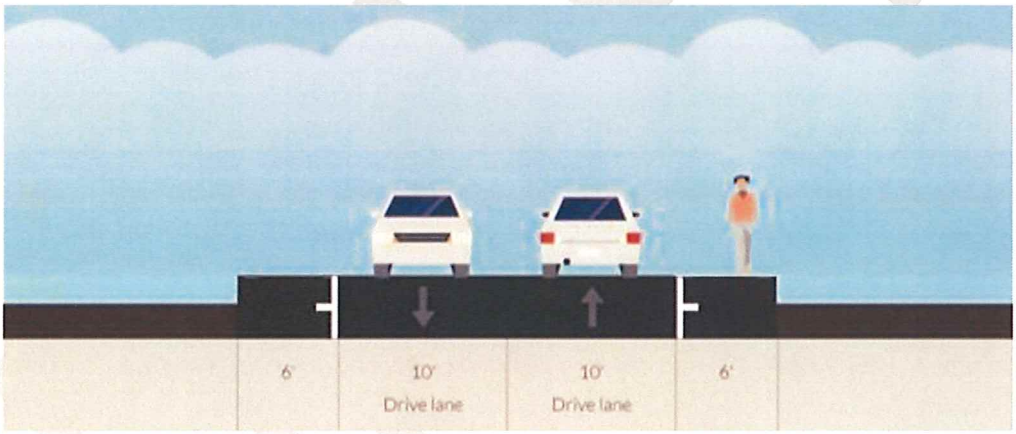
Due to the topography of Lower Allyn, imposing a strict street standard may cause unnecessary inflation of construction costs and/or create access issues for adjacent properties. The most important thing is that the street is wide enough to accommodate two-way vehicle traffic and provide some level of pedestrian access.

At a minimum, the recommended street section for local streets is 36-feet wide and includes the following elements:

(1) 10-foot travel lane in each direction

(2) 6-foot shoulders on both sides of the road delineated by a fog line or a low-profile asphalt curb

Figure 9: Local Street Standard Street Section



Considerations

- *Where feasible or as development occurs, 6-foot sidewalks could be constructed to replace the asphalt shoulder and provide a grade-separated pedestrian facility.*
- *Volumes on these roadways are expected to be low enough for bicycles to safely share the road with vehicles.*
- *Storm water management and design will need to be addressed on a case by case basis given the particular location and topography of the roadway segment*
- *The recommended local street section should be coordinated with or included in the existing County roadway standards and specifications*

Non-Motorized Connection to Lakeland Village at Wade Street

Possible alignment for trail connection

For residents of Lakeland Village, there are few connections between the residential neighborhood and the amenities located in Lower Allyn. By vehicle, there are only two access points; one at Lakeland Drive in Downtown Allyn and the other at Homestead Drive onto SR 3 north of Allyn.

This plan recommends formalizing a non-motorized access point by constructing a permanent pedestrian and bicycle trail connection from Lakeland Village's E Rainier Drive to Wade Street.

Recommendation

- **Reach out to the property owner of the affected parcel and conduct a targeted survey of residences nearby to gauge community support for the concept.**

Considerations

- *The project would require the acquisition of a small piece of the land with limited development potential that lies between Mason County's ROW on E Rainier Drive and Wade Street.*
- *The project may also require coordination with the Port of Allyn which owns an adjacent parcel of land where the water tower is located.*
- *The grade is steep in this area and a switchback design may be necessary to make it comfortable for more people.*

Manage Downtown Parking

During the outreach process, residents and business owners shared the observation that parking is limited in Downtown Allyn. While building a dedicated public parking facility in Lower Allyn is not an efficient or economical use of land, there are other measures that can be taken to make existing parking areas operate more efficiently.

In addition, carrying out the pedestrian connectivity elements of this plan are expected to improve parking operations. Once sidewalks and crossings are in place, visitors in Downtown Allyn will be able to park once and walk between multiple destinations. They will also feel more comfortable parking further from their destinations knowing they can safely walk there.

Designated Park-and-Ride Location

Identifying an alternative park-and-ride lot for commuters connecting to Mason Transit Authority (MTA) bus services would relieve pressure on the public parking in the center of Allyn where parking for businesses and services is now limited. In addition, having a secure and guaranteed location to park might encourage more people to choose to commute by bus could mean more people in downtown Allyn and less vehicles on the road.

The Port of Allyn Board of Directors has expressed interest in working with Mason County to explore creating a small park-and-ride facility on their property. The Port currently has two parking areas, both accessible from Drum Street, that serve the Port of Allyn Park; one on the waterfront and one closer to SR 3.

These parking areas experience higher usage over the weekend and in the summer months when people visit the park and use the boat launch. Members of the community mentioned that the waterfront parking area is also used during the day for families visiting the playground and workers on their lunch breaks. The parking area closer to SR 3 is used less often during the work day which, along with its proximity to the existing northbound bus shelter and SR 3, make it an ideal candidate for a commuter parking location.

Further discussions between Mason County, The Port of Allyn, and MTA will be required to formalize an agreement. A future project may include other elements such as bus stop upgrades or improved lighting and security features.

Recommendation:

- **Form a working group, including the Port of Allyn and MTA, to discuss the opportunities and challenges of locating a park-and-ride facility on Port of Allyn property.**

Introduce Bicycle Parking

Currently, there is no designated place to park a bicycle in all of Allyn. Installing bike racks outside of businesses is a low-cost improvement that can instantly make Allyn a more bike-friendly community.

There are potentially three kinds of bike riders that may want to have a safe place to leave their bike:

- Casual recreational riders from the surrounding areas accessing downtown businesses and activities
- Long-distance recreational cyclists on SR 3
- Commuters connecting to transit service

Offering a safe place for bicyclists to lock up if they want to stop for lunch or a beverage or park for the day while they are at work would be advantageous for businesses in Allyn.

Recommendation:

- **Identify local businesses that would be interested in installing bike parking and develop a bike parking program.**

Lock-and-Ride facility in Perth, Australia

Consideration

There may be an unmet demand for bike commuting in the area due to the lack of amenities. A bike-and-ride facility could serve commuters from Lakeland Village or Grapeview who live within biking distance of Downtown Allyn but don't have access to a secure place to park their bikes for the day. Planning and design of this facility could happen concurrently with the development of the park-and-ride lots.

Install Electric Vehicle Charging Stations

WSDOT has a goal to have 50,00 electric vehicles on their roads by 2020 and has launched a pilot program to expand the availability of EV fast charging infrastructure along state routes. Providing electric vehicle (EV) charging stations, can be a way for rural communities to attract visitors and offer them a spot to stay while they recharge. For instance, Belfair installed a station at Log Plaza in 2012. Allyn may consider doing the same.

Recommendation:

- **Investigate potential properties to cite an EV charging station and research potential funding opportunities.**

Other Project Ideas

There were several other ideas that were discussed during the planning process with merit but were found to be outside of the scope of this plan. Brief descriptions of each concept are included here for reference and for future planning purposes.

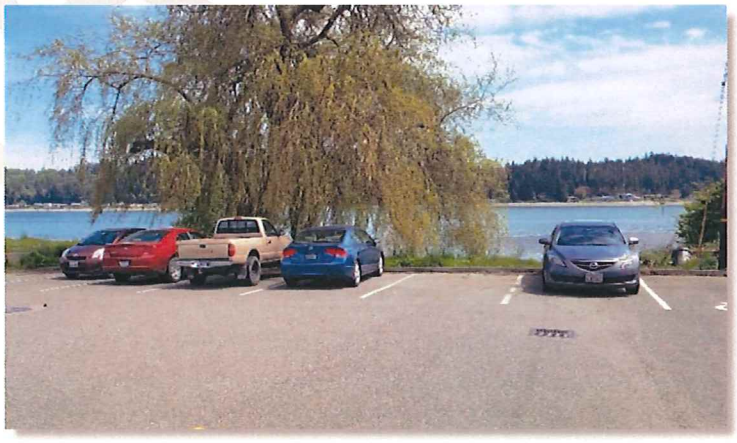
Rasor Road Connection

For many years now, there has been interest in the construction a roadway connection between the west side of Lakeland Village and Rasor Road. This connection would create an additional access point in and out of Lakeland Village and relieve some of the pressure on the existing two access points. It could also create more development opportunities in areas in the Allyn UGA west of Lakeland Village. It would require the design and construction of a road between one-half mile and a mile long to connect to the existing Rasor Road.

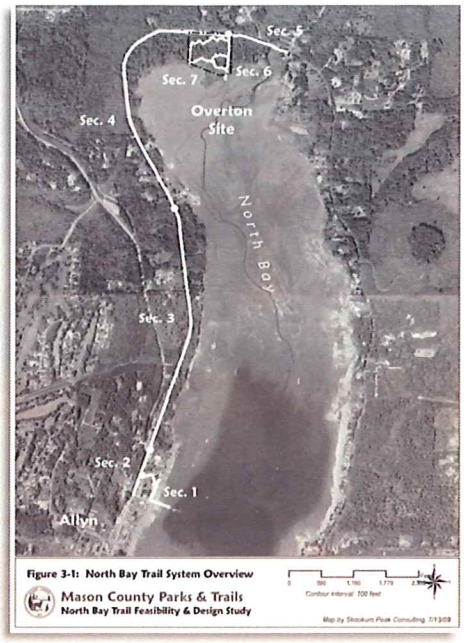
The cost associated with the design and construction of this new roadway connection would be large. Before beginning the design process, a rough cost benefit analysis should be conducted to decide if the need for this project is great enough to justify the cost. If it is found to be justified, the next step would be to initiate a study to identify and evaluate alternative roadway alignments to determine a preferred alternative before developing a preliminary design.

Evan Street Waterfront Park

An idea was raised during a community meeting to construct a small waterfront park at the street end of Evans Street which would create an additional public open space and improve access to the waterfront. Currently, there is parking at this location. A park here could include a boardwalk element, seating, and/or interpretive signs. While the footprint of the park would be within the limits of the ROW, the project may require zoning map change and may remove some public parking spaces.



Existing conditions at the end of Evans Street at the waterfront



North Bay Trail

The North Bay Trail project has been on peoples' minds for a long time. The proposed pedestrian and bicycle trail would connect downtown Ally to Coulter Creek at the top of North Bay following the shoreline of Case Inlet. Mason County Parks and Trails published a feasibility and design report in 2009. The study found no insurmountable obstacles practically speaking and developed conceptual designs and a phasing strategy.

While the cost of the project as a whole is very large, it is intended to be implemented in phases. This project presents a large potential benefit to Allyn and the surrounding area. The trail would provide a safe place to walk, run, or bike for longer distances and could also be used for events such as community races. The next step in moving this project forward would be to identify the first segment to construct and obtain grant funding to complete the design.

IMPLEMENTATION STRATEGY

Evolution of a Corridor Approach

Transforming the transportation network in Allyn will be a long process dependent on funding availability and political will. This plan takes the evolution of a corridor approach when thinking about how to implement projects and identify next steps.

Adopt and Update Plans

Keeping local and regional planning documents up-to-date to identify current needs and future projects is the first step in creating a better transportation network. Once identified, a project is more likely to be incorporated into a capital program or be eligible for grant funding.

Develop Policies and Standards

Adopting policies, such as a ROW policy, help to ensure that as change happens in the community, there is guidance on how to proceed in accordance with the larger plan and vision. As appropriate, street standards should be incorporated into the Transportation Element of the Allyn UGA Plan to ensure that as roadway projects or developments get underway, specifications are available during the design phases to ensure streets are built to a uniform standard that furthers the community vision.

Make Initial Investments

Mason County should add the design and construction of priority local streets to their capital project lists. Mason County should also coordinate with WSDOT to accommodate modest improvements on SR 3 during their regularly schedule repaving work

Upgrade Facilities

Leverage development and obtain grant funding to construct pedestrian and bicycle infrastructure. Adopted street standards will require future developer-driven mitigations to build compatible frontage improvements.

Summary of Recommendations

As with many planning efforts, it is important to recognize that achieving the larger vision takes a lot of dedicated people making a series of small steps forward. Many of the recommendations included in this plan represent that first action that will be required to get the ball rolling for a potential project. Below is a summary of the recommended actions:

Making SR 3 a Complete Street (SR3)

SR3-1. The recommended street section for the Town Center is 52-foot wide which includes the following elements:

(1) 11-foot travel lane in each direction
(2) 6-foot shoulder on the west side of the roadway for bicycles traveling southbound, though pedestrians can use it too
(3) 10-foot center turn lane which clarifies driver intentions, allows through traffic to flow more freely, and reduces back-pressure on vehicles making turns off SR 3 which creates safety issues
(4) 10-foot wide shared-use path on the east side of SR 3 is recommended based on community feedback and given the right-of-way constraints on the corridor
(5) 4-foot planting strip between the shared path and the driving lane provides a buffer between moving traffic and pedestrians
(6) 8-foot wide median refuge islands should be considered where left turn volumes are low or restricted such as southbound at Evans Street and northbound at Drum Street.

SR3-2. The recommended street section for the Town Edge is 40-foot wide which includes the following elements:

(1) 11-foot travel lane in each direction
(2) 6-foot sidewalk continued on the east side of the roadway
(3) 6-foot shoulders on both sides of the roadway to accommodate cyclists in both directions and provide a buffer between moving traffic and pedestrians using the sidewalk.

SR3-3. Perform an Intersection Control Analysis (ICA) to determine what control type WSDOT will require – single-lane round about or traffic signal.

SR3-4. The recommended treatment for the intersection at Drum Street includes:

(1) Install crosswalks on the southern leg of SR 3 and across Drum Street
(2) Add pedestrian warning signage at the SR 3 crosswalk
(3) Construct median refuge island on southern leg.

SR3-5. The recommended treatment for the intersection at Lakeland Drive and Evans Street includes:

(1) Install crosswalks on all four legs of the intersection, including lighting
(2) Add pedestrian warning signage at both SR 3 crosswalks
(3) Install designated northbound left-turn lane on SR 3
(4) Construct a median refuge island on northern leg of SR 3.

SR3-6. Work with Port of Allyn and the Allyn Community Association to raise funds for replacing and/or relocating the gateway treatments.

SR3-7. Develop uniform wayfinding signage plan for key locations in coordination with WSDOT.

SR3-8. Coordinate speed limit reduction request with future WSDOT traffic calming projects on SR 3.

Advancing the Local Street Network (LSN)

LSN-1. Hire a land use lawyer to determine the status of critical roadways, review existing policy, and prepare recommendations for reclaiming and protecting critical ROW.

LSN-2. Initiate the negotiation and acquisition process to reclaim critical County ROW.

LSN-3. Add the design, ROW acquisition, and construction of Wheelwright Street, Wade Street, and Masterson Street to the capital project lists.

LSN-4. At a minimum, the recommended street section for the local street network is 36-foot wide which includes:

(1) 10-foot travel lane in each direction
(2) 6-foot shoulders on both sides of the road delineated by a fog line or a low-profile asphalt curb.

LSN-5. Reach out to the property owner of the affected parcel and conduct a targeted survey of residences nearby to gauge community support for the concept

Managing Downtown Parking (DP)

DP-1. Form a working group, including the Port of Allyn and MTA, to discuss the opportunities and challenges of locating a park-and-ride facility on Port of Allyn property

DP-2. Identify local businesses that would be interested in installing bike parking and develop a bike parking program.

DP-3. Investigate potential properties to cite an EV charging station and research potential funding opportunities.

Key Players

Making progress on any one of these recommendations or projects will require time, energy, and coordination from many different players within the community and region. Different organizations will have to take the lead on carrying out different aspects of this plan. Some of the key stakeholders that will need to be involved in the implementation of this plan include:

- Mason County
- Washington State Department of Transportation (WSDOT)
- Puget Region Transportation Planning Organization (PRTPO)
- Mason Transit Authority
- The Port of Allyn
- Allyn Community Association

Funding Opportunities

Finding funding is one of the largest hurdles to overcome when it comes to implementing a plan. As an unincorporated community, Allyn is heavily reliant on Mason County, WSDOT, and grant funding to help them achieve their vision. Below is a list of transportation grants that fund the types of projects that are included in this plan.

Surface Transportation Block Grant Program – Provided by Federal Highway Administration (FHWA) and administered by PRTPO, these grants can be used to fund roadway projects including the construction of pedestrian and bicycle facilities.

FAST Act Transportation Alternatives Set-Aside Funding – Provided by the FHWA and administered by PRTPO, this funding source replaces the previous Transportation Alternative Program (TAP) to fund projects with multimodal transportation and access to transit elements.

Regional Mobility Grant Program – Provided by WSDOT, these funds are awarded to local transit agencies to support projects that improve access to transit and reduce congestion on Washington's heavily traveled roadways including park-and-ride lots.

Formula Grants for Rural Areas – Provided by the Federal Transit Administration (FTA), these grants are specifically awarded to rural communities trying to improve public transportation services.

Small City Arterial Program – Provided by Washington's Transportation Improvement Board (TIB), these grants support projects that improve safety and roadway conditions.

Small City Preservation Program – Provided by TIB, these funds support the rehabilitation and maintenance of the roadway system in partnership with WSDOT or County paving projects.

Small City Sidewalk Program – Provided by TIB, these grants are awarded to sidewalk construction projects that improve safety and connectivity.

People for Bikes Community Grant Program – Provided by the non-profit organization, People for Bikes, these funds are awarded to local agencies and advocacy organizations for bicycle projects including trails, programs, and other amenities, such as bicycle parking.

Aquatic Lands Enhancement Account – Provided by Washington State Recreation and Conservation Office (RCO), these funds can be used for the development of a waterfront park area.

Strategic Action Items

This plan will result in a series of projects. The following table summarizes the action items that will be required to implement the many elements of this plan. Potential project lead or leads have also been identified. Relative cost, priority, and time-frame are provided to help prioritize efforts and investments.

Actions	Lead	Relative Cost	Relative Priority	Relative Time Frame
SR 3 Complete Street Project	WSDOT	High	High	Long-Term
Intersection Control Analysis (SR 3 at North Bay Road/Wade Street)	WSDOT/Mason County	Low	High	Near-term
Obtain Specialist to Resolve ROW Issues	Mason County	Low	High	Near-term
Aquire Critical County ROW	Mason County	Medium	High	Near-term
Design of Critical County Roadways	Mason County	High	Medium	Long-Term
Non-Motorized Connection to Lakeland Village at Wade Street	Mason County	High	Low	Long-term
Electric Vehicle Charging Station	Mason County	Low	Low	Near-term
Park-and-Ride Lot	MTA/Port of Allyn	Medium	High	Near-term
Bike Parking Program	Port Allyn/ACA	Low	Medium	Near-term
Upgrade Wayfinding Signage and Gateway Treatments	Port of Allyn/ACA	Low	Medium	Near-term

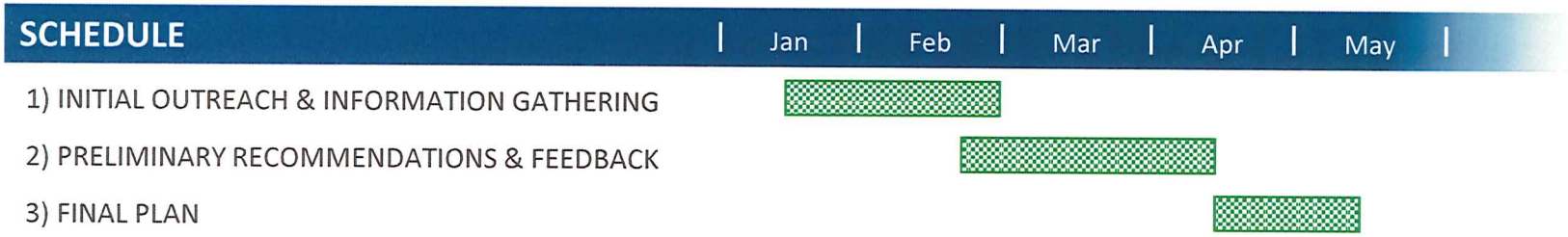
Allyn Outreach Plan and Schedule

As of January 24, 2016

OUTREACH PLAN

- Up to six interviews with key stakeholders and community organizations (February)
- A public workshop to identify opportunities and challenges (mid-February)
- A community open house to present preliminary findings and gather feedback (late-March)
- Two briefings each with BoCC and PAC (Kick-off & Preliminary Recommendations)

SCHEDULE



17.03.021 Electric Vehicle Infrastructure

A. Purpose.

This section provides opportunities for electric vehicle infrastructure in all zoning districts in the county. These regulations are intended to:

1. Provide adequate and convenient electric vehicle charging stations to serve the needs of the traveling public;

2. Provide opportunities for Mason County residents to have safe and efficient personal electric vehicle charging stations located at their place of residence; and

3. Provide the opportunity for commercial and industrial projects to supply electric vehicle charging station services to their customers and employees.

B. Applicability.

1. Electric vehicle infrastructure is permitted, as follows:

a. Electric vehicle charging stations equipped with Level 1 or Level 2 charging equipment as an accessory use in all zoning districts.

b. Rapid charging stations also known as Level 3 charging in CR-1, CR-2, R-30, R-43, OR-15, PR-18, OR-22, OR-30, OR-43, MX, CC, GC, IL, IH, BP, U, A, UH-10 and UH-20.

c. Battery exchange stations in CC, GC, IL and IH.

C. Definitions.

For the purposes of this section, the following definitions shall apply:

Battery exchange station	"Battery exchange station" means a fully automated facility that will enable an electric vehicle with a swappable battery to enter a drive lane and exchange the depleted battery with a fully charged battery through a fully automated process, which meets or exceeds any standards, codes, and regulations set forth by Chapter 19.27 RCW and consistent with rules adopted under RCW 19.27.540.
Charging levels	"Charging levels" means the standardized indicators of electric force, or voltage, at which an electric vehicle's battery is recharged. The terms 1, 2, and 3 are the most common electric vehicle charging levels, and include the following specifications. • Level 1 is considered slow charging (120-volt AC). • Level 2 is considered medium charging (208- or 240-volt AC). • Level 3 is considered fast or rapid charging (480-volt AC).
Electric vehicle	"Electric vehicle" means any vehicle that operates, either partially or exclusively, on electrical energy from the grid, or an off-board source, that is stored on-board for locomotive purpose. "Electric vehicle"

	includes: • battery electric vehicle; • plug-in hybrid electric vehicle; • neighborhood electric vehicle; and • medium-speed electric vehicle.
Electric vehicle charging station	"Electric vehicle charging station" means a public or private parking space that is served by battery charging station equipment that has as its primary purpose the transfer of electric energy (by conductive or inductive means) to a battery or other energy storage device in an electric vehicle.
Rapid charging station	"Rapid charging station" means an industrial grade electrical outlet that allows for faster recharging of electric vehicle batteries through higher power levels and that meets or exceeds any standards, codes, and regulations set forth by Chapter 19.28 RCW and consistent with rules adopted under RCW 19.27.540.

D. General Requirements.

Installation of electric vehicle infrastructure must be consistent with the rules for electric vehicle infrastructure requirements adopted by the State Building Code Council and the Department of Labor and Industries for the installation of electric vehicle infrastructure. All wires and equipment that convey electric current and any equipment to be operated by electric current must be consistent with the standards in RCW 19.27.540 and 19.28.281.

E. Process.

1. An application to establish electric vehicle infrastructure must obtain an electrical permit through Washington State Department of Labor and Industries.

2. Battery exchange stations that are an addition to an existing use require a site plan review process consistent with Mason County Code Section 17.05.046.

3. New battery exchange stations require a review process consistent with Mason County Code Section 8.48.050.

(Added: Ord. XXXXXXXXX)

MASON COUNTY
COMMUNITY SERVICES
Building, Planning, Environmental Health, Community Health

Amendment to Mason County Code, Section 14.22 Flood Damage Prevention Ordinance
Public Hearing Before Mason County Planning Commission
July 17th, 2017

Staff Contact

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Summary of Proposal

Once FEMA provides a community with the flood hazard information upon which floodplain management regulations are based, the community is required to adopt a floodplain management ordinance that meets or exceeds the minimum requirements. The purpose of the floodplain management regulations is to ensure that participating communities take into account flood hazards, to the extent that they are known, in all official actions relating to land management and use in order to keep people safe.

Mason County's existing Flood Damage Prevention Ordinance requires relatively few changes to comply with current requirements. The most significant is incorporation of revised flood plain categories as defined in the Flood Insurance Study that supersede the 1988 map (amended in 1998) and removal of the "reasonable use exception" clause that is inconsistent with the law and fails to protect public health and safety by allowing residential development in designated floodways.

On March 21, 2017, Mason County Planning hosted a well attended public meeting in Belfair to preview the preliminary maps and begin taking public comments. Since that date, the County Planning and Building staff have been using the Preliminary Flood Insurance Rate Map as best available data under the authority in federal regulations (44 CFR 60.3). By adopting the Preliminary FIRM Maps, Mason County is ensuring public safety based on best available data and making citizens aware of the updated maps at the earliest date possible to allow for public comment throughout FEMA's formal (90 day) comment period opening in mid-July.

Recommendation

Staff recommend that the Planning Advisory Commission forward this ordinance amending Mason County Code, Section 14.22 Flood Damage Prevention Ordinance for adoption by the Board of County Commissioners.

Chapter 14.22 - FLOOD DAMAGE PREVENTION[8]

Sections:

Footnotes:

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Editor's note— Attachment B of Ord. No. 09.14, adopted Feb. 11, 2014, amended ch. 14.22 to read as herein se out. Former ch. 14.22 pertained to the same subject matter, consisted of §§ 14.22.010—14.22.190, and derived from Ord. 59-91, 1991; Ord. 16-00, 2000; Ord. 10-02, 2002; Ord. 9-03, 2003; Ord. 81-07, 2007; and Ord. 87-08, 2008.

Article I. - Statutory, Authorization, Purpose, and Objectives

14.22.010 - Statutory authorization.

The Legislature of the State of Washington has delegated the responsibility to local governmental units to adopt regulations designed to promote the public health, safety, and general welfare of its citizenry. RCW 36.70A060 and RCW 36.70A170 provides for the designation and regulation of frequently flooded areas, and chapter 86.16 RCW provides for the administration of National Flood Insurance Program regulation requirements by local governments. This chapter, as adopted and amended, shall be known as the Mason County Flood Damage Prevention Ordinance.

(Ord. No. 09-14, Att. B, 2-11-2014)

14.22.020 - Purpose.

(a) Background. The flood hazard areas of Mason County are subject to periodic inundation which can result in loss of life and property, health, and safety hazards, disruption of commerce and governmental services, extraordinary public expenditures for flood protection and relief, and impairment of the tax base, all of which adversely affect the public health, safety, and general welfare. These flood losses could be exacerbated by the cumulative effect of obstructions in areas of special flood hazards which increase flood heights and velocities, and when inadequately anchored, damage uses in other areas. Uses that are inadequately floodproofed, elevated, or otherwise protected from flood damage also contribute to the flood loss.

Mason County has prepared this flood damage prevention ordinance to implement comprehensive flood damage reduction measures that are necessary for public health safety and welfare and that allow property owners to protect their property. ~~Additional information about the Skokomish River valley has been developed through recent studies, and such data is relevant to this chapter. Further studies in the Skokomish River floodplain are currently being undertaken under the authority of the Army Corps of Engineers.~~

(b) Purpose. It is therefore the purpose of this chapter to promote the public health, safety, and general welfare, and to minimize public and private losses due to flood conditions in specific areas by provisions designed:

(1) To protect human life, health and property;

(2) To minimize expenditure of public money and costly flood damage control projects;

(3) To minimize the need for rescue and relief efforts associated with flooding and generally undertaken at the expense of the general public;

(4) To minimize prolonged business and farming interruptions;

(5) To minimize damage to public facilities and utilities such as water and gas mains, electric telephone and sewer lines, streets, and bridges located in areas of special flood hazard;

(6) To help maintain a stable tax base by providing for the sound use and development of areas of special flood hazard so as to minimize future flood blight areas;

(7) To ensure that potential buyers are notified that property is in an area of special flood hazard;

(8) To ensure that those who occupy the areas of special flood hazard participate, along with government, in assuming responsibility for their actions;

(9) To allow individuals to protect their life, health, and property when it is done in accordance with all applicable laws and regulations;

(10) Implement applicable recommendations of Skokomish River Comprehensive Flood Hazard Management Plan; and

(11) Provide for continued eligibility for National Flood Insurance Program.

14.22.030 - Methods of reducing flood losses.

In order to accomplish its purposes, this chapter provides regulatory methods and provisions for:

(a) Restricting or prohibiting uses which are dangerous to health, safety, and property due to water or erosion hazards, or which result in damaging increases in erosion or in flood heights or velocities;

(b) Requiring that uses vulnerable to floods, including facilities which serve such uses, be protected against flood damage at the time of initial construction;

(c) Controlling the alteration of natural floodplains, stream channels, and natural protection barriers, which help accommodate or channel flood waters;

(d) Controlling filling, grading, and other development which may increase flood damage;

(e) Preventing or regulating the construction of flood barriers which will unnaturally divert flood waters or may increase flood hazards in other areas;

(f) Controlling excessive erosion by constructing sound erosion control structures and obtaining appropriate permits and exemptions from all applicable local, state, and federal jurisdictions; and

(g) Implementing the recommendations of adopted flood hazard studies and plans.

Article II. - Definitions

14.22.040 - Definitions.

Unless specifically defined below, words or phrases used in this ordinance shall be interpreted so as to give them the meaning they have in common usage and to give this chapter its most reasonable application:

"A-Zone" or "zone A" means those areas shown on the flood insurance rate maps (FIRM) as that area of land within the floodplain which would be inundated by the base flood (100-year or one percent annual chance) flood.

"Accessory structure" means nonresidential structures such as detached garages, sheds, garden buildings, pole buildings, and barns which are considered normal for farming and ranching activities.

"Administrator" means the director of the Mason County Department of Community Development or designee.

"Appeal" means the right to request for a review of the administrator's interpretation of any provision of this chapter or a request for a variance.

"Area of shallow flooding" means a designated AO or AH zone on the flood insurance rate map (FIRM). The base flood depths range from one to three feet; a clearly defined channel does not exist; the path of flooding is unpredictable and indeterminate; and, velocity flow may be evident. AO is characterized as sheet flow and AH indicates ponding.

"Area of special flood hazard" ~~means the land in the floodplain within a community subject to a one percent or greater chance of flooding on any given year. In Mason County, the designation of these areas on FIRM maps always includes the letter A. Areas of special flood hazard are designated as frequently flooded areas.~~ means the land in the flood plain subject to a one (1) percent or greater chance of flooding in any given year. Designation on maps always includes the letters A or V.

"Avulsion" means a sudden cutting off of land by flood, currents, or change in course of a body of water.

"Avulsion risk areas" are the areas which have been determined to have too high a risk of avulsion to permit new structures or expansion of existing structures.

"Base flood" means the flood having a one (1) percent chance of being equaled or exceeded in any given year. Also referred to as the "100-year flood." ~~In Mason County, the designation on FIRM maps always includes the letter A.~~ Designation on maps always includes the letters A or V.

"Basement" means any area of the building having its floor subgrade (below ground level) on all sides.

"Breakaway wall" means a wall that is not part of the structural support of the building and is intended through its design and construction to collapse under specific lateral loading forces, without causing damage to the elevated portion of the building or supporting foundation system.

"Critical facility" means facilities for which even a slight chance of flooding might be too great. Critical facilities include, but are not limited to schools, nursing homes, hospitals, police, fire and emergency response installations, installations which produce, use, or store hazardous materials or hazardous waste.

"Coastal High Hazard Area" means an area of special flood hazard extending from offshore to the inland limit of a primary frontal dune along an open coast and any other area subject to high velocity wave action from storms or seismic sources. The area is designated on the FIRM as Zone V1-30, VE or V.

"Development" means any man-made change to improved or unimproved real estate, including, but not limited to, buildings or other structures, diking, mining, dredging, filling, grading, paving, excavation or drilling operations or storage of equipment or materials. The area contained within ring levees is considered to be part of the development area due to its impact on flood waters.

"Development permit" see definition for "permit" under this chapter.

"Elevated building" means for insurance purposes, a nonbasement building which has its lowest elevated floor raised above ground level by foundation walls, shear walls, post, piers, pilings, or columns.

"Elevation Certificate" means the official FEMA form (FEMA Form 086-0-33) used to track development, provide elevation information necessary to ensure compliance with community flood plain management ordinances, and determine the proper insurance premium rate.

"Emergency" means an unanticipated and imminent threat to public health, safety, or the environment which requires immediate action within a time period too short to allow for normal

development permit application and review. All emergency development shall be consistent with all Mason County Development Regulations.

"Engineering reports" are reports compiled under this chapter to address flood-related issues shall be by an engineer licensed in the state of Washington with knowledge and experience in hydrology. The method and rigor of all investigation, analysis and design shall be in accordance with current generally accepted engineering standards.

"Flood" or "flooding" means a general and temporary condition of partial or complete inundation of normally dry land areas from:

(1) The overflow of inland or tidal waters; and/or

(2) The unusual and rapid accumulation of runoff of surface waters from any source.

"Flood insurance rate map (FIRM)" means the official map on which the Federal Insurance Administration has delineated both the areas of special flood hazards and the risk premium zones applicable to the community.

"Flood insurance study" means the official report provided by the Federal Insurance Administration that includes flood profiles, the flood boundary-floodway map, and the water surface elevation of the base flood.

"Floodproofing" means any combination of structural and nonstructural additions, changes, or adjustments to structures which reduce or eliminate flood damage to real estate or improved real property, water and sanitary facilities, structures and their contents.

"Flood protection elevation" means one foot above the base flood elevation.

"Floodway" means the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than one foot.

"Footprint" means the total area of the first floor of a structure, regardless of how the structure is supported, or the total perimeter of any development other than a structure.

"Frequently flooded areas" are critical areas designated by Mason County in its Resource Ordinance.

"Lot" means a designated parcel, tract, or area of land established by plat, subdivision or as otherwise permitted by law, to be used, developed or built upon as a unit.

"Lowest floor" means the lowest floor of the lowest enclosed area (including basement). An unfinished or flood-resistant enclosure, usable solely for parking of vehicles, building access or storage, in an area other than a basement area is not considered a building's lowest floor, provided that such enclosure is not built so as to render the structure in violation of the applicable non-elevation design requirements of this chapter found at Section 14.22.160(1)(B).

"Manufactured home" means a structure, transportable in one or more sections, which is built on a permanent chassis and is designed for use with or without a permanent foundation when connected to the required utilities. The term "manufactured home" does not include a "recreational vehicle".

"New construction" means structures for which the "start of construction" commenced on or after the effective date of this chapter.

"Permit" means a written authorization from Mason County for any construction or development activity on all lands regulated by this chapter. Such permits shall include, but are not limited to, excavation and grading, permits for fills and excavations under Chapter 70 of the Uniform Building Code, shoreline permits for developments regulated by the Mason County Shoreline Master Program, building permits for all structures under the Uniform Building Code or Title 14, Mason County Code, or written authorization for development under this chapter.

"Person" means any individual, partnership, corporation, association, organization, cooperative, public or municipal corporation, or any agency of the state or local government unit however designated.

~~"Reasonable use exception" means the public review process undertaken to allow a proposed development which is a reasonable use of a site and is consistent with the general purposes of this chapter and the public interest~~.

"Recreational vehicle" means a vehicle which is:

(1) Built on a single chassis;

(2) Four hundred square feet or less when measured at the largest horizontal projection;

(3) Designed to be self-propelled or permanently towable by a light duty truck; and

(4) Designed primarily not for use as a permanent dwelling but as temporary living quarters for recreational, camping, travel, or seasonal use.

"Repetitive loss" means flood-related damages sustained by a structure on two occasions during a ten-year period for which the costs of repairs at the time of each such flood event on the average, equals or exceeds twenty-five percent of the market value of the structure before the damage occurred.

"Special flood risk zone" means the zones A and A2 floodplain of the Skokomish River, Vance Creek and tributaries, as identified on flood insurance rate maps 530115 0175 D and 530115 0180 D, both dated December 8, 1998, or as amended.

"Start of construction" includes substantial improvement, and means the date the building permit was issued, provided the actual start of construction, repair, reconstruction, placement or other improvement was within one hundred eighty days of the permit date. The actual start means either the first placement of permanent construction of a structure on a site, such as the pouring of slab or footings, the installation of piles, the construction of columns, or any work beyond the stage of excavation; or the placement of a manufactured home on a foundation. Permanent construction does not include land preparation, such as clearing, grading and filling; nor does it include the installation of streets and/or walkways; nor does it include excavation for a basement, footings, piers, or foundation or the erection of temporary forms; nor does it include the installation on the property of accessory buildings, such as garages or sheds not occupied as dwelling units or not part of the main structure. For substantial improvement, the actual start of construction means the first alteration of any wall, ceiling, floor, or other structural part of a building, whether or not the alteration affects the external dimensions of the building.

"Structure" means a walled and roofed building including a gas or liquid storage tank that is principally above ground, as well as a manufactured home.

"Substantial damage" means damage of any origin sustained by a structure whereby cost of restoring the structure to its before damaged condition would equal or exceed fifty percent of the market value of the structure before the damage occurred.

"Substantial improvement" means any repair, reconstruction, or improvement of a structure, taking place during a ten-year period, in which the cumulative cost equals or exceeds fifty percent of the market value of the structure either:

(1) Before the improvement or repair is started, or

(2) If the structure has been damaged and is being restored, before the damage occurred. For the purpose of this definition "substantial improvement" is considered to occur when the first alteration of any wall, ceiling, floor, or other structural part of the building commences, whether or not that alteration affects the external dimensions of the structure.

This term includes structures which have incurred "repetitive loss" or "substantial damage" regardless of the actual amount of repair work performed.

The term does not, however, include either:

(1) Any project for improvement of a structure to comply with existing state or local health, sanitary, or safety code specifications which have been identified by the local code enforcement official, and which was in existence prior to the damage event or improvement, and which are solely necessary to assure safe living conditions, or

(2) Any alteration of a structure listed on the National Register of Historic Places or a State Inventory of Historic Places.

"Variance" means a grant of relief from the requirements of this chapter which permits construction in a manner that would otherwise be prohibited by this chapter.

"Wetlands" refer to the definition in the Mason County Resource Ordinance.

Table of Acronyms Used in the Ordinance Sections

FEMA: Federal Emergency Management Agency

FIRM: Flood Insurance Rate Map

NRCS: Natural Resources Conservation Service

RCW: Revised Code of Washington

WAC: Washington Administrative Code

WSDOT: Washington State Department of Transportation

(Ord. No. 09-14, Att. B, 2-11-2014)

Article III. - General Provisions

14.22.050 - Lands to which this chapter applies.

This chapter shall apply to all areas of special flood hazard within the jurisdiction of Mason County. These lands are designated as frequently flooded areas by the Mason County Resource Ordinance pursuant to RCW 36.70A.

(Ord. No. 09-14, Att. B, 2-11-2014)

14.22.060 - Basis for establishing the areas of special flood hazard.

The areas of special flood hazard identified by the Federal Insurance Administration in a scientific and engineering report entitled "The Flood Insurance Study for Mason County, Washington" dated May 17, 1988, and revised December 8, 1998, with accompanying flood insurance rate maps, and any ~~subsequent amendments thereto~~amendments which may hereafter be made by FEMA or Federal Insurance Administration, is hereby adopted by reference and declared to be a part of this chapter. ~~The flood insurance study is on file at the Mason County Department of Community Development, Building III, 426 W. Cedar Street, Shelton, Washington.~~ The best available information for flood hazard area identification as outlined in Section 14.22.190 shall be the basis for regulation until a new FIRM is issued that incorporates data utilized under Section 14.22.190.

(Ord. No. 09-14, Att. B, 2-11-2014)

14.22.070 - Penalties for noncompliance.

No structure or land shall hereafter be constructed, located, extended, converted, or altered without full compliance with the terms of this chapter and other applicable regulations. Violation of the provisions of this chapter by failure to comply with any of its requirements (including violations of conditions and safeguards established in connection with conditions) shall constitute a misdemeanor. Any person who violates this chapter or fails to comply with any of its requirements shall upon conviction thereof be fined not more than one thousand dollars, imprisoned for not more than sixty days, or both, for each violation, and in addition shall pay all costs and expenses involved in the case. Nothing herein contained shall prevent Mason County from taking such other lawful action as is necessary to prevent or remedy any violation. The Mason County Development Code Chapter 15.13 provides for enforcement of violations to permits.

(Ord. No. 09-14, Att. B, 2-11-2014)

14.22.080 - Abrogation and greater restrictions.

This chapter is not intended to repeal, abrogate, or impair any existing easements, covenants, or deed restrictions. However, where this chapter and another ordinance, easement, covenant, or deed restriction conflict or overlap, whichever imposes the more stringent restrictions shall prevail.

(Ord. No. 09-14, Att. B, 2-11-2014)

14.22.090 - Interpretation.

In the interpretation and application of this chapter, all provisions shall be:

(1) Considered as a minimum requirements;

(2) Deemed neither to limit nor repeal any other powers granted under state statutes.

(Ord. No. 09-14, Att. B, 2-11-2014)

14.22.100 - Warning and disclaimer of liability.

The degree of flood protection required by this chapter is considered reasonable for regulatory purposes and is based on scientific and engineering considerations. Larger floods can and will occur on rare occasions. Flood heights may be increased by man-made or natural causes. This chapter does not imply that land outside the areas of special flood hazards or uses permitted within such areas will be free from flooding or flood damages. This chapter shall not create liability on the part of Mason County, any officer or employee thereof, or the Federal Insurance Administration, for any flood damages that result from reliance on this chapter or any administrative decision lawfully made hereunder.

(Ord. No. 09-14, Att. B, 2-11-2014)

14.22.110 - Severability.

If any section, clause, sentence, or phrase of the chapter is held to be invalid or unconstitutional by any court of competent jurisdiction, then said holding shall in no way affect the validity of the remaining portions of this chapter.

(Ord. No. 09-14, Att. B, 2-11-2014)

Article IV. - Administration

14.22.120 - Establishment of development permit.

(a) Development Permit Required. A development permit shall be obtained before construction or development begins within any area of special flood hazard established in Section 14.22.060. The permit shall be for all structures including manufactured homes, and for all development including fill and other activities, as set forth in the "definitions." If no other county permit is required, a development permit shall be required.

(b) Application for Development Permit. Application for a development permit shall be made on forms furnished by Mason County, which can be obtained from the Mason County Department of Community Development. Application materials may include, but not be limited to, plans in triplicate drawn to scale showing the nature, location, dimensions, and elevations of the area in question and existing or proposed structures, fill, storage or materials, drainage facilities, and the location of the foregoing. Specifically, the following information is required:

(1) Elevation in relation to base flood elevation, of the lowest floor (including basement) of all new or substantially improved structures;

(2) Elevation in relation to base flood elevation to which any structure has been floodproofed;

(3) Certification by a registered professional engineer or architect that the floodproofing methods for any nonresidential structure meet the floodproofing criteria in Section 5.2-2 [14.22.170(2)]; and

(4) Description of the extent to which a watercourse will be altered or relocated as a result of proposed development.

(Ord. No. 09-14, Att. B, 2-11-2014)

14.22.130 - Designation of the administrator.

The administrator is hereby appointed to administer and implement this chapter by granting or denying development permit applications in accordance with ordinance provisions. The administrator may consult with other departments and/or agencies with expertise to assist in permitting decisions.

(Ord. No. 09-14, Att. B, 2-11-2014)

14.22.140 - Duties and responsibilities of the administrator.

Duties of the administrator shall include, but not be limited to:

(1) Permit Review.

(A) Review all development permits to determine that the permit requirements of this chapter have been satisfied.

(B) Review all development permits to determine that all necessary permits have been obtained from those federal, state, or local governmental agencies from which prior approval is required.

(C) Review all development permits to determine if the proposed development is located in the floodway, or special flood risk zone as defined in Section 14.22.040. If located in the

floodway, assure that the provisions of Section 14.22.190 are met. If located in a special flood risk zone, assure that the provisions of Section 14.22.200 are met.

(D) Review applications for emergency permits. An emergency shall be defined as set forth in WAC 173.27.040(2)d, which includes the following language:

"Emergency construction necessary to protect property from damage by the elements. An "emergency" is an unanticipated and imminent threat to public health, safety, or the environment which requires immediate action within a time too short to allow full compliance with this Ordinance. Emergency construction does not include development of new permanent protective structures where none previously existed. Where new protective structures are deemed by the administrator to be an appropriate means to address the emergency situation, upon abatement of the emergency situation, the new structure shall be removed or any permit which would have been required, absent an emergency, pursuant to Chapter 90.58 RCW of these regulations or the local master program, shall be obtained."

(2) Use of Other Base Flood Data. When base flood elevation data has not been provided in accordance with Section 14.22.060, basis for establishing the areas of special flood hazard, the administrator shall obtain, review, and reasonably utilize any base flood elevation and floodway data available from a federal, state or other source, in order to administer Sections 14.22.170, Specific Standards, 14.22.190 Floodways, and 14.22.200 Special Flood Risk Zone.

(3) Information to be Obtained and Maintained.

(A) Where base flood elevation data is provided through the flood insurance study or required as in Subsection (2), obtain and record the actual (as-built) elevation (in relation to base flood elevation) of the lowest floor, including basement, of all new or substantially improved structures, and whether or not the structure contains a basement.

(B) For all new or substantially improved floodproofed structures:

(i) Verify and record the actual elevation (in relation to mean sea level) to which the structure was floodproofed, and

(ii) Maintain the floodproofing certifications required in Section 14.22.120(b)(3).

(C) Maintain for public inspection all records pertaining to these ordinance provisions.

(4) Alteration of Watercourses.

(A) Notify adjacent communities and property owners, and the Washington State Department of Ecology and Washington State Department of Fish and Wildlife, prior to any alteration or relocation of a watercourse, and submit evidence of such notification to the Federal Insurance Administration.

(B) Require that maintenance is provided within the altered or relocated portion of said watercourse so that the flood carrying capacity is not diminished.

(5) Interpretation of FIRM Boundaries. Make interpretations where needed, as to exact location of the boundaries of the areas of special flood hazards (for example, where there appears to be conflict between a mapped boundary and actual field conditions). The person contesting the location of the boundary shall be given a reasonable opportunity to appeal the interpretation as provided by Section 14.22.150. However, if it is clear from examining the FIRM map that the subject property or development is located within the area of special flood hazard, the person contesting the location of the boundary shall apply to FEMA for a map amendment.

(Ord. No. 09-14, Att. B, 2-11-2014)

14.22.150 - Variance procedure ~~and reasonable use exception~~.

(a) Appeal Board.

(1) The hearing examiner shall act as the board of appeals to hear and decide appeals and requests for variances from the requirements of this chapter, as provided by Title 15, Mason County Code.

(2) The board of appeals shall hear and decide appeals when it is alleged there is an error in any requirement, decision, or determination made by the administrator in the enforcement or administration of this chapter.

(3) Those aggrieved by the decision of the board of appeals, or any taxpayer, may appeal such decision to the superior court, as provided in Chapter 36.70 RCW.

(4) In passing upon such applications, the board of appeals shall consider all technical evaluations, all relevant factors, standards specified in other sections of this chapter and:

(A) The danger that materials may be swept onto other lands to the injury of others;

(B) The danger to life and property due to flooding or erosion damage;

(C) The susceptibility of the proposed facility and its contents to flood damage and the effect of such damage on the individual owner;

(D) The importance of the services provided by the proposed facility to the community;

(E) The necessity to the facility of a waterfront location, where applicable;

(F) The availability of alternative locations for the proposed use which are not subject to flooding or erosion damage;

(G) The compatibility of the proposed use with existing and anticipated development;

(H) The relationship of the proposed use to the comprehensive plan and floodplain management program for that area;

(I) The safety of access to the property in times of flood for ordinary and emergency vehicles;

(J) The expected heights, velocity, duration, rate of rise, and sediment transport of the flood waters and the effects of wave action, if applicable, expected at the site; and

(K) The costs of providing governmental services during and after flood conditions, including maintenance and repair of public utilities and facilities such as sewer, gas, electrical, water systems, streets and bridges.

(L) The potential impacts to fish and riparian habitat, as provided for within the Fish and Wildlife Habitat Conservation Areas chapter of the Resource Ordinance.

(5) Upon consideration of the factors of Subsection 4(a) and the purposes of this chapter, the board of appeals may attach such conditions to the granting of variances as it deems necessary to further the purposes of this chapter.

(6) The administrator shall maintain the records of all appeal actions and report any variances to the Federal Insurance Administration upon request.

(b) Conditions of Variances.

(1) Generally, the only condition under which a variance from the elevation standard may be issued is for new construction and substantial improvements to be erected on a lot of one-half acre or less in size contiguous to and surrounded by lots with existing structures constructed below the base flood level, providing Subsections (a)(4)(A) through (a)(4)(L) of this section have been fully considered. As the lot size increases, the technical justification required for issuing the variance increases.

(2) Variances may be issued for the reconstruction, rehabilitation or restoration of structures listed on the National Register of Historic Places or the State Inventory of Historic Places, without

regard to the procedures set forth in this section; provided, however, that the variance does not jeopardize the listing of the structure on the National and State Register.

(3) Variances shall not be issued within a designated floodway if any increase in flood levels during the base flood discharge would result.

(4) Variances shall only be issued upon a determination that the variance is the minimum necessary, considering the flood hazard, to afford relief.

(5) Variances shall only be issued upon:

(i) A showing of good and sufficient cause;

(ii) A determination that failure to grant the variance would result in exceptional hardship to the applicant;

(iii) A determination that the granting of a variance will not result in increased flood heights, additional threats to public safety, extraordinary public expense, create nuisances, cause fraud on or victimization of the public as identified in Subsection (a)(4) of this section, or conflict with existing local laws or ordinances.

(6) Variances as interpreted in the National Flood Insurance Program are based on the general zoning law principle that they pertain to a physical piece of property; they are not personal in nature and do not pertain to the structure, its inhabitants, economic or financial circumstances. They primarily address small lots in densely populated residential neighborhoods. As such, variances from the flood elevations should be quite rare. Variances shall not be granted for residential or commercial construction in floodways designated by this chapter.

(7) Variances may be issued for nonresidential buildings in very limited circumstances to allow a lesser degree of floodproofing than watertight or dry-flood proofing, where it can be determined that such action will have low damage potential, complies with all other variance criteria except (b)(1), and otherwise complies with Sections 14.22.160(1) and (2) of the general standards.

(8) Any applicant to whom a variance is granted shall be given written notice that the structure will be permitted to be built with a lowest floor elevation below the base flood elevation and that the cost of flood insurance will be commensurate with the increased risk resulting from the reduced lowest floor elevation.

~~(c) Reasonable Use Exception. Nothing in this chapter is intended to preclude all reasonable use of property. An applicant for a development proposal may file a request for a reasonable use exception which shall be considered by hearing examiner at a public hearing. The reasonable use exception is not intended to allow residential development in designated floodways.~~

~~(1) The hearing examiner may allow a use which is consistent with the general purposes of this chapter and the public interest provided it meets the following criteria:~~

~~(A) There is no other reasonable use or feasible alternative to the proposed development with less impact on flood levels, critical areas, or resource lands; and~~

~~(B) The proposed development does not pose a threat to the public health, safety or welfare on or off the site; and~~

~~(C) The inability of the applicant to derive reasonable use of the property is not the result of actions by the applicant in creating the undevelopable condition after the effective date of the ordinance; and~~

~~(D) The proposal is the minimum necessary while still allowing reasonable use of the site.~~

~~(2) Applications shall include the following information:~~

~~(A) A description of the areas of the site which are critical areas and/or resource lands or within setbacks required under the Mason County Resource Ordinance;~~

(B) A description of the amount of the site which is within setbacks required by other county standards;

(C) A description of the proposed development, including a site plan and topographic contour information adequate to determine flood depths on the site and property;

(D) An analysis of the impact that the amount of development would have on the resource lands or critical areas;

(E) An analysis of whether any other reasonable use with less impact on the resource lands or critical areas is possible;

(F) A design of the proposal so that the amount of development proposed as reasonable use will have the least impact practicable on the resource lands and/or critical areas;

(G) An economic analysis establishing the respective present values of development allowed under these regulations without the reasonable use exception and with the requested exception or alternative exceptions;

(H) Other information as the administrator determines is reasonably necessary to evaluate the issue of reasonable use as it relates to the proposed development.

(3) Application process and review.

(A) The application shall be submitted to the administrator along with fees established by ordinance for reasonable use exceptions.

(B) Public notice shall be as provided in Title 15 for public hearings.

(C) The administrator shall prepare an analysis of the merits of the request and make recommendations to the board of commissioners.

(4) Except when application from this chapter would deny all reasonable use of a site, an applicant who seeks an exception from the regulations of the ordinance shall pursue a variance as provided in this section.

(5) The administrator shall maintain the records of all reasonable use exceptions granted and report them to the Federal Insurance Administration upon request.

(Ord. No. 09-14, Att. B, 2-11-2014)

Article V. - Provisions for Flood Hazard Reduction

14.22.160 - General standards.

In all areas of special flood hazards as shown on the flood insurance rate maps (FIRM) and as defined in Section 14.22.040, the following standards are required:

(1) Anchoring:

A. All new construction and substantial improvements shall be anchored to prevent flotation, collapse, or lateral movement of the structure.

B. All manufactured homes must likewise be anchored to prevent flotation, collapse, or lateral movement, and shall be installed using methods and practices that minimize flood

damage. Anchoring methods may include, but are not limited to, use of over-the-top or frame ties to ground anchors. (Reference "FEMA P95 - Protecting Manufactured Homes from Floods and Other Hazards" guidebook for additional techniques.)

(2) Construction Materials and Methods:

A. All new construction and substantial improvements shall be constructed with materials and utility equipment resistant to flood damage.

B. All new construction and substantial improvements shall be constructed using methods and practices that minimize flood damage.

C. Electrical, heating, ventilation, plumbing, and air conditioning equipment and other service facilities shall be designed and/or otherwise elevated or located so as to prevent water from entering or accumulating within the components during conditions of flooding.

(3) Utilities:

A. All new and replacement water supply systems shall be designed to minimize or eliminate infiltration of flood waters into the system.

B. The proposed water well shall be located on high ground that is not in the floodway. It shall be protected from a one hundred-year flood and from any surface or subsurface drainage capable of impairing the quality of the ground water supply (WAC 173-160-171).

C. New and replacement sanitary sewage systems shall be designed to minimize or eliminate infiltration of flood waters into the systems and discharge from the systems into flood waters.

D. On-site waste disposal systems shall be located to avoid impairment to them or contamination from them during flooding.

(4) Subdivision Proposals:

A. All subdivision proposals shall be consistent with the need to minimize flood damage.

B. All subdivision proposals shall have public utilities and facilities such as sewer, gas, electrical, and water systems located and constructed to minimize flood damage.

C. All subdivision proposals shall have adequate drainage provided to reduce exposure to flood damage.

D. Where base flood elevation data has not been provided or is not available from another authoritative source, it shall be generated for subdivision proposals and other proposed developments which contain at least fifty lots or five acres (whichever is less).

E. Proposals for subdivisions or boundary line adjustments shall not result in any lot which is nonconforming to the provisions of this chapter.

F. Subdivisions located entirely within a floodplain shall not be allowed increased density through a performance or clustered subdivision as described in Title 16. A performance subdivision may be used for parcels located partially within a floodplain provided all allowed building areas are located outside the floodplain, and all other regulatory provisions are met. When feasible, lots shall be designed to locate building sites outside the floodplain.

G. No parcel shall be created that would require a ~~reasonable use exception or~~ variance before new residential or commercial construction would be allowed.

(5) Review of Building Permits: Where elevation data is not available either through the flood insurance study or from another authoritative source (Section 14.22.140(2)), applications for building permits shall be reviewed to assure that proposed construction will be reasonably safe from flooding. The test of reasonableness is a local judgment and includes use of historical data, high water marks, photographs of past flooding, etc., where available. Failure to elevate at

least two feet above the highest adjacent grade in these zones may result in higher insurance rates.

(Ord. No. 09-14, Att. B, 2-11-2014)

14.22.170 - Specific standards.

In all areas of special flood hazards and special flood risk zones where base flood elevation data has been provided as set forth in Section 14.22.060, Basis for establishing the areas of special flood hazard or Section 14.22.140(2), Use of other base flood data, the following provisions are required:

(1) Residential Construction:

A. New construction and substantial improvement of any residential structure shall have the lowest floor, including basement, elevated one foot or more above base flood elevation.

B. Fully enclosed areas below the lowest floor that are subject to flooding are prohibited, or shall be designed to automatically equalize hydrostatic flood forces on exterior walls by allowing for the entry and exit of floodwaters. Designs for meeting this requirement must either be certified by a registered professional engineer or architect or must meet or exceed the following minimum criteria:

i. A minimum of two openings having a total net area of not less than one square inch for every square foot of enclosed area subject to flooding shall be provided;

ii. The bottom of all openings shall be no higher than one foot above grade;

iii. Openings may be equipped with screens, louvers, or other coverings or devices provided that they permit the automatic entry an exit of floodwaters.

C. If crawlspaces are used and have enclosed areas or floors below the base flood elevation, then the following requirements apply:

i. The building must be designed and adequately anchored to resist flotation, collapse, and lateral movement of the structure resulting from hydrodynamic and hydrostatic loads, including the effects of buoyancy. Hydrostatic loads and the effects of buoyancy can usually be addressed though the required openings discussed in the next bullet. Because of hydrodynamic loads, crawlspace construction is not recommended in areas with flood velocities greater than five feet per second unless the design is reviewed by a qualified design professional, such as a registered architect or professional engineer. Other types of foundations are recommended for these areas.

ii. The crawlspace is an enclosed area below the BFE and, as such, must have openings that equalize hydrostatic pressures by allowing for the automatic entry and exit of floodwaters. The bottom of each flood vent opening can be no more than one foot above the lowest adjacent exterior grade. For guidance on flood openings, see FEMA Technical Bulletin 1, August 2008, Openings in Foundation Walls and Walls of Enclosures.

iii. Crawlspace construction is not permitted in V zones. Open pile or column foundations that withstand storm surge and wave forces are required in V zones.

iv. Portions of the building below the BFE must be constructed with materials resistant to flood damage. This includes not only the foundation walls of the crawlspace used to elevate the building, but also any joists, insulation, or other materials that extend below the BFE. The recommended construction practice is to elevate the bottom of joists and all insulation above BFE. Insulation is not a flood-resistant material. When insulation becomes saturated with floodwater, the additional weight often pulls it away from the joists and flooring. Ductwork or other utility systems located below the

insulation may also pull away from their supports. For more detailed guidance on flood-resistant materials see FEMA Technical Bulletin 2, August 2008, Flood Damage-Resistant Materials Requirements.

v. Any building utility systems within the crawlspace must be elevated above BFE or designed so that floodwaters cannot enter or accumulate within the system components during flood conditions. Ductwork, in particular, must either be placed above the BFE or sealed from floodwaters. For further guidance on the placement of building utility systems in crawlspaces, see FEMA P-348, Protecting Building Utilities from Flood Damage, 1999.

vi. The interior grade of a crawlspace below the BFE must not be more than two feet below the lowest adjacent exterior grade (LAG), shown as D in Figure 1.

vii. The height of the below-grade crawlspace, measured from the interior grade of the crawlspace to the top of the crawlspace foundation wall must not exceed four feet (shown as L in Figure 1) at any point. The height limitation is the maximum allowable unsupported wall height according to the engineering analyses and building code requirements for flood hazard areas (see the section Guidance for Pre-Engineered Crawlspaces, on page 7 of FEMA Technical Bulletin 11-01). This limitation will also prevent these crawlspaces from being converted into habitable spaces.

viii. There must be an adequate drainage system that removes floodwaters from the interior area of the crawlspace. The enclosed area should be drained within a reasonable time after a flood event. The type of drainage system will vary because of the site gradient and other drainage characteristics, such as soil types. Possible options include natural drainage through porous, well-drained soils and drainage systems such as perforated pipes, drainage tiles, or gravel or crushed stone drainage by gravity or mechanical means.

ix. The velocity of floodwaters at the site should not exceed five feet per second for any crawlspace. For velocities in excess of five feet per second, other foundation types should be used.

x. Below-grade crawlspace construction in accordance with the requirements listed above will not be considered basements.

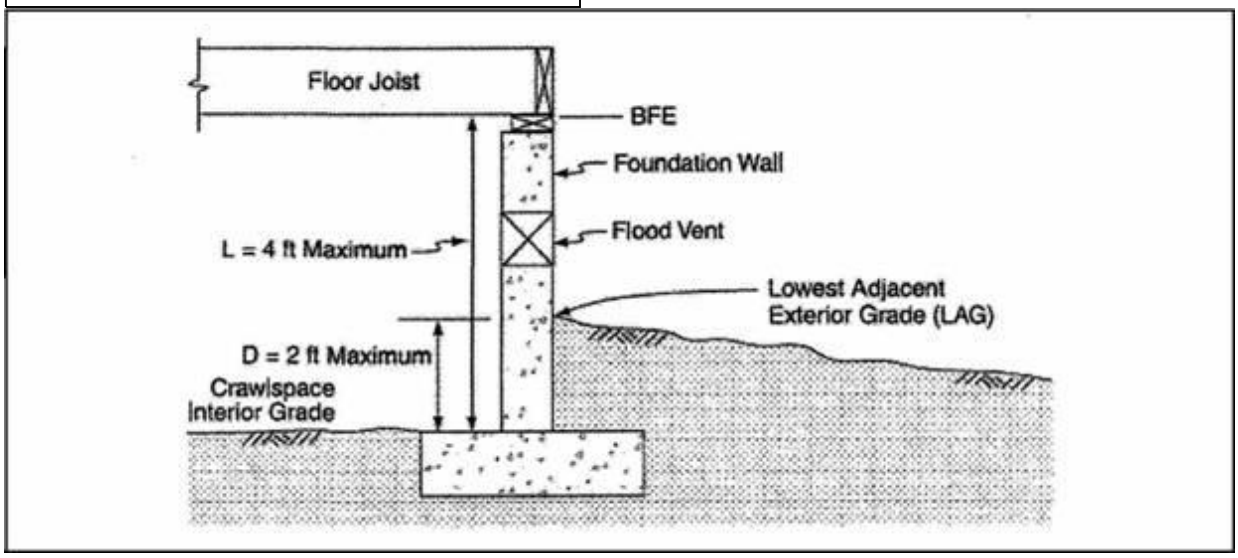

Figure 1. Requirements regarding below-grade crawlspace construction

(2) Nonresidential Construction. New construction and substantial improvement of any commercial, industrial or other nonresidential structure, except those defined as an accessory structure, shall either have the lowest floor, including basement, elevated one foot or more above the level of the base flood elevation; or, together with attendant utility and sanitary facilities, shall:

A. Be floodproofed so that below one foot above the base flood level, the structure is watertight with walls substantially impermeable to the passage of water;

B. Have structural components capable of resisting hydrostatic and hydrodynamic loads and effects of buoyancy;

C. Be certified by a registered professional engineer or architect that the design and methods of construction are in accordance with accepted standards of practice for meeting provisions of this subsection based on their development and/or review of the structural design, specifications and plans. Such certifications shall be provided to the official as set forth in Section 14.22.130(3)(B);

D. Nonresidential structures that are elevated, not floodproofed, must meet the same standards for space below the lowest floor as described in subsection (1)(B) of this section;

E. Applicants floodproofing nonresidential buildings shall be notified that flood insurance premiums will be based on rates that are one foot below the floodproofed level (e.g. a building flood proofed to one foot above the base flood level will be rated as at the base flood level).

(3) Accessory Structures. Construction or substantial improvement of accessory structures, as defined in Section 14.22.040, shall either have the lowest floor elevated one foot or more above the level of the base flood elevation; or must meet the following criteria:

A. A minimum of two openings having a total net area of not less than one square inch for every square foot of enclosed area subject to flooding shall be provided.

B. The bottom of all openings shall be no higher than one foot above grade.

C. Openings may be equipped with screens, louvers, or other coverings provided they may permit the automatic entry and exit of flood waters.

D. Structures shall not be designed for human habitation.

E. Structures shall be firmly anchored to prevent flotation which may result in damage to other structures.

F. Service facilities such as electrical and heating equipment shall be elevated or floodproofed.

(4) Critical Facility. Construction of new critical facilities shall be, to the extent possible, located outside the limits of the base floodplain. Construction of new critical facilities shall be permissible within the base floodplain if no feasible alternative site is available. Critical facilities constructed within the base floodplain shall have the lowest floor elevated to three feet or more above the level of the base flood elevation at the site. Floodproofing and sealing measures must be taken to ensure that toxic substances will not be displaced by or released into flood waters. Access routes elevated to or above the level of the base floodplain shall be provided to all critical facilities to the extent possible.

(5) Manufactured Homes. All manufactured homes to be placed or substantially improved within ~~zones A1-30, AH, and AE o~~the flood plain shall be elevated on a permanent foundation such that the lowest floor of the manufactured home is one foot or more above the base flood elevation~~,~~ and ~~is~~be securely anchored to an adequately anchored foundation system to resist flotation, collapse and lateral movement in accordance with the provisions of Section 14.22.160(1)(B). In unnumbered A zones, all manufactured homes shall be elevated such that their lowest floor is at least two feet above the highest adjacent elevation.

(6) Recreational Vehicles. Recreational vehicles placed on sites within ~~zones A1-30, AH, and AE~~ the flood plain ~~-~~shall either:

(A) Be on site for fewer than one hundred eighty consecutive days;

(B) Be fully licensed and ready for highway use, on its wheels or jacking system, be attached to the site only by quick disconnect type utilities and security devices, and have no permanently attached additions.

(C) Meet the requirements of (3) and the elevation and anchoring requirements for manufactured homes.

(Ord. No. 09-14, Att. B, 2-11-2014)

14.22.180 - AE and A1-30 zones with base flood elevations but no floodways.

In areas with base flood elevations (but a regulatory floodway has not been designated), no new construction, substantial improvements, or other development (including fill) shall be permitted within zones A1-30 and AE on the community's FIRM, unless it is demonstrated that the cumulative effect of the proposed development, when combined with all other existing and anticipated development, will not increase the water surface elevation of the base flood more than one foot at any point within the community.

(Ord. No. 09-14, Att. B, 2-11-2014)

14.22.190 - Floodways.

Located within areas of special flood hazard established in Section 14.22.170 are areas designated as floodways. Since the floodway is an extremely hazardous area due to the velocity of flood waters which carry debris, potential projectiles, and erosion potential, the following provisions apply.

(1) Encroachments are prohibited including fill, new construction, substantial improvements, and other development unless certification by a registered professional engineer or architect is provided demonstrating through hydrologic and hydraulic analysis performed in accordance with standard engineering practice that the proposed encroachments shall not result in any increase in flood levels during the occurrence of the base flood discharge.

(2) Construction or reconstruction of residential structures is prohibited within designated floodways, except for repairs, reconstruction, or improvements to structures which do not increase the ground floor area; and repairs, reconstruction, or improvements to a structure, the cost of which does not exceed fifty percent of the market value of the structure either, (a) before the repair, reconstruction, or repair is started, or (b) if the structure has been damaged, and is being restored, before the damage occurred. Work done on structures to correct existing violations of health, sanitary, or safety codes which have been identified by the local code enforcement official and which are the minimum necessary to assure safe living conditions or on structures identified as historic places shall not be included in the fifty-percent determination.

(3) If subsection (1) of this section is satisfied, all new construction and substantial improvements shall comply with all applicable flood hazard reduction provisions of Article V, Provisions for flood hazard reduction.

(Ord. No. 09-14, Att. B, 2-11-2014)

14.22.200 - Special flood risk zone—Floodplain of the Skokomish River, Vance Creek and tributaries.

(a) Special Flood Risk Zone. A special flood risk zone is hereby established for the zones A and A2 floodplain of the Skokomish River, Vance Creek and tributaries, and is illustrated on FIRM map Community Panels #530115-0175D and #530115-0180D, (both December 1998). The special flood risk zone is hereby designated as a floodway and the entire floodway is hereby designated an avulsion risk area. Construction of a new structure or an expansion of the square foot area of an existing structure is prohibited in this designated floodway. For purposes of this subsection, the term structure shall not include a gas or liquid storage tank.

(b) Dikes, Levees and Other Water Flow Modification Structures.

(1) Areas where flood water releases and overflows from the main Skokomish River channel shall not be modified, meaning levied or diked, in any manner which would result in increased stream flow in the main channel.

(2) Maintenance to existing legally established (constructed by past permits or historically occurring) levees, dikes, and other water flow modification structures shall be permitted with appropriate approvals from all affected agencies, provided that the maintenance does not result in increased stream flow within the main channel (as verified by a hydraulic engineer), and the

maintenance is consistent with provisions and recommendations of the adopted Skokomish River Comprehensive Flood Hazard Management Plan. Emergency alterations to dikes and levees necessary for the protection of human life and property shall be permitted as provided for within the applicable regulatory permit processes.

(3) If the public works director finds an imminent flood threat to the public health, safety, and welfare exists based on:

(A) A flow capacity of seventy percent of the one hundred-year flood stage for the specific river or creek, or

(B) A rainfall within the last forty-eight hours in excess of four inches, or

(C) Issuance of a flood warning by the National Weather Service for the specific area, or

(D) A significant isolated blockage occurs such as a log jam or slide, that impacts the geography or water velocity such that an overflow back path has or is likely to occur;

Then the public works director may recommend to the board of commissioners that they declare an emergency flood condition, which shall then authorize the county to make on-site inspections on private property of dikes and other impediments as necessary, and to direct or design immediate or subsequent improvement, repair, removal, or modification to said dikes, levees, or other impediments, as subject to other regulations; and shall maintain a record of the condition and structure of said dikes.

(4) Alterations to dikes and levees, and bank stabilization efforts that would prevent legitimate potential emergency situations shall be permitted, provided that all affected agencies have been notified and appropriate permits have been acquired.

(5) Activities related to the repair, maintenance or construction of bank stabilization, dikes, levees or other related development are a permit required activity under Section 14.22.120 of this chapter, are subject to all provisions for development standards within this chapter, and shall provide for appropriate inspections during and following construction and/or repair. Construction shall meet NRCS standards, as recommended within the Skokomish River Comprehensive Hood Hazard Management Plan, or as revised.

(6) Projects proposed by government agencies under this section as recommended within the Skokomish River Comprehensive Flood Hazard Management Plan shall be evaluated on a case-by-case basis. The administrator shall include the following considerations in making an evaluation:

A. Recommendations of applicable study;

B. Provisions of this chapter;

C. Project-specific engineering;

D. Public benefit;

E. All applicable regulations.

(7) All approved permits shall require the monitoring of performance which shall include, at a minimum, a post-construction inspection for compliance with the conditions of approval. Additional inspections may be required when recommended by the engineering report or the county engineer. Monitoring shall be established as a condition of approval.

(8) Dike monitoring program. Information on the condition of levees, dikes, or other structures ascertained from successive on-site inspections shall be maintained by the county for the purpose of updating and cataloging existing conditions as part of their ongoing flood and dike management program. Dikes shall be monitored for safety purposes. Dikes shall be inspected by the public works director at least biennially.

The public works director and his designee is authorized to enter onto private or public land for the sole purpose of inspecting dikes for flood safety and for no other purpose. The inspections shall be done between the 8:00 a.m. and 4:00 p.m. time period, with notice to the property owner sent by certified mail at least fourteen days in advance, unless there is a flood emergency.

The public works director shall report on the condition of the dikes to the board of county commissioners at the interval of once every two years. The report shall include an assessment of the condition and structure of the dikes; an analysis of whether any improvements needs to be done; a statement on the ability, or lack thereof, to inspect the dikes; and any other matter of importance to dike inspection and monitoring. The report shall also be based on the inspections and information gathered from dike monitoring. Existing dikes monitored shall be listed or be listed by reference to outside reports.

(c) Bridges and Roadways.

(1) Areas where flood water releases and overflows from the main Skokomish River channel shall not be modified by construction or reconstruction of bridges or roadways, in any manner which would result in increased stream flows or flood elevations (as verified by a hydraulic engineer).

(2) Maintenance to existing legally established (constructed by past permits or historically occurring) bridges and roadways shall be permitted with appropriate approvals from all affected agencies, provided that the maintenance does not result in increased stream flows or flood levels (as verified by a hydraulic engineer), and the maintenance is consistent with provisions and recommendations of the adopted Skokomish River Comprehensive Flood Hazard Management Plan. Emergency alterations to bridges and roadways necessary for the protection of human life and property shall be permitted as provided for within the applicable regulatory permit processes.

(3) If the public works director finds an imminent flood threat to the public health, safety, and welfare exists based on:

(A) A flow capacity of seventy percent of the one hundred-year flood stage for the specific river or creek, or

(B) A rainfall within the last forty-eight hours in excess of four inches, or

(C) Issuance of a flood warning by the National Weather Service for the specific area, or

(D) A significant isolated blockage occurs such as a log jam or slide, that impacts the geography or water velocity such that an overflow bank path has or is likely to occur;

Then the public works director may recommend to the board of commissioners that they declare an emergency flood condition, which shall then authorize the county to make on-site inspections on private property of bridges and roadways and other impediments as necessary, and to direct or design immediate or subsequent improvement, repair, removal, or modification to said impediments, as subject to other regulations; and shall maintain a record of such actions.

(4) Alterations to bridges and roadways that would prevent legitimate potential emergency situations shall be permitted, provided that all affected agencies have been notified and appropriate permits have been acquired.

(5) Activities related to the repair, maintenance or construction of bridges and roadways or other related development are a permit required activity under Section 14.22.120 of this chapter, are subject to all provisions for development standards within this chapter, and shall provide for appropriate inspections during and following construction and/or repair.

(6) Projects proposed by government agencies under this section as recommended within the Skokomish River Comprehensive Flood Hazard Management Plan shall be evaluated on a case-by-case basis. The administrator shall include the following considerations in making an evaluation:

(A) Recommendations of applicable study;

(B) Provisions of this chapter;

(C) Project-specific engineering;

(D) Public benefit;

(E) All applicable regulations.

(7) All approved permits shall require the monitoring of performance which shall include, at a minimum, a post-construction inspection for compliance with the conditions of approval. Additional inspections may be required when recommended by the engineering report or the county engineer. Monitoring shall be established as a condition of approval.

Projects proposed by WSDOT under this section and receiving Federal Highway Administration funding shall be consistent with the recommendations within the Skokomish River Comprehensive Flood Hazard Management Plan and shall be evaluated on a case by case basis. The administrator shall include the following considerations in making an evaluation and issuing a permit:

(A) Recommendations of project specific studies prepared by or on behalf of WSDOT;

(B) All other provisions of this ordinance do not apply;

(C) Project specific engineering shall be completed in accordance with the WSDOT Design Manual;

(D) Provide a public benefit;

(E) Provide less than a cumulative one foot rise in the proposed one hundred-year flood fringe as determined by a step backwater analysis or higher. The cumulative total rise will consider projects that have been approved as well as projects that are planned to be approved.

(F) Compliance with all applicable state and federal regulations.

(Ord. No. 09-14, Att. A, 2-11-2014)

14.22.210 Standards for Shallow Flooding Areas (AO ZONES).

Shallow flooding areas appear on FIRMs as AO zones with depth designations. The base flood depths in these zones range from 1 to 3 feet above ground where a clearly defined channel does not exist, or where the path of flooding is unpredictable and where velocity flow may be evident. Such flooding is usually characterized as sheet flow. In these areas, the following provisions apply:

(1) New construction and substantial improvements of residential structures and manufactured homes within AO zones shall have the lowest floor (including basement) elevated above the highest adjacent grade to the structure, one foot or more above* the depth number specified in feet on the community's FIRM (at least two feet above the highest adjacent grade to the structure if no depth number is specified).

(2) New construction and substantial improvements of nonresidential structures within AO zones shall either:

(i) Have the lowest floor (including basement) elevated above the highest adjacent grade of the building site, one foot or more above* the depth number specified on the FIRM (at least two feet if no depth number is specified); or

(ii) Together with attendant utility and sanitary facilities, be completely flood proofed to or above that level so that any space below that level is watertight with walls

substantially impermeable to the passage of water and with structural components having the capability of resisting hydrostatic and hydrodynamic loads and effects of buoyancy. If this method is used, compliance shall be certified by a registered professional engineer, or architect as 14.22.170.

(3) Require adequate drainage paths around structures on slopes to guide floodwaters around and away from proposed structures.

(4) Recreational vehicles placed on sites within AO Zones on the community's FIRM either:

(i) Be on the site for fewer than 180 consecutive days, or

(ii) Be fully licensed and ready for highway use, on its wheels or jacking system, is attached to the site only by quick disconnect type utilities and security devices, and has no permanently attached additions; or

(iii) Meet the requirements of (1) and (3) above and the anchoring requirements for manufactured homes.

14.22.220 Coastal High Hazard Areas

Located within areas of special flood hazard established in 14.22.060 are Coastal High Hazard Areas, designated as Zones V1-30, VE and/or V. These areas have special flood hazards associated with high velocity waters from surges and, therefore, in addition to meeting all provisions in this ordinance, the following provisions shall also apply:

1) All new construction and substantial improvements in Zones V1-30 and VE (V if base flood elevation data is available) on the community's FIRM shall be elevated on pilings and columns so that:

i) The bottom of the lowest horizontal structural member of the lowest floor (excluding the pilings or columns) is elevated one foot or more above the base flood level; and

ii) The pile or column foundation and structure attached thereto is anchored to resist flotation, collapse and lateral movement due to the effects of wind and water loads acting simultaneously on all building components. Wind and water loading values shall each have a one percent chance of being equaled or exceeded in any given year (100-year mean recurrence interval).

A registered professional engineer or architect shall develop or review the structural design, specifications and plans for the construction, and shall certify that the design and methods of construction to be used are in accordance with accepted standards of practice for meeting the provisions of (1)(i) and (ii).

2) Obtain the elevation (in relation to mean sea level) of the bottom of the lowest structural member of the lowest floor (excluding pilings and columns) of all new and substantially improved structures in Zones V1-30, VE, and V on the community's FIRM and whether or not such structures contain a basement. Mason County Community Services shall maintain a record of all such information.

3) All new construction within Zones V1-30, VE, and V on the community's FIRM shall be located landward of the reach of mean high tide.

4)Provide that all new construction and substantial improvements within Zones V1-30, VE, and V on the community's FIRM have the space below the lowest floor either free of obstruction or constructed with non-supporting breakaway walls, open wood lattice-work, or insect screening intended to collapse under wind and water loads without causing collapse, displacement, or other structural damage to the elevated portion of the building or supporting foundation system. For the purposes of this section, a breakaway wall shall have a design safe loading resistance of not less than 10 and no more than 20 pounds per square foot. Use of breakaway walls which exceed a design safe loading resistance of 20 pounds per square foot (either by design or when so required by local or State codes) may be permitted only if a registered professional engineer or architect certifies that the design proposed meets the following conditions:

(i) Breakaway wall collapse shall result from water load less than that which would occur during the base flood; and

(ii) The elevated portion of the building and supporting foundation system shall not be subject to collapse, displacement, or other structural damage due to the effects of wind and water loads acting simultaneously on all building components (structural and non-structural). Maximum wind and water loading values to be used in this determination shall each have a one percent chance of being equaled or exceeded in any given year (100-year mean recurrence interval).

If breakaway walls are utilized, such enclosed space shall be useable solely for parking of vehicles, building access, or storage. Such space shall not be used for human habitation.

5) Prohibit the use of fill for structural support of buildings within Zones V1-30, VE, and V on the community's FIRM.

6) Prohibit man-made alteration of sand dunes within Zones V1-30, VE, and V on the community's FIRM which would increase potential flood damage.

7) All manufactured homes to be placed or substantially improved within Zones V1-30, V, and VE on the community's FIRM on sites:

(i) Outside of a manufactured home park or subdivision,

(ii) In a new manufactured home park or subdivision,

(iii) In an expansion to an existing manufactured home park or subdivision, or

(iv) In an existing manufactured home park or subdivision on which a manufactured home has incurred "substantial damage" as the result of a flood;

shall meet the standards of paragraphs (1) through (6) of this section and manufactured homes placed or substantially improved on other sites in an existing manufactured home park or subdivision within Zones V1-30, V, and VE on the FIRM shall meet the requirements of 14.22.170.

8) Recreational vehicles placed on sites within Zones V1-30, V, and VE on the community's FIRM either:

(i) Be on the site for fewer than 180 consecutive days, or

(ii) Be fully licensed and ready for highway use, on its wheels or jacking system, attached to the site only by quick disconnect type utilities and security devices, and have no permanently attached additions; or

(iii) Meet the requirements of 14.22.120 (*development permit Required*) and paragraphs (1) through (6) of this section.