

ORDINANCE NUMBER 108 - 05

**AMENDMENTS TO THE MASON COUNTY COMPREHENSIVE PLAN,
RESOURCE ORDINANCE, SHORELINE MASTER PROGRAM,
AND MASON COUNTY DEVELOPMENT REGULATIONS**

AN ORDINANCE amending the Mason County Comprehensive Plan and development standards, as set forth in the work program adopted in August 2005, which include: Comprehensive Plan Chapter III Planning Policies, Chapter IV Land Use (population allocations, urban area boundaries, open space, and master development planning), Chapter V Housing, and Chapter VIII Transportation; new Chapter IX Shoreline Master Program, Chapter X Economic Development, Chapter XII Health and Human Services; Mason County Resource Ordinance Agricultural Resource Lands standards on accessory land uses; Mason County Development Regulations definition of essential public facilities and the standards on structure height limits on industrial land uses; new Mason County Code chapters 17.40 Airport Overlay Zone and 17.50 Shoreline Master Program Use Regulations; review whether Harstine Island Subarea Plan policies have been included in development standards; review whether county development standards limit the location of manufactured housing within Mason County, under the authority of Chapters 36.70 and 36.70A RCW.

WHEREAS, the Washington State Growth Management Act (RCW 36.70A.130) requires each county, including Mason County, to take legislative action to review and revise its comprehensive plan and development regulations to ensure that the plan and regulations continue to comply with the requirements of the Act; and

WHEREAS, Mason County accomplished this compliance review and revision by preparing a public participation plan (adopted on February 15, 2005) and work program of tasks (adopted on June 30, 2005) to be completed by Mason County by December 1, 2005. As the adopted work program tasks were carried out, no further actions for review were proposed by agencies or the public; and

WHEREAS, as part of the public review process in workshops and public hearings before the Mason County Planning Advisory Commission and the Mason County Board of Commissioners, the Department of Community Development has prepared changes to the Comprehensive Plan Chapters and existing implementing ordinances, as well as, new Chapters of the Comprehensive Plan and implementing ordinances, as noted in the work program; and

WHEREAS, in September, October, and November 2005, the Mason County Planning Advisory Commission discussed proposed changes and additions to the Comprehensive Plan and implementing ordinances, and the Planning Advisory Commission members evaluated and passed motions to recommend approval of these proposed changes and additions; and

WHEREAS, the Mason County Board of Commissioners held public hearings about the proposed changes and additions on November 1, 15, and 22, 2005, to consider the recommendations of the Planning Advisory

Ordinance No.108 - 05 (continued)

Commission, and the testimony and letters of the Mason County Department of Community Development and Mason County citizens on the proposed revisions to the Mason County Comprehensive Plan and implementing ordinances; and

WHEREAS, the work program tasks of reviewing urban growth area boundaries and completing the subarea plans for Shelton and Allyn were attained in part, the Department of Community Development, Planning Advisory Commission, and Board of County Commissioners assert to complete these tasks with public involvement in the 2006 planning period; and


WHEREAS, based upon the staff report, text of the proposed revisions to the Mason County Comprehensive Plan and implementing ordinances, and public testimony, the Mason County Board of Commissioners has approved the findings of fact to support its decision as ATTACHMENT A.

NOW, THEREFORE, BE IT HEREBY ORDAINED, the Mason County Board of Commissioners hereby approves and ADOPTS the revisions amending the Mason County Comprehensive Plan and development standards, as follows: Comprehensive Plan Chapter III Planning Policies, Chapter IV Land Use (population allocations, urban area boundaries, open space, and master development planning), Chapter V Housing, and Chapter VIII Transportation; new Chapter IX Shoreline Master Program, Chapter X Economic Development, Chapter XII Health and Human Services; Mason County Resource Ordinance Agricultural Resource Lands standards on accessory land uses; Mason County Development Regulations definition of essential public facilities and the standards on structure height limits on industrial land uses; new Mason County Code chapters 17.40 Airport Overlay Zone and 17.50 Shoreline Master Program Use Regulations, as described by ATTACHMENT B.


DATED this 29^h day of November 2005.


**BOARD OF COUNTY COMMISSIONERS
MASON COUNTY, WASHINGTON**

ATTEST:


Clerk of the Board

APPROVED AS TO FORM:


Prosecuting Attorney


Jayni L. Kamin, Chairperson


Lynda Ring Erickson, Commissioner


Tim Sheldon, Commissioner

AN ORDINANCE AMENDING THE MASON COUNTY COMPREHENSIVE
PLAN AND MAP FOR 2005 AND MAKING CORRESPONDING
AMENDMENTS TO THE MASON COUNTY ZONING CODE AND MAP

MASON COUNTY BOARD OF COMMISSIONERS

December 9, 2005

**Findings of Fact for the "Growth Management Act
Update" - Legislative Action Required
Under RCW 36.70A.130(1)**

1)

Under consideration is a 2005 update to the Mason County Comprehensive Plan and development regulations. The changes are proposed in response to Chapter 36.70A. RCW, the State Growth Management Act (GMA). Mason County's Comprehensive Plan includes provisions for continuing evaluation and review of the Comprehensive Plan and implementing regulations, and that it shall only be amended through established procedures (Mason County Comprehensive Plan: Chapter I Introduction; I-2 - The Growth Management Act Planning Process, Comprehensive Plan Amendments, p. I-2.3).

2)

The GMA, RCW 36.70A.130(4), establishes a schedule whereby each city and county in Washington must take action to review and, if needed, revise its Comprehensive Plan and development regulations to ensure consistency with the Act, in accordance with RCW 36.70A.130(1). Mason County's deadline for this "compliance review" is December 1, 2005.

3)

The county performed a substantial public participation process and the record provides background information on the proposal. Public participation includes public workshops and public hearings before the Planning Commission and the Board of Commissioners. In addition, public participation was provided through the SEPA review process and other written public comment.

4)

The county responded to Chapter 36.70A. RCW of the State Growth Management Act as summarized below:

a) Public Participation Program:

Local governments must establish a public participation program for their GMA update process under RCW 36.70A.130(2). The final legislative action for a jurisdiction's GMA update should include findings that a public participation program was established and followed.

On February 15, 2005, Mason County approved a public participation program in accordance with RCW 36.70A.130(2) that identified procedures and schedules for reviewing and, if needed, revising the comprehensive plan and development regulations. Mason County has followed its adopted public participation program, including:

- i) Adoption of a 2005-2006 Work Program developed to outline what changes to the Comprehensive Plan and Development Regulations were determined to be necessary to ensure the County's continued compliance with GMA.
- ii) Production of a schedule for the 2005 GMA Evaluation and Update Project consisting of four basic phases:
 - (1) Establish the Public Participation Plan - In this Phase the County is developed the Public Participation Plan, which was adopted as policy by the Board of Mason County Commissioners (Board) on February 15, 2005.
 - (2) Preliminary GMA Compliance Review - In this phase, the County collected and analyzed data on growth trends, forecasts, and other information in support of the update. The County also conducted a preliminary evaluation of the comprehensive plan and development regulations for update requirements based on changes to state law and the extension of the comprehensive plan to 2025. The County also held two regional community open houses in April of 2005 to present Phase II results and gather general public comments on the County's comprehensive plan and development regulations. The County presented its preliminary findings and comments received at the open houses in a joint workshop meeting of the Planning Advisory Commission (PAC) and the Board.
 - (3) Final GMA Compliance Review - The PAC worked together with the County staff to review the comprehensive plan and development regulations for GMA compliance. The PAC forwarded their recommendations and findings to the Board and they held a public hearing on the results of the GMA review and analysis on August 2, 2005. The results were presented in the form of a Resolution and Work Program. The public comment was invited on any proposed revisions to the comprehensive plan or development regulations.
 - (4) Amendments and updates (if needed) - Proposed revisions to the comprehensive plan and/or development regulations were prepared as needed based on the work program established under Phase III. Additional public meetings and hearings were held before the PAC, as needed, to make recommendations to the Board regarding specific updates.
- iii) Opportunities for public involvement were provided throughout the 2005 GMA review and update process to encourage early and continuous public participation.
 - (1) As part of Phase III, there were at least twelve (12) meetings of the Mason County PAC, including a joint meeting with the Board, from June

- through November 2005 to evaluate the comprehensive plan and development regulations for compliance with the GMA. These meetings were open to the public, and a general public comment period was provided during and after those meetings.
- (2) The County held two community open houses April 2005 in Shelton and North Mason County as part of Phase II. Comment cards were distributed at these open houses to allow written public comment to be received via U.S. Mail or electronic mail. Comments were accepted until May 2, 2005.
 - (3) The Board of Mason County Commissioners held a public hearing to consider public input on the PAC recommendation and the GMA Compliance Resolution and Work Program to complete Phase III. This hearing was held on August 2, 2005.
 - (4) The County also worked with the local communities. Staff met and continues to meet at least monthly with the Allyn Community Association planning committee. In addition, staff met with stakeholders to get their assistance in the preparation of the new county Economic Development Element for inclusion in the county plan.
 - (5) Written comments were welcome throughout the GMA Evaluation and Update process. A table summarizing written comments received and the County's response to those comments was prepared.
- iv) Mason County used a variety of methods to inform the public about upcoming public meetings, availability of relevant planning documents and reports and important milestones related to the GMA Evaluation and Update Project.
- (1) Mason County kept current information for the project on the county web site (www.co.mason.wa.us). The web site will also include links to the Mason County comprehensive plan and development regulations, and providing an "EMAIL US" link for sending comments to the Department of Community Development.
 - (2) The County maintained a list of interested persons and organizations to receive notices of scheduled public meetings.
 - (3) The County will issue news releases announcing public meetings, hearings, and comment periods to the following: KMAS, KRXV, Shelton-Mason County Journal, The Olympian, Shelton Chamber Of Commerce, North Mason Chamber Of Commerce, City Of Shelton, Economic Development Council, The Sun.
 - (4) Public notice of all public hearings and any decisions regarding the review and update of the comprehensive plan development regulations were published under "Legals" in the Shelton-Mason County Journal classified section. Public notification of all hearings was provided at least 10 days before the date of the hearing. Public notification on County adoption of this Public Participation Plan, the GMA Compliance Resolution, and any specific revisions to the comprehensive plan or development regulations was published in the Shelton-Mason County Journal following adoption.
 - (5) In addition to the public participation procedures described above, the County utilized the following means to increase public involvement and

to disseminate information: additional meetings, mailings, and presentations at local community groups, stakeholder groups, and professional organizations.

- v) An official project file was available for public inspection during regular business Mason County Department of Community Development. All public meetings, except for the Open Houses, were audio recorded. Minutes and/or meeting summaries of all public meetings related to the GMA Evaluation and Update were prepared and available upon request.

b) Review of the Best Available Science:

If the city or county GMA update includes revisions to its critical areas program to include the best available science as required by RCW 36.70A. 172, the final legislative action should document in its findings the sources of scientific information that were used, and how it was incorporated into the critical areas program.

Mason County be reviewing and updating, if needed, regulations with respect to wetland critical areas and critical aquifer recharge areas in 2006.

c) State Agency Notice:

RCW 36.70A.106 requires local governments to provide notice to state agencies of their intent to adopt any amendments to GMA comprehensive plans or development regulations. This notice must be provided to CTED at least 60 days before the planned adoption of each amendment. For GMA updates, this notice should be provided before each amendment that is part of the update, and before the planned adoption of the final legislative action.

Notice of all amendments to the comprehensive plan and development regulations adopted to fulfill the requirements of RCW 36.70A.130 was sent to the Washington State Department of Community, Trade and Economic Development at least sixty days before the amendments were adopted, in accordance with RCW 36.70A.106.

d) Review and Revision of Comprehensive Plans and Development Regulations Required (Jurisdictions Planning Under RCW 36.70A.040):

Counties and cities required to plan under RCW 36.70A.040 must review, and revise if necessary, their entire comprehensive plan and development regulations. These cities and counties should affirm this status in their findings.

Mason County is required to plan under RCW 36.70A.040. Every seven years, RCW 36.70A.130(1) requires Mason County to take legislative action to review and, if needed, revise its comprehensive plan and development regulations, including its policies and regulations designating and conserving natural resource lands and designating and protecting critical areas to comply with the requirements in Chapter 36.70A RCW. Under the schedule established in RCW 36.70A.130(4), the deadline for Mason County to comply with the update required by RCW 36.70A.130(1) is December 1, 2005.


On July 18, 2005 Mason County Planning Staff (Staff) prepared an analysis and proposed Work Program of the comprehensive plan and development regulations currently in effect in Mason County for consistency with the requirements of Chapter 36.70A RCW. The Mason County Board of County Commissioners on August 2, 2005 adopted this Work Program. Based on this analysis, Staff prepared proposed revisions it concluded are needed to comply with Chapter 36.70A RCW. Staff forwarded its analysis and proposed revisions to the Mason County Planning Advisory Commission.

The Mason County Planning Advisory Commission reviewed the analysis and proposed revisions prepared by Staff and public hearings on October 10, November 1, November 7, and November 14, 2005 to receive public comments on the analysis and proposed revisions. Based on its review of the requirements of Chapter 36.70A RCW, the analysis and proposed revisions prepared by Staff, and the public comments received, the Planning Advisory Commission accepted the analysis and proposed revisions and forwarded recommended findings on review and proposed revisions to the Mason County Board of County Commissioners on November 14, 2005.

The Mason County Board of County Commissioners held a public hearing on November 29, 2005 to receive public comments on the recommended findings on review and proposed revisions. Based on its review of the requirements of Chapter 36.70A RCW, the analysis and proposed revisions prepared by Staff, the recommended findings on review and proposed revisions forwarded by the Planning Commission, and the public comments received, the Board of County Commissioners finds and declares that the review and needed revisions have been prepared in conformance with applicable law, including Chapter 36.70A RCW and Chapter 43.21C RCW.

Based on its review of the requirements of Chapter 36.70A RCW, the analysis and proposed revisions prepared by Staff, the recommended findings on review and proposed revisions forwarded by the Planning Commission, and the public comments received, the Board of County Commissioners accepted the analysis and proposed revisions and hereby finds and declares that Mason County's comprehensive plan and development regulations as revised by this ordinance comply with the requirements of Chapter 36.70A RCW.

From the preceding findings, it is concluded amendments to the Mason County Comprehensive Plan, November 29, 2005, should be adopted as proposed and moved by the Board.


Chair, Mason County Board of County Commissioners

12-9-05
Date

Mason County 2005 Comprehensive Plan Update

Summary of 2005 Mason County Comprehensive Plan amendments and Mason County Development Regulations changes recommended by the Planning Advisory Commission

I. Comprehensive Plan Amendments:

1. **Economic Development Element:** A new Element providing goals and policies that encourage and support economic development in Mason County.
2. **Manufactured Housing:** A review of County policies that could restrict the location of manufactured housing upon lands in Mason County was included in the 2005 Work Plan. Upon review, **no changes are proposed.**
3. **Countywide Planning Policies regarding Urban Growth Area sizing:** An update to Countywide Planning Policies addressing population growth and capacity, and Urban Growth Area sizing.
4. **Comprehensive Plan Policies regarding Harstine Island:** A review of Comprehensive Plan policies for Harstine Island to ensure they are consistent with other policies in the Comprehensive Plan was included in the 2005 Work Plan.
5. **Site Specific Rezones:** Consideration of Rezone applications processed in 2005.
6. **Update Comprehensive Plan Policies regarding Open Space:** Update includes revisions to the open space corridors, and the incorporation of policies adopted in the Mason County Master Trails Plan.
7. **Updates to the Transportation Element:** Update includes identifying State Highways of Statewide Significance, Level of Service updates, and other related amendments to the Transportation Element policies.
8. **Integration of the Shoreline Management Program:** Incorporation of the policy portions of the Shoreline Master Program into the Comprehensive Plan, and integration of the regulatory portions of the Shoreline Master Program with other regulatory codes.
9. **Population Projections:** Update the allocation of population to the county's Urban Growth Areas and Rural Lands and revise the Comprehensive Plan growth projection to a 2025 planning horizon.
10. **Health and Human Services Element:** A new Element providing goals and policies that support efforts to improve the delivery of health and human services countywide. **(This is not a mandated update)**
11. **Updates to the Housing Element:** Update data and projections to reflect a 2005 to 2025 timeline, and incorporation of the 2003 Housing Needs Assessment.

12. Updates to the Land Use Element: Update data and projections to reflect a 2005 to 2025 timeline.

13. Urban Growth Boundaries: Consider changes to the Urban Growth Areas in concert with updating population projections to the 2025 timeline.

14. Master Development Plans and Fully Contained Communities: A new Element providing Comprehensive Plan goals and policies establishing objectives and providing framework for master development plans in Mason County. **(This is not a mandated update)**

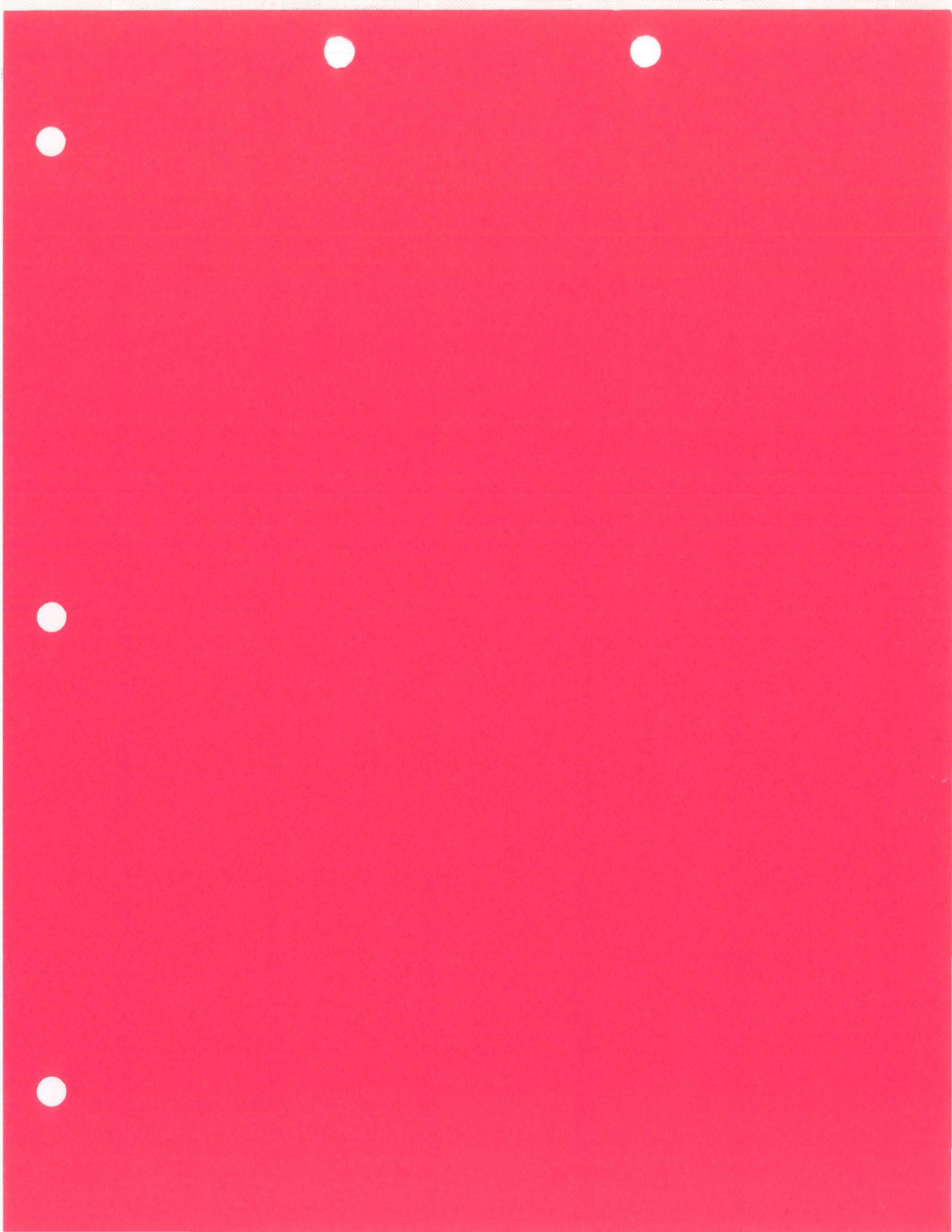
15. Update to Essential Public Facilities: Review of County Essential Public Facilities as defined in the Comprehensive Plan, in coordination with the City of Shelton.

II. Development Regulation Amendments:

1. Airport Overlay Zone Ordinance: New chapter 17.40.010 establishes land use zoning regulations around Sanderson Field that are specifically designed to address issues of compatibility between the airport and surrounding land uses.

2. Agricultural Resource Lands: Amendment to Mason County Resource Ordinance Section 17.01.061 that provides specific standards of review in the evaluation of proposed land uses which addresses new state law on accessory uses within designated Agricultural Resource Lands.

3. Height Limitations within the Rural Industrial Zone: Amendment to Mason County Development Regulations Section 1.03.032.C, or, 1.04.404.C., providing relevant standards of review for height limits of proposed structures used in an industrial activity without the use of a special use permit. **(This is not a mandated update)**



DRAFT - AS RECOMMENDED BY THE PLANNING ADVISORY
COMMISSION WITH BOARD OF COMMISSONERS COMMENTS

Chapter X

ECONOMIC DEVELOPMENT ELEMENT

X-1 INTRODUCTION

The purpose of this chapter of the Comprehensive Plan, the Economic Development Element, is to identify and explain what the county will do to encourage and support economic development. The County Comprehensive Plan supports this with policies: 1) encouraging economic development throughout Mason County that is consistent with the adopted Comprehensive Plan, 2) promoting economic opportunity for all citizen of the County, especially for unemployed and disadvantages persons, and; 3) encouraging growth in areas experiencing insufficient economic growth, all within the capacities of the County’s natural resources, public services, and public facilities (refer to Mason County Comprehensive Plan, County-wide Planning Policy 8.1).

This economic development element includes: the community setting; a profile, assessment, and analysis of the local economy; a summary of the relationship of the economic development element to other portions of the Comprehensive Plan, and; an economic development approach including goals for economic development with policies, strategies, and objectives to implement these goals.

Preparation of the economic development element integrated a discussion of the present economic conditions in the county, region, and state, and consideration of various internal and external influences that may affect conditions in the future. Public involvement included the 2004 “Future Search” economic summit sponsored by the Economic Development Council of Mason County. Economic development goals, policies, and strategies were further developed through a series of workshops sponsored by the Mason County Department of Community Development held in spring 2005. A draft Economic Development Element was further refined through public review and the public hearing process prior to adoption.

Definitions and abbreviations:

The following definitions and abbreviations apply within this chapter:

Action Statement: Short statements that describe embraced attributes, targets, and actions that the community should continually strive to achieve. Most of the action statements included in the Economic Development Element were created during the Economic

Development Council of Mason County’s 2004 “Future Search” economic summit.

Fully Contained Community: As defined in the County Comprehensive Plan, a reserve capacity for new urban development that will be characterized by urban densities and intensities, urban governmental services, and meets the criteria established in the comprehensive plan and in the Revised Code of Washington (RCW) 36.70A.350.

Goals: Statements that describe a desired future condition. Goals describe mileposts that link your core values and vision with strategies. Goals are used to articulate the overall expectations and intentions of the community.

Objectives: Are **SMART**. That is they are:
Specific - Everyone can agree on what they mean.
Measurable - The outcome and success can be measured.
Action oriented - In order to happen, specific actions must be taken.
Realistic - The steps to be taken are clear and doable.
Time oriented - They have a specific time frame for completion.

Policies: Guiding principles, actions, steps, or procedures intended to influence decisions or strategies affecting economic development.

Strategies: A series of actions, often in a specific sequence, which have been developed to achieve specified goals.

Sustainable: In the context of business; operating business in a profitable manner that promotes a balance between social, economic, and environmental interests to meet the needs of the present and future generations.

Vision Statement: A statement or set of statements that describes the community’s vision for economic vitality. What is possible or attainable, based in reality, mindful of the past but focused on the future.

FY: Fiscal Year

UGA: The adopted urban growth areas of Allyn, Belfair, and Shelton, unless specified otherwise

Vision and Purpose:

The vision for economic development in Mason County is to promote and support a high quality of life for the citizens of Mason County by: 1) supporting existing businesses, 2) encouraging and facilitating diverse and sustainable business expansion and development, 3) expanding education and training opportunities, and; 4) broadening the county's tax base, all in a manner that is compatible and complementary to the county's rural character and natural beauty.

X-2 COMMUNITY SETTING

Mason County is uniquely located between the metropolitan areas of Seattle, Tacoma, and Olympia, and the rural Olympic Peninsula. The northwestern portion of the county lies with the Olympic National Forest and Olympic National Park, with much of the southeastern border located on Puget Sound. Over 40 percent of the county's workforce commutes to work elsewhere daily. Much of that traffic flows southerly to the State capital (in Thurston County) and to Bremerton and the largest Naval shipyard on the westcoast (in Kitsap County). Shelton is the only incorporated city in the county and is the seat of county government. The county includes two other urban growth areas, Allyn and Belfair, three rural activity centers and nine hamlets. The County Comprehensive Plan also includes a Fully Contained Community Reserve, yet to be designated. More information on these areas can be found in *Chapter IV.2*. The Squaxin Island Tribe and Skokomish Tribe also reside in Mason County. The county is part of the Columbia-Pacific Resource Conservation and Economic Development District, which also includes Grays Harbor, Pacific, and Wahkiakum Counties.

The forests products industry (forestry, lumber and wood products, plywood and pulp) provided the economic foundation on which Mason County was built. From the time railroads became established in the region until the 1970s the forest products sector, including Christmas trees, logs, and other wood-based products, was the key economic driver for the county. Beginning in the early 1980s, the forests products industry experienced a significant, long-term decline statewide, which was coupled with a regional decline in the 1990s. Due to the general downsizing of this industry and growth in other business sectors over the past 25 years, a more diversified economic base emerged within Mason County.

In 2004, the government sector (including state, county, city employees, and education) was the single largest employer in Mason County, encompassing 30% of the total workforce within the county. The aquaculture industry has historically played a major role in the economy of Mason County, and has experienced sustained growth over the past 10-15 years with sales rising nearly tenfold since the late 1980's. Anchored by Mason General Hospital, which in 2004 was the fifth-largest employer in the county, the health care sector continues to generate a significant number of jobs locally. The county further recognizes the important, mutually beneficial economic development interests of the Skokomish Tribe and the Squaxin Island Tribe. The high-tech fabrication industry has also maintained a presence in the local economy.

MASON COUNTY MAJOR EMPLOYERS - 2004

Source: Economic Development Council of Mason County

Employer	Description	Full-Time Employees
1. Washington Correctional Center	Correctional Facility	660
2. Little Creek Casino/Hotel	Gambling Estab. & Hotel	611
3. Shelton School District	Educational Facility	569
4. Wal-Mart	Retail	500
5. Mason General Hospital	Medical Facility	453
6. Simpson Timber Company	Lumber	400
7. Mason County	Government	360
8. Taylor Shellfish, Inc.	Shellfish	360
9. Olympic Panel Products	Plywood, veneer	350
10. North Mason School District	Educational Facility	284
11. Squaxin Tribe	Tribal Facility	175
12. Safeway	Groceries	165
13. Fir Lane Health & Rehabilitation	Care provider	160
14. Skookum Lumber Company	Lumber	130
15. Mason County Forest Products	Lumber	120
16. City of Shelton	Government	115
17. Mason County PUD #3	Utilities	114
18. Skokomish Tribe	Tribal Facility	112
19. Alderbrook Inn	Resort	110
20. Pioneer School District	Educational Facility	105

The county includes a number of rural-based businesses. Most of these are small businesses with four employees or less, but collectively they account for roughly 35-40% of the total private payroll county-wide while 62% of all businesses are located in the rural areas as well (source: Business Demographics and the Impact of Land Use Restrictions on the Mason County Economy; Phase II Report, April 2000). Historically, Mason County has been generally limited to seasonal tourism traffic; however, aided by the establishment of the Little Creek Casino and Hotel and the reopening of the Alderbrook Inn, the tourism sector is an increasingly important factor in the local economy. Mason County remains a primary vacation destination for residents of the three adjacent metropolitan centers. According to the US Census Bureau, some 5,200 of the nearly 26,000 residential units in the county are used as recreational or seasonal homes. Vacationers come to enjoy the miles of shoreline, dozens of lakes, numerous recreational areas, the Olympic National Forest and Olympic National Park.

Housing prices in Mason County have increased in recent years, but still lag behind housing prices in Thurston, Pierce, and Kitsap County. Expansion of local employment has not grown at the same rate as housing and population, which is one reason the percentage of workforce commuters is growing and the median housing price in Mason County increases at a lower rate than other neighboring counties. As a result, housing in Mason County is still considered affordable, which exacerbates the current condition of 43 percent of the Mason County workforce commuting outside the county.

There are a number of organizations that as part of their purpose support economic activity in Mason County. These include:

- Economic Development Council of Mason County (EDC)
- North Mason County Chamber of Commerce
- Shelton-Mason County Chamber of Commerce
- Skokomish Tribe
- Squaxin Island Tribe
- Port of Allyn
- Port of Dewatto
- Port of Grapeview
- Port of Hoodspout
- Port of Shelton

X-3 ECONOMIC PROFILE

Population

Mason County is a rural county that experienced sustained growth over the past three decades. The population increased from 20,918 in 1970 to 49,405 in 2000, and is estimated to be 53,789 in 2005 by the Office of Financial Management (OFM) (see Figure X-1).

Demographic data of Mason County indicates a steady reduction in the proportion of seasonal homes to permanent residences, and an increase in the proportion of the population over 55 years of age. The long-term trend in seasonal housing reflects the change in the county from a relatively remote area to one which people increasingly live and work or from which they commute to nearby jobs. County population projections echo the national trend in which the large population of “baby-boomers” (individuals born from 1946 to 1964) are entering retirement age. Mason County residents 65 years of age or older represented 17 percent of the county population in 2000, and is estimated to increase to 28 percent by 2025. This change in demographics is expected to occur due to migration of retirees into the county and the aging of the present population.

Figure X-1 Population Trend in Mason County – 1970 to 2025

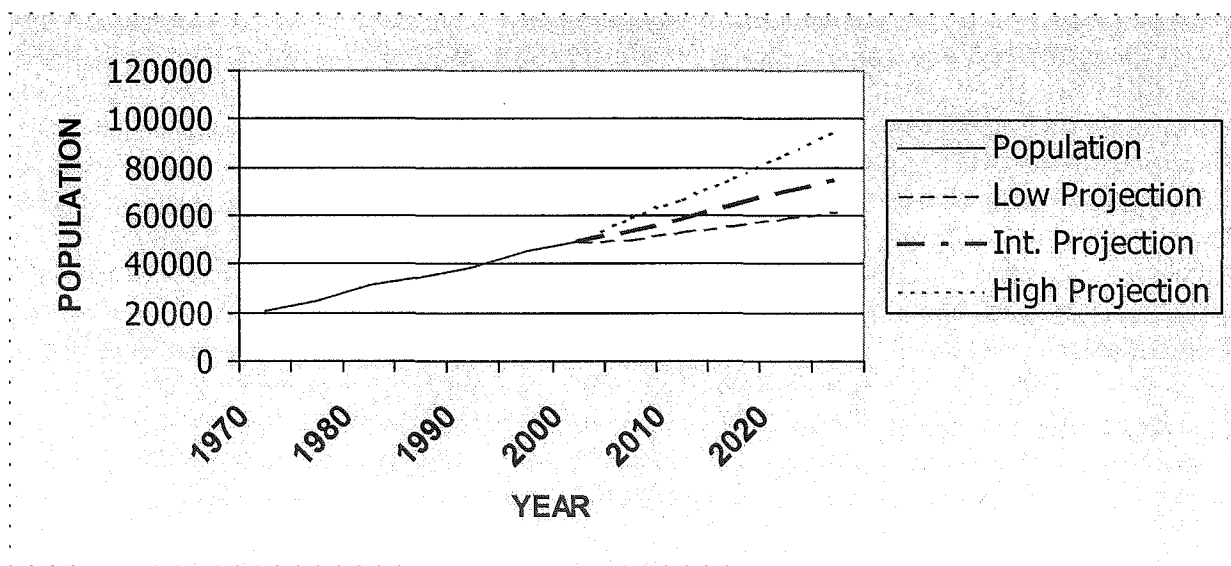
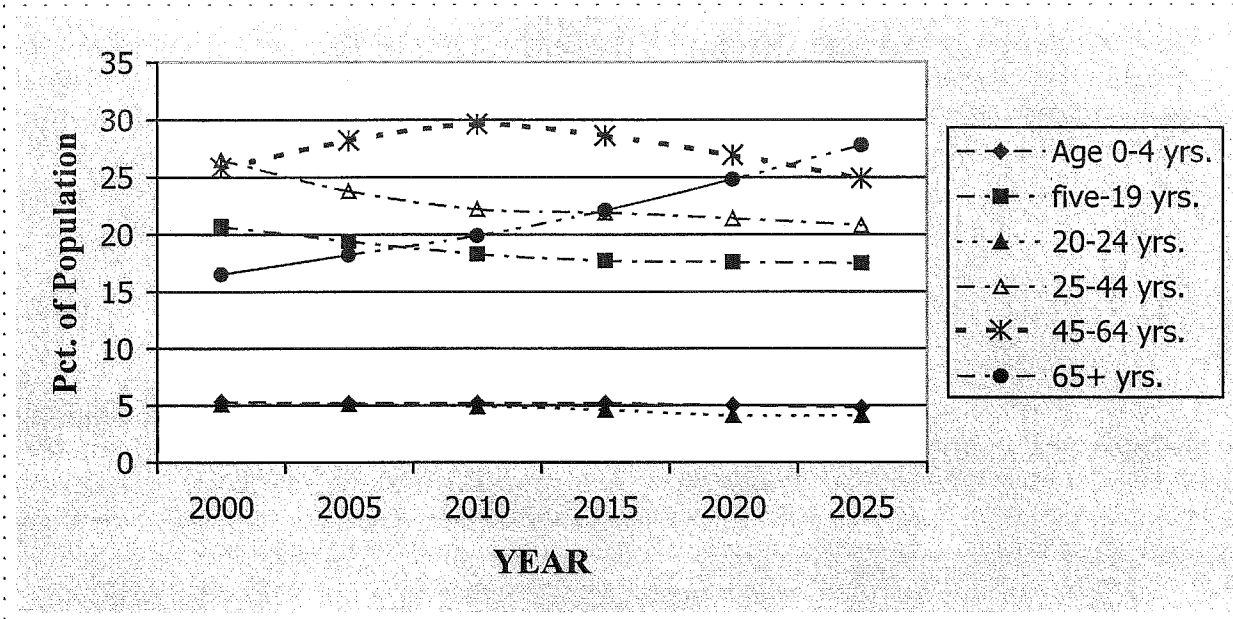


Figure X-2 Age Distribution by Percent – 2000 to 2025



Employment

The unemployment rate in Mason County has fallen steadily in the last decade, from 8.4 percent in 1993 to 7.4 percent as recently as January 2005. This is above the State of Washington unemployment rate of 6.2 percent.

Table X-1 Comparative Labor Force and Unemployment Data (Annual Averages)

Geographic Area	Labor Force by Year				% Change in Labor Force	
	1970	1980	1994	2004	(1970-1994)	(1994-2004)
Mason County	8,260	11,020	17,030	23,420	+33.4%	+ 37.5%
State of Washington	1,414,000	1,984,000	2,716,100	3,233,700	+40.3%	+ 19.1%
	Unemployment Rate					
Mason County	6.9%	7.6%	8.4%	7.5%		
State of Washington	9.2%	7.9%	6.4%	6.2%		

Source: State of Washington Employment Security Department.

On average, income per capita in Mason County is lower than state and federal per capita incomes. Percent change in the per capita income in Mason County during the 1990s was lower than the rest of the state, but kept pace with the US average.

The median household income in Mason County grew at a faster rate from 1990-2003 than in the State of Washington and the rest of the nation. The proportion of individuals living at the federal poverty level is slightly greater in Mason County than in the State.

Table X-2 Comparative Per Capita Personal Income Data

County	1970	1980	1990	2003	% Change 1990-2003
Mason County	\$3,604	\$8,963	\$14,615	\$24,689	68.9%
State of Washington	\$4,191	\$10,832	\$19,865	\$33,254	67.4%
United States	\$4,085	\$10,114	\$19,477	\$29,845	53.2%

Source: U.S. Bureau of Economic Analysis

Table X-3 Comparative Median Household Incomes

Jurisdiction	Median Household Income (1999)	% Change 1990-2000	% Individuals Below Poverty Level
Mason County	\$39,586	50.5%	12.2%
Washington State	\$45,776	46.8%	10.6%
United States	\$41,944	39.6%	12.4%

Source: U.S. Census Bureau, 2000 Census.

X-4 RELATIONSHIP TO OTHER ELEMENTS OF THE COMPREHENSIVE PLAN

The economic vitality of the community is critical to the implementation of the Mason County vision statement for the community, and to achieving the goals and objectives within its comprehensive plan.

A fundamental goal of this Economic Development Element is to diversify and grow Mason County’s economic base. This diversification of the economy would promote the creation of new businesses thus expanding employment and would mitigate the impact of cyclical recessions while increasing tax revenues.

The county’s comprehensive plan includes policies, programs and initiatives regarding land use, transportation and other capital facilities. The success of the county’s economic development planning is interrelated to the achievement of other portions of the county’s 20-year plan. The intent of this Element is to develop policies and strategies that are mutually supportive with other portions of the comprehensive plan, recognizing the reciprocal benefits of coordinated policies.

X-5 ASSESSMENT AND ANALYSIS

There are several market factors influencing economic growth locally. In some markets, conditions have remained relatively static (e.g. agriculture) while other markets experienced profound changes over the last 15-20 years (e.g. information technologies). To most effectively promote economic growth locally, Mason County should take into account present and future market conditions and the various external influences affecting economic conditions locally and regionally when considering economic policies and strategies. For example, the second Tacoma Narrows Bridge, scheduled for completion in 2007, and a 80,000-seat race track being considered in south Kitsap County are projects that will alter future economic conditions in Mason County. Land availability constraints regionally may also affect growth patterns locally.

The established resource-based industries, state, city and county government, education and training, and Mason General Hospital represent large employers providing a sound foundation from which the local economy can expand. Olympic College in Shelton provides local access to post secondary education, and several partnerships and programs provide technical training, retraining, and support services for, aged, displaced and dislocated workers, and disadvantaged youth. Local access to quality education is considered critical to encourage economic expansion and promoting a higher quality of life.

The county's rustic beauty and abundance of open space can promote economic development. The county can capitalize on the the rural character, abundant natural beauty in the surroundings, and proximity to shorelines and the Olympics to expand tourism and recreational opportunities. Existing cottage industries make a significant contribution to the local economy, and the county must continue to support these business activities and facilitate expansion and new development when consistent with the predominant rural character. A proper definition of Mason County's rural character must include that the County's rural areas have in the past and continue today to provide vital business sites for small businesses to spawn and grow. The county must maintain policies which foster and sustain these small business opportunities.

Prospects for business expansion and development exist through the air transport capabilities from the Port of Shelton, existing rail and highway access, and local investment in telecommunications infrastructure. Recent infrastructure improvements initiated by the County, such as the Belfair Water District system upgrades and the installation of wastewater treatment facilities in Allyn, and improvements to the rail loading facilities at the Port of Shelton have improved conditions for development and investment locally. Several planned improvements should further promote economic expansion within the county. The following infrastructure improvement projects and estimated costs are included in the county's six-year Capital Facilities Plan:

- North Bay Sewer System Facility and System Improvements (\$60,000)
- North Bay Sewer System Overflow Reroute (\$545,000)
- North Bay Sewer System Treatment Plant Capacity Upgrades (\$550,000)

- Belfair Area Sewer Improvements (\$32,250,000)
- Hoodsport Area Sewer Improvements (\$21,200,000)
- Harstene Pointe Sewer Plant Outfall Extension and Operational Upgrades (\$540,000)

These projects will promote business expansion and facilitate residential and commercial development at urban densities within the Allyn and Belfair Urban Growth Areas, and support the shellfish and tourism industries by mitigating current water quality issues and addressing wastewater impacts from future development on local waters. Funding sources for the more costly projects include grants and loans, but there is the potential for other state and federal funding sources to assist in their implementation. In 2005, the State legislature committed funding for several local capital and transportation projects, which include:

- Sewer facilities in Belfair (\$16 mil.)
- Shelton Regional Water, Wastewater and Sewer Project (\$14.7 mil.)
- Wastewater treatment facilities design, Hoodsport/Skokomish Reservation area (\$1 mil.)
- Improvements to septic systems, Hoodsport (\$320,000)
- Stormwater management plans at Hoodsport and Belfair (\$300,000)
- Mason Conservation District for constructing a manure waste control facility (\$560,000)
- Mission Creek Womens Corrections Center 120-bed expansion (\$3.4 mil.)
- Construction of the Belfair Bypass (\$15 mil.)
- State Route 3 improvements in Belfair (\$15.7 mil.)
- Hwy. 101/ Lynch Road improvements (\$1 mil.)
- Hwy. 101/Purdy Creek Bridge replacement (\$11 mil.)
- SR 106/ SR 3 signalization improvements (\$1 mil.)
- New northbound ramp @ SR 3/ Hwy. 101 (\$3 mil.)
- SR 3 improvements from Goldsborough Creek Bridge to Mill Creek Bridge (FY 2009 - \$11 mil.)
- Paving projects @ SR 119 and Hwy. 101 (\$8 mil.)
- Realignment of SR 302 (\$5 mil.)

These projects will promote economic development by improving local transportation systems, supporting expansion of existing facilities, providing necessary infrastructure to support future development, and by supplying construction-related employment during development. These efforts could be collaborated by the establishment of Special Assessment Districts and Local Improvement Districts, particularly in designated industrial and commercial areas, for funding the construction of utilities, transportation, and other facilities. Preparing a Coordinated Water System Plan (CWSP) to serve specific areas would also promote economic investment by addressing issues related to inadequate water supply and reliability of water service.

The agriculture, aquaculture, fishing, and forestry sectors, and related value-added processing collectively represent an export-oriented segment of the manufacturing sector providing long-term, primarily living wage employment locally. Mason County must remain proactive to ensure the sustainability of these sectors, by reviewing and updating water quality control regulations, adopting performance measures that lower the levels of urban-based pollutants entering waterways, and considering measures that would protect current resource-based operations and facilitate potential future expansion. Protection of the long-term forest land use designation, and maintaining provisions that ensure compatibility between resource lands and adjacent land uses will also help support the long-term viability of these sectors. The commercial timber industry, local conservation districts, watershed planning groups and other organizations are very proactive in watershed conservation and the implementation of watershed restoration projects that enhance water quality county-wide. These efforts indirectly benefit the entire community, and more directly benefit the aquaculture and other resource-based industries that rely on a clean environment. However, the full benefit of watershed management is only realized when measures are collaborated with all stakeholders, property owners and tenants. The county should continue to proactively encourage and support coordination and collaboration in ongoing watershed conservation efforts.

Lumber and wood products manufacturing represents the bulk of the manufacturing sector in Mason County. Simpson Timber recently completed a multi-million dollar upgrade at their Shelton facilities to enhance the milling capability at this site. Increases in value added production and other industry changes have further diversified the wood products industry. Aerospace manufacturing has been a cyclical industry both locally and within the State, but has remained an important component of the local economy with growth potential. The food processing industry has grown in recent years, mostly in seafood processing and generally due to the areas' competitive advantage resulting from the abundance of productive shellfish beds. However, the shift from the mainly resource-based manufacturing economy that began in the 1980s to a more diversified employment base, including boosts in generally lower wage service sector employment, is likely to continue as the population increases.

Accommodating business start-ups and expanding existing industries located in the rural areas could be very important to the long-term economic health of Mason County. It is estimated that 55-60% of Mason County businesses with employees are located outside the UGA's. A key to luring new industries to the county's many underutilized and vacant commercial and industrial sites would be improving and expanding existing water, sewer, stormwater, and transportation systems. Other methods to attract industry to Mason County could include: (1) establishing and maintaining an inventory of commercial and industrial designated lands to help determine if adequate industrial and commercial lands exist to meet current and future needs; (2) coordinating resources to construct the necessary infrastructure making industrial and commercial sites "building ready"; (3) developing tools that assist industry in evaluating the potential for development and expansion of specific sites; (4) seeking ways to allow industrial businesses too large for available urban sites to locate in rural areas; (5) reviewing the zoning regulations and building permit processes to make permitting commercial and

industrial developments more predictable, efficient, effective and timely; (6) re-evaluating county policies on business development and expansion in the county's rural areas, and; (7) creating incentives for attracting start-ups and assisting existing firms with expansion and/or the relocation efforts.

The health care and human services sector of the economy offers significant growth potential. Mason County benefits from Mason General Hospital, which provides an anchor to the local health care sector. However, as in other rural communities, patients regularly travel out of the area to receive medical services and treatment. Reasons for this may include: (1) the limited number of health care providers located in Mason County; (2) recent migrants to the county choose to retain the services of providers they are already familiar with, (3) local providers are not affiliated with the group insurance plans provided by local employers, and: (4) Northeast Mason County residents (Allyn and Belfair) are closer to emergency and urgent care providers located in Kitsap County than Mason General Hospital. In addition, there is not an urgent care facility or Federal Qualified Health Clinic (FQHC) in Mason County, and the number of charity cases and write-offs at Mason General Hospital has risen significantly in recent years. These and other factors are having an adverse affect on the growth and viability of the health care sector. In April 2005, the county was awarded a National Association of Counties (NACO) grant to assist the county in understanding residents' utilization patterns, the role of the health care sector in the local economy, and the potential for growth in this sector. The results of this effort should be utilized in the preparation of refined goals, policies, and strategies that address demographic changes on the horizon and support the expansion of health care services locally.

Primarily due to the area's scenic beauty, plentiful outdoor recreation, and proximity to major population centers, Mason County has served as a vacation destination for the Greater Puget Sound. Presently, 20.1 percent of the housing units in Mason County are vacation homes, with seasonal visitors supporting tourist-oriented businesses. In addition, 17 percent of the population is 65 years of age or older; as members of the "baby-boom" generation continue to retire the proportion of the population in this age group is expected to increase to 28 percent by 2025. These local demographic changes will also occur on a regional and national level, and could provide opportunities to expand leisure-oriented business activities in the county. Local tourism opportunities were further bolstered by two recent developments: the new hotel at the Squaxin Island Tribe's Little Creek Casino, and the reopening of the renovated Alderbrook Inn. These destinations, along with the Mason County Fairgrounds and Convention Center and the abundant outdoor recreation, presently make up the key components of the tourism sector. The Mason County Tourism Task Force has historically represented Mason County in coordinating tourism promotion and development with the North Mason Chamber of Commerce and the Shelton/Mason Chamber of Commerce. Mason County has retained a consultant to assist in coordinating the efforts of key stakeholders in evaluating resources, understanding hinderances, and in developing strategies to improve tourism promotion. The county should support a coordinated approach in developing and implementing a tourism marketing strategy, and consider a more broad, regional approach to promote tourism, if recommended by the county's consultant.

In the State of Washington, counties and cities are prohibited from using public funds for financing private investment. This places Mason County and the region at a competitive disadvantage in recruiting and developing business, as several states do not have similar restrictions. Creating innovative methods to provide start-up and expanding firms with incentives and access to resources would help offset this condition. Participating in local and regional partnerships to encourage economic growth is a growing trend that could facilitate business development, particularly expansion in the tourism and health care services sectors. The Economic Development Council of Mason County (EDC) is the most recognized organization promoting economic development in Mason County, and is a participant in the Comprehensive Economic Development Strategy for the Columbia-Pacific region.

X-6 ECONOMIC DEVELOPMENT APPROACH

The following principles summarize the community's philosophy regarding economic development objectives (see Chapter X-6.1). The action statements, goals, and policies, are intended to provide direction for the implementation of economic development in Mason County (see Chapter X-6.2). These goals and policies are further supported by implementation strategies and objectives (see Chapter X-6.3).

X-6.1 Economic Development Principles

The following statements summarize the community's philosophy on economic development:

1. Maintaining Mason County's rural character is vital to preserving the quality of life enjoyed by the community. Future economic development must consider the compatibility of adjacent uses and ensure that the community's rural character is maintained.
2. Mason County supports the concept of sustainability in economic development, that business must strike a balance between social, economic, and environmental interests to meet the needs of the present and future generations.
3. The county must strive toward economic diversity, and promote business opportunities that result in a broadened economic base. Business expansion should strive to capitalize on:
 - a) anticipated increases in the proportion of individuals 65 years of age and older residing in Mason County over the next 20 years, and;
 - b) anticipated continued growth in the natural resources industries, with an eye toward manufacturing and export opportunities.
4. A top priority for Mason County must continue to be supporting local resource-based industries, recognizing the community possesses a significant competitive advantage and investment in these sectors.
5. To remain competitive, the county should enable a favorable business environment, ensuring that the permit process is more predictable, efficient, and timely.

6. The county shall strive to increase the number of citizens that both live and work in Mason County. Expansion in employment should include economic opportunities for local high school graduates that wish to live and work locally, and adults seeking training and/or retraining in pursuit of new career opportunities.
7. Private, local and state investment to construct infrastructure is necessary for achieving desired economic development. Capital infrastructure improvements are needed to promote industrial and commercial development within the UGA's, and for protecting rural areas.

X-6.2 General County-wide Planning Goals and Policies:

Goal 1:

Mason County shall promote economic vitality while protecting and maintaining a rural lifestyle, balancing business and industrial development with environmental protection.

Policies:

- 1.1 Recognize that environmental quality and economic development are complementary objectives that should be achieved simultaneously.
- 1.2 Support business activities in the rural areas and facilitate expansion and new development when consistent with the predominant rural character and state law.

[Refer to X-6.3 (C), (D) and (J) for implementation strategies and objectives.]

Goal 2:

Ensure that the permit process is predictable, efficient and timely. [Refer to X-6.3 (B) for implementation strategies and objectives.]

Business Expansion

Action Statement: Develop and maintain a business friendly environment that encourages business development compatible with the environment of Mason County.

Goal 3:

Support sustainable business and industrial development which: 1) Strengthens and diversifies the economic base; 2) promotes predominantly living-wage jobs and economic opportunity that preserves a high quality of life for all citizens, and; 3) develops and operates in a manner compatible with the natural environment.

Policies:

- 3.1 Promote, support, and strengthen existing business and industry, and assist in attracting new business to the county, adding to the diversity of economic opportunity and employment.
- 3.2 Support and coordinate economic expansion and diversification to support capital facilities, public transit and transportation, urban governmental services and balance business and industrial development with environmental protection.
- 3.3 Provide areas designated for industrial use large enough to accommodate a number of industrial uses in clusters, so that the area may be developed in a coordinated fashion and provided with a variety of parcel sizes.
- 3.4 Allow limited changes or expansion to non-conforming businesses in rural areas provided: 1) detrimental impacts to adjacent properties will not be increased or intensified; 2) proposed changes in use or expansion complies with adopted performance standards; 3) proposed change would not result in a formerly small operation dominating the vicinity; and, 4) expansion or change of use will be keeping with the rural character.
- 3.5 Protect long-term forest land use designations and maintain provisions that ensure compatibility between resource lands and adjacent land uses.

[Refer to X-6.3 (A), (B), (E) and (G) for implementation strategies and objectives.]

Goal 4:

Promote and foster a community where business is encouraged to advance solutions to issues impeding economic development; and government and education are encouraged to recognize, appreciate, and adopt an entrepreneurial spirit.

Policies:

- 4.1 Support and facilitate communication between key stakeholders by providing a forum for discussing impediments to economic development and the encouragement of economic opportunities.
- 4.2 Promote a positive regulatory culture with a bias toward making decisions.

[Refer to X-6.3 (B) for implementation strategies and objectives.]

Goal 5:

Encourage cooperative support between public agencies and the private sector for sharing costs related to industrial and commercial business recruitment.

Policies:

- 5.1 Support coordination of economic development activities with the Skokomish Tribe and Squaxin Island Tribe.
- 5.2 ~~Consider providing funding and other means of~~ Continue to provide funding support for the EDC.

[Refer to X-6.3 (E) and (H) for implementation strategies and objectives.]

Education and Job Training

Action Statement: Provide proactive and committed support to our county's learning communities as their efforts pertain to workforce development, enabling the delivery of a variety of quality educational opportunities for youth and adults, effectively preparing our citizens for the future and in support of our employment needs.

Goal 6:

Expand opportunities for secondary education and job training locally, and encourage and support high quality educational facilities and programs in Mason County.

Policies:

- 6.1 Mason County shall assist educators in matching vocational training with industry needs through:
 - 6.1 (a) ~~Promoting and assisting~~ communication between employers and educators to match training and education needs.
 - 6.1 (b) Supporting organizations that facilitate and provide professional training and retraining.
 - 6.1 (c) Supporting organizations that improve exposure to job opportunities in Mason County.

Goal 7:

Mason County shall encourage and support local school districts in maintaining existing and developing facilities.

Policies:

- 7.1 Mason County shall assist local school districts in facilities expansion and upgrades by coordinating with the school districts, landowners and developers in locating potential sites for future school facilities.

7.2 Investigate the feasibility to provide funding assistance to local school districts developing facilities and/or programs with Community Development Block Grant (CDBG) funds.

Infrastructure

Action Statement: Build and maintain capital facilities that enable and support community functions and economic development while complementing the environment.

Goal 8:

When prioritizing funding of Transportation Improvement Program (TIP) and Capital Facilities Plan (CFP) projects, the county shall give higher consideration to projects serving areas within the UGAs than those in rural areas.

Goal 9:

Mason County shall support the long-term viability of Sanderson Field and proposed expansion of industrial development at the Port of Shelton.

Policies:

9.1 Ensure future county land use decisions protect and preserve the continued viability and operation of rail service, and the airfield, facilities, and runway protection zone at Sanderson Field.

9.2 The county shall consider alternatives for improving access and utilization of the existing Navy-owned rail corridor to expand rail freight service capabilities.

9.3 Support and assist the State, the City of Shelton and the Port of Shelton with the Shelton Regional Water, Wastewater, and Sewer Facility Plan, serving the remaining undeveloped and underutilized areas of the Port of Shelton and future development of the surrounding areas within the City of Shelton Urban Growth Area, and work to ensure that surrounding land uses served are compatible with the Airport Master Plan.

~~9.4 Cooperate with the City of Shelton and Port of Shelton in developing investment strategies for Sanderson Airfield to support and enhance its role as a general aviation and industrial commercial facility.~~

~~9.5~~ ~~9.4~~ Ensure adequate buffers are provided between the Port of Shelton, in particular the airport, and future residential development to avoid negative impacts to adjacent residents or adverse affects to efficient Port operations.

Goal 10:

Support the coordination and development of capital facilities and public improvements as a priority for the commercial and industrial-zoned portions of the Urban Growth Areas, and other appropriate areas.

Policies:

10.1 Strengthen efforts to lobby State and Federal agencies for revenue sharing, securing grants, and bonds or other funding mechanisms for financing important infrastructure projects.

~~10.2 Support the Port of Shelton and the City of Shelton in developing a gateway park located in the southwest portion of Sanderson Field, as indicated in the Airport Master Plan.~~

10.3 Support and coordinate infrastructure development serving recreation in rural areas that improves the quality of life for Mason County citizens ~~present recreation facilities and facilitates the creation of new facilities in the county while reducing their environmental impacts.~~

10.4 Promote and support establishing a county-wide **Coordinated Water System Plan** (CWSP), to address issues related to inadequate water supply and reliability of water service, by 2008.

[Refer to X-6.3 (A) for implementation strategies and objectives.]

Buildable Land Supply

Action Statement: Ensure that Mason County includes buildable lands sufficient to accommodate forecasted population, housing growth, and business development, to foster community vitality and economic development.

Goal 11:

~~Work with other general-purpose governments to e~~Ensure that the county maintains an adequate supply of industrial and commercial designated lands that will accommodate orderly and compatible industrial and commercial business expansion and development.

[Refer to X-6.3 (F) for implementation strategies and objectives.]

Goal 12:

Support and encourage the extension of utilities, transportation, and other facilities to areas designated industrial and commercial in advance of need, making future development of these areas more attractive and viable.

Policies:

12.1. The county shall consider long-term industrial and commercial development growth projections and the time necessary to design and construct needed capital facilities when prioritizing capital facilities projects countywide.

12.2. The county shall support regional coordination and funding to develop capital facilities.

12.3. The county shall ensure that infrastructure is adequately sized or expandable to accommodate projected growth.

[Refer to X-6.3 (A), (F) and (G) for implementation strategies and objectives.]

Goal 13:

Discourage under utilization of land by promoting, encouraging, and supporting residential development consistent with adopted urban growth area plans and the State Growth Management Act.

Policies:

13.1. Promote and facilitate the development of infrastructure necessary to support the intensity of development envisioned within the UGA's.

[Refer to X-6.3 (A) and (C) for implementation strategies and objectives.]

Goal 14:

Encourage the provision of technology that fosters business development, including home-based businesses, (i.e., telecommuting, fiber optics, etc.).

Policies:

14.1. Continue to support capital investment of infrastructure (i.e., fiber optic lines, cell towers) that improve communication and internet access capabilities for businesses in Mason County, consistent with GMA goals and sustainability objectives.

Goal 15:

Coordinate economic development and land use activities with the Skokomish Tribe and Squaxin Island Tribe, including the appropriate zoning of lands adjacent to reservation lands.

[Refer to X-6.3 (F) for implementation strategies and objectives.]

Health and Human Services

Action Statement: Local access to affordable quality health, human and social services in Mason County before 2020.

Goal 16:

Promote economic development and improve the quality of life for Mason County citizens through working with social services providers and the expansion of local health care systems.

Policies:

16.1. The county shall actively engage (through assistance, coordination, and/or funding) with community agencies and organizations to maintain and improve the availability of needed health and human services for ALL Mason County residents.

16.2. The county shall assist in identifying emerging health and human needs and working with health care service providers to develop local community responses that capitalize on these emerging trends.

16.3. The county shall work with the local health care service providers to establish a community-based clinic in North Mason County.

[Refer to X-6.3 (H) for implementation strategies and objectives.]

Tourism

Action Statement: Support and prepare for tourism as a clean industry bringing new jobs and investment to Mason County.

Goal 17:

Promote the development of tourist and tourist-related activities as part of an economic diversity strategy providing employment and business opportunities in Mason County.

Policies:

17.1. Actively support tourism (include agritourism and ecotourism), recreation, cultural heritage, and social activities as a significant element in expanding employment opportunities.

17.2. Support established and promote community additional events that expand year-round tourism (i.e. Mason County Fair and NPRA Rodeo, Oysterfest, festivals, exhibitions, rallies)

17.3. Investigate the feasibility of establishing and maintaining informational kiosks, maps, and directional signs identifying the location of prominent historic, cultural, recreational, and environmental amenities.

17.4. Ensure tourism and tourism-related activities do not adversely impact Mason County’s environmental quality.

[Refer to X-6.3 (I) for implementation strategies and objectives.]

X-6.3 ECONOMIC DEVELOPMENT STRATEGIES

Strategies and objectives to promote economic development:

- A. The Mason County Public Works Department shall delineate the process for establishing Special Assessment Districts and Local Improvement Districts, particularly in designated industrial and commercial areas, specifically created to fund the construction of utilities, transportation, and other facilities. Key objectives in this process would include:
 - 1. To publish the description of Special Assessment Districts and Local Improvement Districts and the process for their creation.
 - 2. To promote Special Assessment Districts or Local Improvement Districts where the extension or provision of public infrastructure is not cost effective.
 - 3. To facilitate coordination between utility providers to more effectively and efficiently develop and maintain capital facilities.

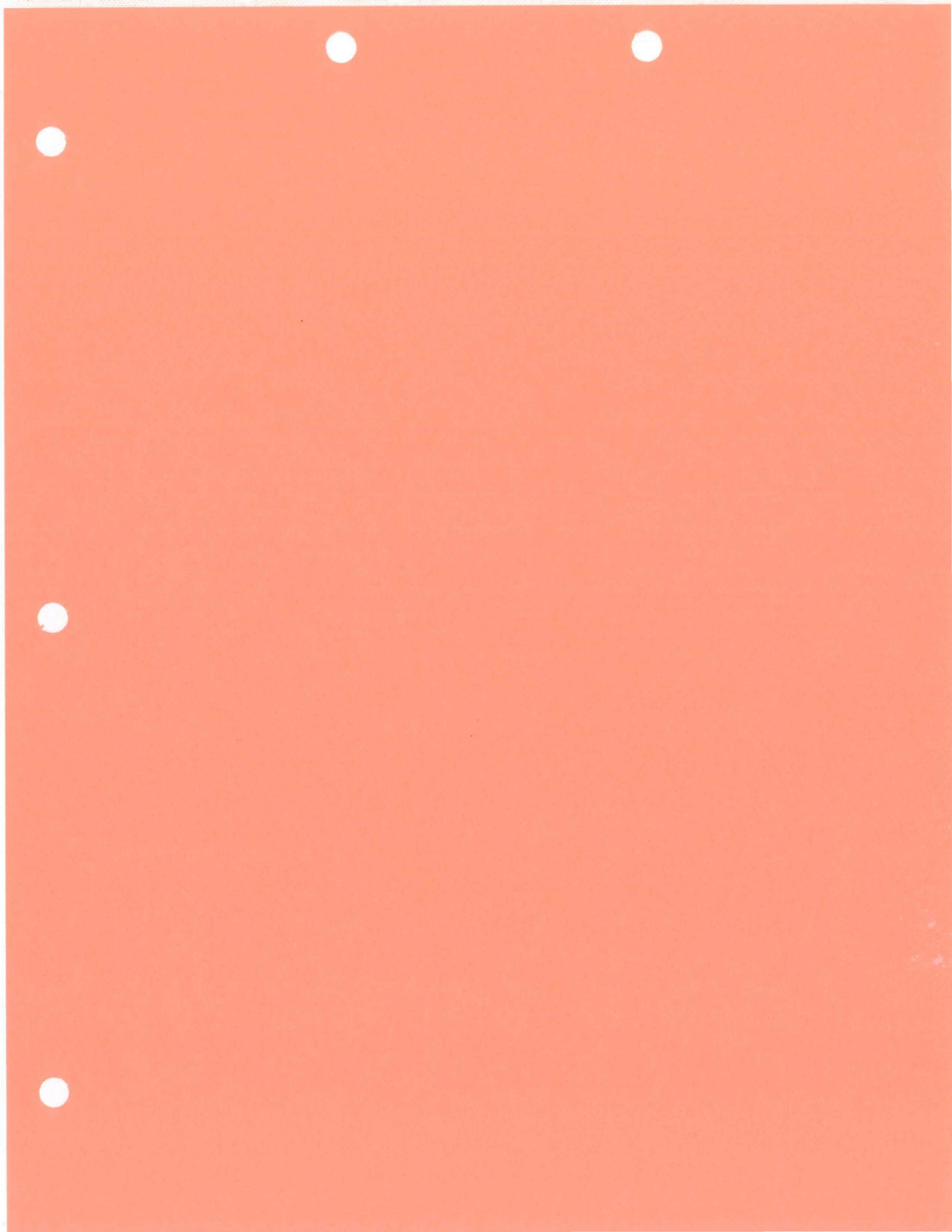
- B. The Mason County Department of Community Development (DCD) shall establish and provide administrative and managerial support for a Permit Streamlining and Regulatory Reform Committee. Main objectives of this committee would include:
 - 1. To ensure the committee includes key stakeholders and obtains input from representatives from both the public and private sector.
 - 2. To recommend revisions making the permit process for commercial and industrial development more predictable, efficient, effective and timely.
 - 3. To work within the framework of existing State and Federal laws, focusing on local governmental regulations in recommending changes.

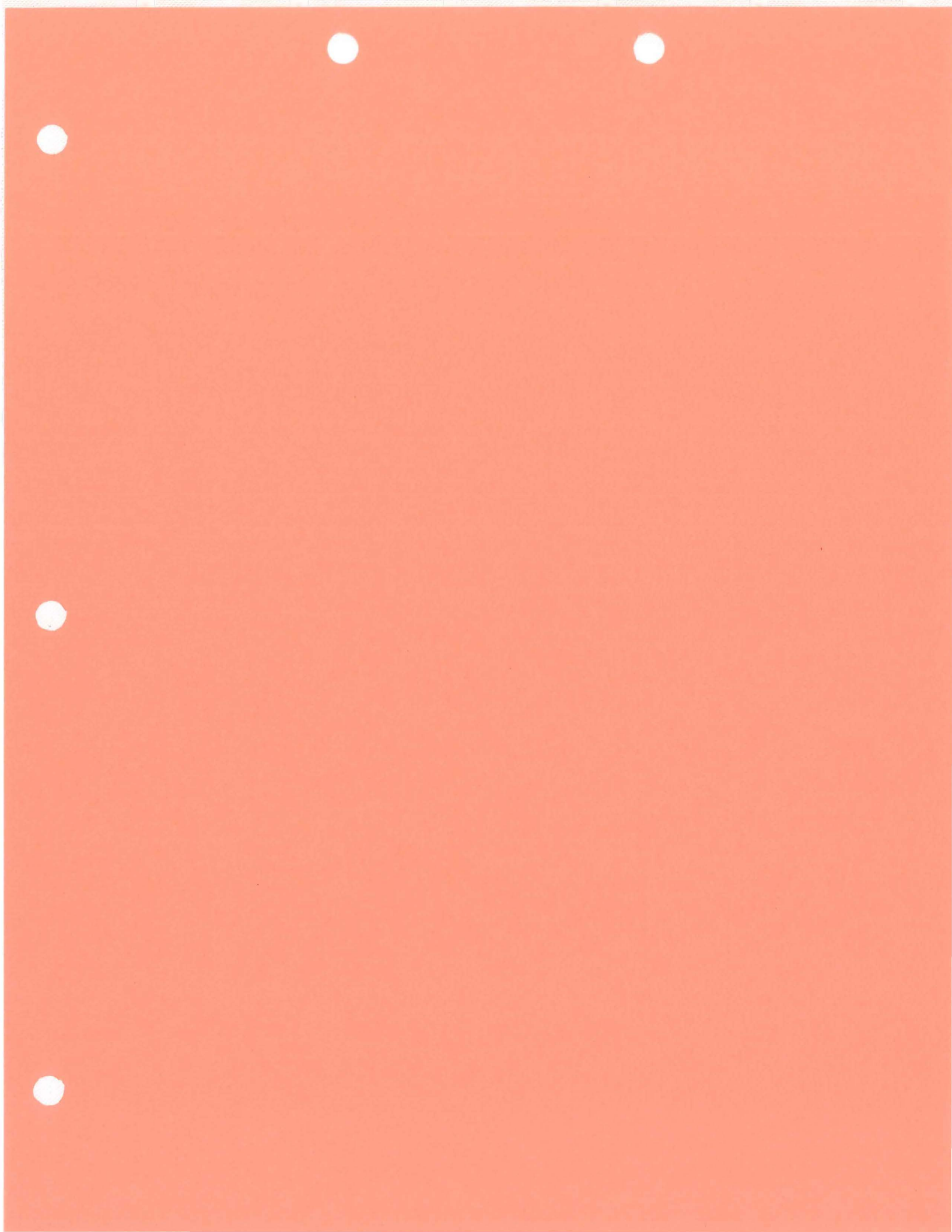
- C. The Mason County Department of Community Development (DCD) shall coordinate with the Department of Ecology to determine the feasibility of establishing a county-managed land-banking program. Key objectives of this land bank would include:

1. To both enhance environmental value and facilitate industrial and commercial development.
 2. To provide a mechanism to allow the transfer or selling of “credits” for mitigating environmental impacts of new industrial and commercial projects.
- D. Mason County shall proactively support the local aquaculture business sector and facilitate potential expansion through the following measures:
1. Mason County Public Works and Environmental Health shall update water quality controls county-wide, including storm water treatment and on-site sewage regulations, to lower the levels of pollutants and silt entering waterways. Considerations should include:
 - a. Adopting provisions within the most recent State Department Ecology Stormwater Manual.
 - b. Adopting low-impact development regulations for areas in proximity to shellfish growing areas.
 - c. Amending provisions regulating the operation and maintenance of on-site sewage systems.
 2. Support the creation of incentives designed to maintain or improve water quality.
 3. The Mason County Department of Community Development (DCD) shall investigate the feasibility of creating an expedited process to secure development and environmental permits for new and/or expanded aquaculture operations.
 4. Ensure adequate boater pumpout, toilet and pet waste facilities are provided for shoreline and marine water recreation to minimize water quality impacts.
- E. Enhance Mason County’s competitive advantage for attracting business by developing creative incentives for attracting start-ups and for encouraging expansion of existing firms. Key objectives include:
1. To strengthen communication and coordination with key stakeholders and better understand the needs of start-up businesses.
 2. Consider entering into new alliances and partnerships that will broaden business opportunities and expose local competitive advantages to new business ventures considering location options.

- F. The Mason County Department of Community Development (DCD) shall coordinate the completion of a buildable lands assessment. Key objectives of this buildable lands assessment would include:
1. To establish and maintain an inventory of commercial and industrial designated lands that can be used to determine if adequate areas are designated industrial and commercial to meet current and future needs. Rezone lands as necessary to address future needs.
 2. To use county Geographic Information Systems (GIS) to locate various infrastructure (rail, water, sewer, three-phase power, etc.) in proximity to commercial and industrial zoned lands, to assist industry in evaluating sites for potential business development and expansion.
 3. To establish and maintain an inventory of all residential parcels outside the Urban Growth Areas (UGAs), to more precisely determine the capacity of these lands as the county projects future residential development.
 4. To assist the county in locating and sizing industrial reserve overlay zones that prohibit the accommodation of other incompatible uses adjacent or in proximity of areas where the future expansion of industrial uses is anticipated. The industrial reserve overlay zones are to be established by 2008.
 5. Consider establishing residential reserve overlay zoning for certain areas adjacent to Urban Growth Areas, where some adverse environmental impacts resulting from other incompatible uses, such as heavy industrial, could occur.
- G. The Mason County Department of Community Development (DCD) shall report on the possible use of GMA provisions to allow industrial businesses too large for available urban sites to locate in rural areas.
- H. Implement health and human service policies addressing local needs and that support improved retention of health-related revenues. Approaches should include:
1. Identify and prioritize critical health and human services essential to the economic well-being and health status of Mason County and its residents.
 2. Identify gaps in services through an inventory of existing services and comparing to critical services.
 3. Prioritize services gaps and provide leadership to enable the community to develop strategic plan(s) to address priority gaps. Review and update essential services analysis, gaps analysis and strategic plan(s) on a biannual basis.

4. Seek ways to support increasing the number of local providers, and assist local providers to offset Federal cuts in the reimbursement rates under Medicare and Medicaid.
 5. Encourage and create opportunities for local businesses and citizens to utilize and maximize the local health and human services systems.
- I. Support and facilitate a coordinated approach in developing and implementing a county-wide tourism marketing strategy. Key objectives should include:
1. Coordinate with key stakeholders and a hired consultant evaluating Mason County's tourism industry and considering strategies to expand the tourism industry.
 2. Provide adequate infrastructure for tourist services and promote agritourism, eco-tourism, and native and cultural tourism with revenue generated from the lodging tax.
 3. Consider adopting and supporting a regional approach to promote tourism locally.
- J. The Mason County Department of Community Development (DCD) shall update county policies on business development and expansion in the county's rural areas, and the development regulations for the rural commercial, rural industrial, rural natural resource, and rural tourist districts, Key objectives in the adoption of new and modified policies and regulations would include:
1. Establishing a framework for discussion and input that includes a broad range of citizens and stakeholders.
 2. Recommending policies and regulations that address balancing economic expansion with preserving the quality of life enjoyed by the community.
 3. Crafting a definition for "Rural Character" that is specific to Mason County.
 4. Recommending commercial and industrial activities that would be appropriate within the rural areas, and compatible with the "Rural Character" as defined by Mason County.
 5. To consider tailoring the policies and regulations to address the differing conditions of business expansion and new business development.
 6. To work within the framework of existing State and Federal laws, focusing on local governmental regulations in recommending changes.



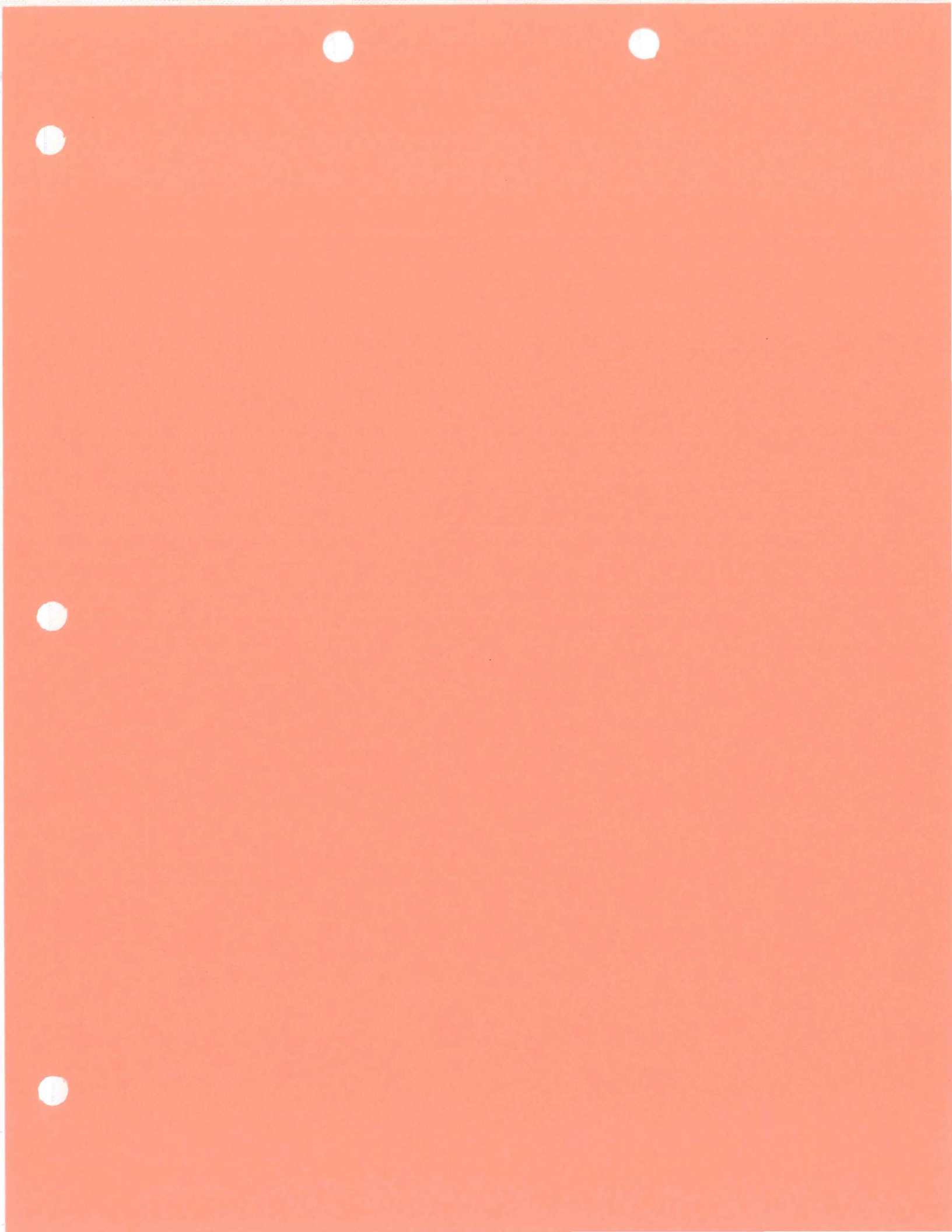


**2005 Mason County Comprehensive Plan Update
Review of
County-Wide Planning Policies on Urban Growth Area Sizing**

MASON COUNTY COMPREHENSIVE PLAN POLICIES

Chapter IV.2: POPULATION of the Mason County Comprehensive Plan be amended as follows:

2. Minimizing restrictions on the supply of urban land and offsetting rising housing costs by designating an Urban Growth Area of sufficient size to accommodate growth 25 50% greater than projected.



**2005 Mason County Comprehensive Plan Update
Review of Polices for Harstine Island**

MASON COUNTY COMPREHENSIVE PLAN POLICIES

Chapter III.4: RESOURCE LANDS of the Mason County Comprehensive Plan be amended as follows:

Harstine Island Sub-Area Plan

B-2 — Forest Land Use

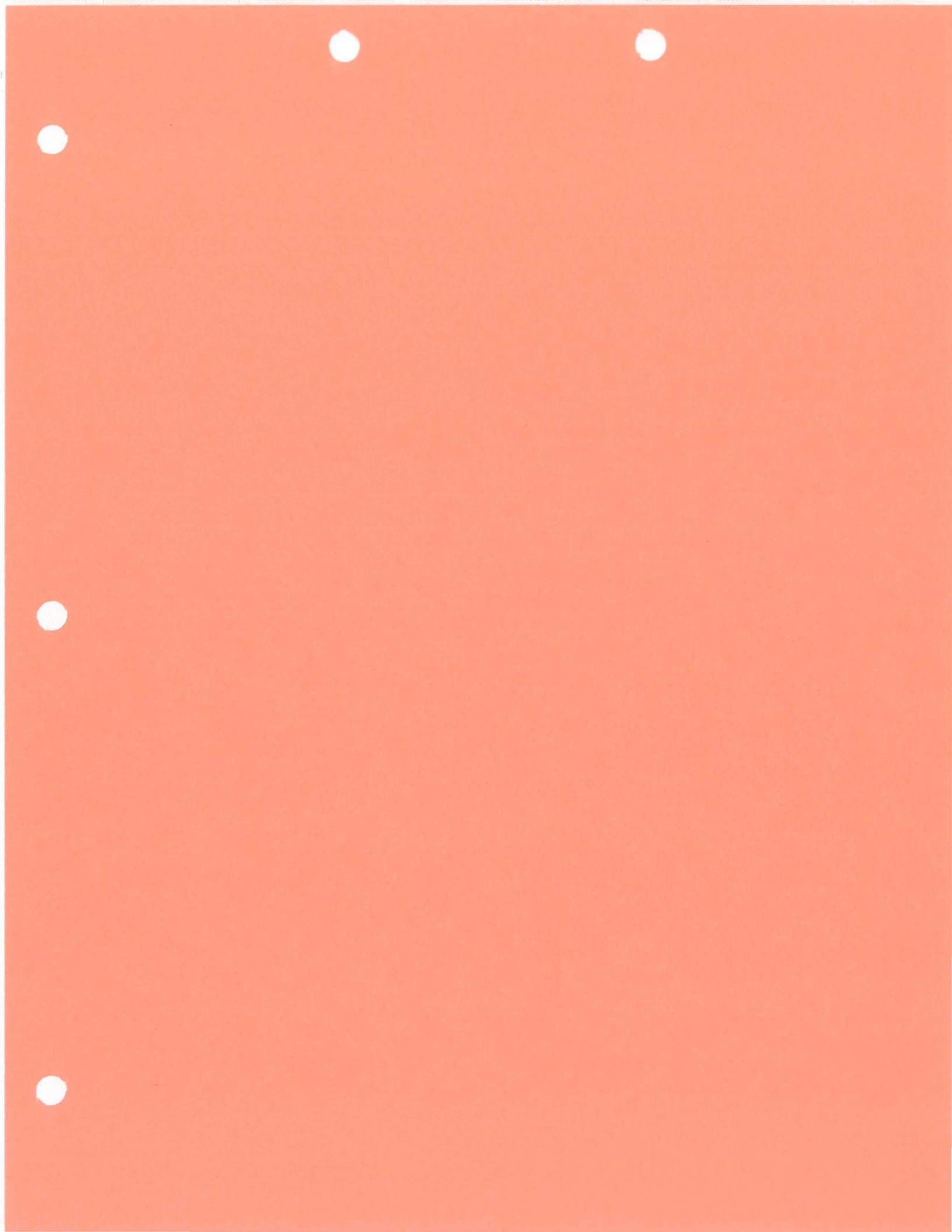
~~B-2 a: Encourage forestry as a preferred land use in the subarea.~~

~~B-2 b: Promote forest practices with private land owners and commercial timber companies that preserve as much as possible of the natural beauty of the Island; especially along roads and in other scenic areas.~~

~~B-2 b • 1: Roads and shorelines in forested areas should be identified and agreements should be promoted with timber companies to use alternatives to clear-cutting in those areas.~~

~~B-2 b • 2: Agreements with timber companies should be promoted which minimize the likelihood that large blocks of land will be clear-cut simultaneously.~~

~~B-2 b • 3: Buffers required between roads and occupied properties and clear-cut areas.~~



2005 Mason County Comprehensive Plan Update
2005 Rezone Requests

**BOARD OF COUNTY COMMISSIONERS REVIEW
TABLE OF 2005 REZONE REQUESTS**

	REZONE REQUEST	APPLICANT	LOCATION	PARCEL AREA	FACTS / CONCLUSIONS BY STAFF	PAC RECOMMENDATION
1	Rezone parcels 12329-12-00020, 12329-12-00030, 12329-12-00040, 12329-12-00050, and 12329-12-00060 from Belfair UGA Long Term Agriculture zone to Rural Residential 5 zone.	Ken & Peggy Van Buskirk	Belfair UGA	five totaling 10.00 ac.	<ul style="list-style-type: none"> * Request to be outside of the UGA boundary requires the corresponding Comp Plan change to complete the request. * Within the Belfair UGA and subject to subarea development standards, these properties have been designated Long Term Agriculture; LHA designation permits 1 DU per 10 ac. development density with the option to transfer three density credits / acre to other lands outside of LHA district within Belfair UGA. * Requested Rural Residential 5 designation permits 1 DU per 5 ac. development density WITHOUT the option to transfer density credits. 	Approval as requested by 5 to 0 vote.
2	Rezone parcels 42212-51-10013 from Rural Residential 2.5 zone to Rural Commercial 3 zone; and 42211-44-00250 from Rural Industrial zone to Rural Commercial 3 zone.	Everett Jay	Hoodsport RAC	0.17 ac. 0.75 ac.	<ul style="list-style-type: none"> * Within the Hoodsport RAC, changes in zoning designations anticipated to be requested. * new potential land uses is likely retail and personal services; property fronts two roads for good traffic flow. * No changes in services to be provided expected as this mixed land use results. 	Approval as requested by 5 to 0 vote.
3	Rezone parcels 42214-41-00110 and 42214-41-00020 from Rural Residential 2.5 zone to Rural Commercial 3 zone.	Peggy & Edwin Patterson and Ben Fabig	Hoodsport RAC	0.78 ac. 0.50 ac.	<ul style="list-style-type: none"> * Within the Hoodsport RAC, changes in zoning designations anticipated to be requested. * New potential land uses is likely to complement Hoodsport Winery property to the south; subject properties front on State Highway so good access and traffic flows will be important. * No changes in services to be provided expected as mixed commercial land use results. * Protection of multi-party water source on one property important to evaluate in reviewing the area and intensity of proposed development. 	Approval as requested by 4 to 1 vote.

**BOARD OF COUNTY COMMISSIONERS REVIEW
TABLE OF 2005 REZONE REQUESTS**

	REZONE REQUEST	APPLICANT	LOCATION	PARCEL AREA	FACTS / CONCLUSIONS	PAC RECOMMENDATION
4	Rezone parcels 22129-34-90020 (south half) and 22129-34-90040 from Residential 5 zone to Rural Commercial 2 zone	Alfred Jones	Spencer Lake Hamlet:	3.50 ac. 1.70 ac.	* Within the Spencer Lake Hamlet, changes in zoning designations anticipated to be requested. * Potential land uses on southern portion along Spencer Lake Rd. not known; property fronts two roads for good traffic flow. * Little change in services expected as self storage or commercial land use results.	Approval as requested by 4 to 1 vote.
5	Rezone parcel 32335-33-00000 from Rural Residential 20 zone to Rural Residential 10 zone.	Donald Huson	Tee Lake area	40.00 ac.	* Subdivision at any density will need to meet adequate water, sewage, access, utility, and stormwater standards. * Due to size and zoning of adjoining properties that surround the subject parcel, consistent zone designation is the requested Rural Residential 10 zone. * If approved, this rezone will not result in sprawling rural development or cause further land divisions in the area.	Approval as requested by 6 to 0 vote.
6	Rezone parcel 31906-50-00017 from Rural Residential 2.5 zone to Rural Industrial zone.	William Knannlein	Taylor Town RAC	4.59 ac	* Within the Taylor Town RAC, changes in zoning designations anticipated to be requested; several parcels to the east and north are already Rural Industrial. * New potential industrial land uses not known; property fronts two roads for good traffic flow. * No changes in services expected as new industrial land use results.	Approval as requested by 6 to 0 vote.
7	Map Error Rezone parcels 42212-33-00010 from Rural Residential 2.5 zone to Rural Commercial 3 zone.	Gary Gribble	Hoodsport RAC	0.71 ac.	* Map Error: Commercial land use as restaurant has occurred on this property for many years prior to July 1990 (date of GMA planning start-up). * Proper zoning of the subject parcel within the Hoodsport RAC is Rural Commercial 3 zone.	Approval as requested by 6 to 0 vote.

**BOARD OF COUNTY COMMISSIONERS REVIEW
TABLE OF 2005 REZONE REQUESTS**

	REZONE REQUEST	APPLICANT	LOCATION	PARCEL AREA	FACTS / CONCLUSIONS	PAC RECOMMENDATION
8	Map Error Rezone parcels 42036-11-00020 from Rural Residential 5 zone to Rural Industrial zone.	Larry & Vickie King	Rural Area	1.82 ac.	<p>* Map Error: Auto salvage land use has occurred on this property for many years prior to July 1990 (date of GMA planning start-up); current owner is new.</p> <p>* Proper zoning of the subject parcel is Rural Industrial zone.</p>	Approval as requested by 6 to 0 vote.
9	Map Error Rezone parcels 12308-22-00010 from Long Term Commercial Forest to Rural Residential 5 or 20 zone.	Aaron & Barbara Shumaker	Long Term Commercial Forest	13.48 ac.	<p>* Map Error: Non-forestry or no land use on this property for many years prior to July 1990 (date of GMA planning start-up).</p> <p>* Map showing Long Term Commercial Forest lands as of 1993 shows that this portion of Section 8 WAS NOT within the resource land designation, and was incorrectly illustrated on the Development Areas Map 1 in March 2002; lands to the east and south are designated as Rural Residential 20 zone.</p> <p>* Proper zoning of the subject parcel is Rural Residential 20 zone.</p>	Approval as requested by 6 to 0 vote.

III-6 OPEN SPACE

Planning

- OS-050 The designation of Open Space shall in no way violate or void any private property ownership rights and does not imply or create access to Open Space property.
- OS-100 The County Open Space Plan should be updated every five years (*Mason County Parks, Recreation and Open Space Comprehensive Plan*).
- OS-101 Mason County should develop and maintain an open space inventory to evaluate the effectiveness of the County Open Space Plan (see Open Space Map).
- OS-102 Trails should be integrated with the designation of open space corridors during Comprehensive Plan updates. (*Mason County Master Trails Plan, A Framework for Countywide Trail Development*)
- OS-103 Mason County should consider and develop long range trail planning with a view to 2055. (*Mason County Master Trails Plan, A Framework for Countywide Trail Development*)
- OS-1042 Mason County should coordinate open space planning with Grays Harbor, Jefferson, Kitsap, Pierce and Thurston Counties to more effectively preserve watersheds, wildlife, scenic views and recreational opportunities.
- OS-1053 Master plans for mixed-use developments, Fully Contained Communities (FCC's), and Master Planned Resorts (MPR's) should contain an open space element that includes the following:
- A. The mapped location of open space areas within the plan site;
 - B. Identification of the proposed use(s) of designated open space areas, and where feasible, provisions for multiple uses;
 - C. Provisions for linkage of open space areas within the site, as well as with open space areas on adjacent properties where feasible; and
 - D. Provisions for public access to open space areas where such

access does not threaten fragile or sensitive natural features.

Acquisition

- OS-200 Open space has a high aesthetic value, therefore it should be acquired to provide natural recreation areas and provide for wildlife habitat (*Mason County Parks, Recreation and Open Space Comprehensive Plan*).
- OS-201 Lands of regional open space significance should be identified for preservation through a process involving County residents, property owners, the urban centers of Shelton, Allyn, and Belfair, other government agencies, and conservation and outdoor recreation groups.
- OS-202 Open space lands preserved at public expense should be selected based upon objective criteria, and the criteria and properties to be acquired should be reviewed periodically.
- OS-203 Mason County should establish a program to encourage the donation of open space and conservation easements.
- OS-204 Special areas should be acquired to provide trails for Off-Road-Vehicles (*Mason County Parks, Recreation and Open Space Comprehensive Plan*).
- OS-205 The County should make an effort to acquire shoreline property in areas where public access is limited (*Mason County Parks, Recreation and Open Space Comprehensive Plan*).

Open Space Networking

- OS-300 Where feasible, parks, open space parcels, wildlife corridors, trails, and educational facilities should be connected throughout Mason County.
- OS-301 Trails should be integrated with the county transportation system to provide or facilitate alternative modes of transportation (multi-modal). (*Mason County Master Trails Plan. A Framework for Countywide Trail Development*)
- OS-302 Mason County shall encourage the development and maintenance of trails that provide access to historic, natural, recreational, cultural, and tourist-oriented points of interest and attractions, as well as other

local and regional trail systems. (*Mason County Master Trails Plan, A Framework for Countywide Trail Development*)

- OS-303 Mason County shall consider providing alternative routes of circulation within local communities. Mason County shall further consider developing trails that allow users non-motorized access to various urban destinations (e.g. schools, ball fields, downtown areas, and commercial and residential districts), circulation within the local area, and access and integration with public transportation systems. (*Mason County Master Trails Plan, A Framework for Countywide Trail Development*)
- OS-302 The County should encourage the Department of Natural Resources and the Department of Fish and Wildlife to provide public shoreline access (*Mason County Parks, Recreation and Open Space Comprehensive Plan*).
- OS-303 Access should not be required of all open space sites and should be limited in ecologically sensitive open space areas.

Development and Multiple Use

- OS-400 Fully Contained Communities (FCC's) should be developed under a master plan that provides for at least 30% of the site to be designated as permanent open space.
- OS-403 Master Planned Resorts (MPR's) should be developed under a master plan that provides for at least 50% of the site to be designated as permanent open space.
- OS-405 Plats, mobile home parks, and recreational vehicle parks should provide greenbelts and common open space (*Mason County Parks, Recreation and Open Space Comprehensive Plan*).
- OS-406 In satisfying performance district open space requirements, those areas with critical and sensitive features such as wetlands, shorelines, critical fish and wildlife habitat, etc. should receive prime consideration for inclusion within designated open space areas.
- OS-407 Lands preserved for open space should provide multiple open space benefits whenever possible. Multiple benefits include, but are not limited to, active or passive recreation, scenic vistas, fish and wildlife habitat, natural surface water drainage systems and wetlands.
- OS-408 Multiple use open space should be designed and managed to minimize conflicts among users with competing interests.

OS-409 Mason County shall consider potential and existing opportunities for trail system design and development. The County shall consider potential and existing county and other rights-of-way as potential trail sites, when feasible; take advantage of public lands and facilities; consider requiring trails and open space in commercial and residential development projects; and seek to form partnerships that foster trail development and expansion. (*Mason County Master Trails Plan, A Framework for Countywide Trail Development*)

Education and Recreation

OS-500 Outdoor education and recreation in the form of viewing wildlife, waterfowl and other native organisms, plus learning about and experiencing aspects of local history should be provided for County residents.

OS-501 Special consideration should be given to Mason County's extensive wetlands resources in regard to educating the public on the importance of preserving these areas (*Mason County Parks, Recreation and Open Space Comprehensive Plan*).

OS-502 Mason County should promote environmental protection and education in its trail design and development. (*Mason County Master Trails Plan, A Framework for Countywide Trail Development*)

OS-503 Mason County shall consider water resources as vital for the county and should utilize and promote these resources in its system of trails. Access to lakes and rivers, and fresh and saltwater activities shall be encouraged. (*Mason County Master Trails Plan, A Framework for Countywide Trail Development*)

Parks and Trails

OS-600 Mason County should consider trails as an essential element for quality of life. (*Mason County Master Trails Plan, A Framework for Countywide Trail Development*)

OS-601 Mason County shall consider public safety in trail design and development. (*Mason County Master Trails Plan, A Framework for Countywide Trail Development*)

OS-602 Trails should be used as a means to promoting economic development and tourism. (*Mason County Master Trails Plan, A Framework for Countywide Trail Development*)

- OS-603 Trails should be designated and constructed as multipurpose when and where appropriate.
- OS-604 Mason County should consider any potential impacts on adjacent properties when determining trail location and use.
- OS-605 Mason County shall evaluate the need for development, and maintenance of, specific trails for use by Off-Road Vehicles. (*Mason County Master Trails Plan, A Framework for Countywide Trail Development*)
- OS-6060 Parks and recreational facilities should prohibit the use of off-road-vehicles (ORV) unless the facility is specifically designed for those activities (*Mason County Parks, Recreation and Open Space Comprehensive Plan*).
- OS-6074 Conserving natural open space and significant cultural resources for recreational opportunities should be considered in parks projects.
- OS-6082 Trails should be constructed to provide for the growing population of the County (*Mason County Parks, Recreation and Open Space Comprehensive Plan*).
- OS-6093 Trails should traverse areas of natural beauty, historic significance or other special interest but in no way destroy or degrade the naturalness or character of the surrounding area.
- OS-61004 ~~Rail road~~Railroad right-of-ways through Mason County are suitable corridors for open space between and within urban growth areas. Should the opportunity arise, such as through abandonment of the rail road line, then Mason County should pursue acquisition of the right-of-ways for use for trails, open space, bike trails or other suitable recreational applications. Right-of-ways should also be preserved for potential transportation purposes, rather than divided and lose utility. (adopted April 1996)

Consistent with the counties transportation and open space policies, the Belfair By-Pass will provide a bicycle-pedestrian trail parallel to the county road, connected to State Route 3 north of the Belfair UGA, continuing through the UGA, to re-connect with State Route 3 south of the UGA.

Connecting with this route is a proposed corridor that would run from the north end of North Bay, up the Coulter Creek for less than ½ mile until it turns west to the north end of Devereaux Lake, where it turns north until it reaches Hood Canal at Lynch Cove. The route would provide a connection between the Puget Sound and Hood Canal. With a trail along North Bay or the North Bay Road, it could provide a trail/open space connection between the

Allyn and Belfair UGA's by way of the Belfair Bypass trail.

Called the Lake Devereaux Regional Corridor by the Allyn Sub-Area Plan Committee, a community planning group, this route and some associated open space areas around the trail would be the highest priority for open space corridors and buffers, creating a permanent separation between the two UGA's. The route also enhances public access to shorelines and promotes other important purposes.

~~A second option identified by the Allyn Sub-Area Plan Committee is the Coulter Creek and the west side of Coulter Creek Region Corridor. This route would follow Coulter Creek further to the north before turning west and connecting to the Theler Wetlands, Hood Canal, and Springwater Creek. (PROPOSED DELETION Sept. 2005)~~

~~A third option identified by the Allyn Sub-Area Plan Committee is the Fern/Koeneman Lake Wildlife Area Region Corridor would not separate the Allyn UGA from Belfair UGA, but might be considered if Kitsap County proposes designating new UGA areas east of Allyn and Belfair. (PROPOSED DELETION Sept. 2005)~~

OS-61105 Open space corridors shall be designated northward between the urban growth areas of Allyn and Belfair, and southward between the urban growth areas of Allyn and Shelton, by including a 200-foot width on each side of the easement along the railway, natural gas, and electric transmission right-of-ways between the Shelton and Belfair Urban Growth Areas. (originally adopted March 2002)

OS-61206 Two undeveloped lots under Mason County ownership should be developed as community parks under Mason County Parks Department management. These properties (one within the Union RAC and the other at Latimer's Landing near Harstine Island) should be mapped on the counties future open space map to identify them for

further planning and possible development as open space community parks by the county, working in partnership with other agencies and adjacent land owners. (adopted March 2002)

Harstine Island Sub-Area Plan

B-6 Natural Systems

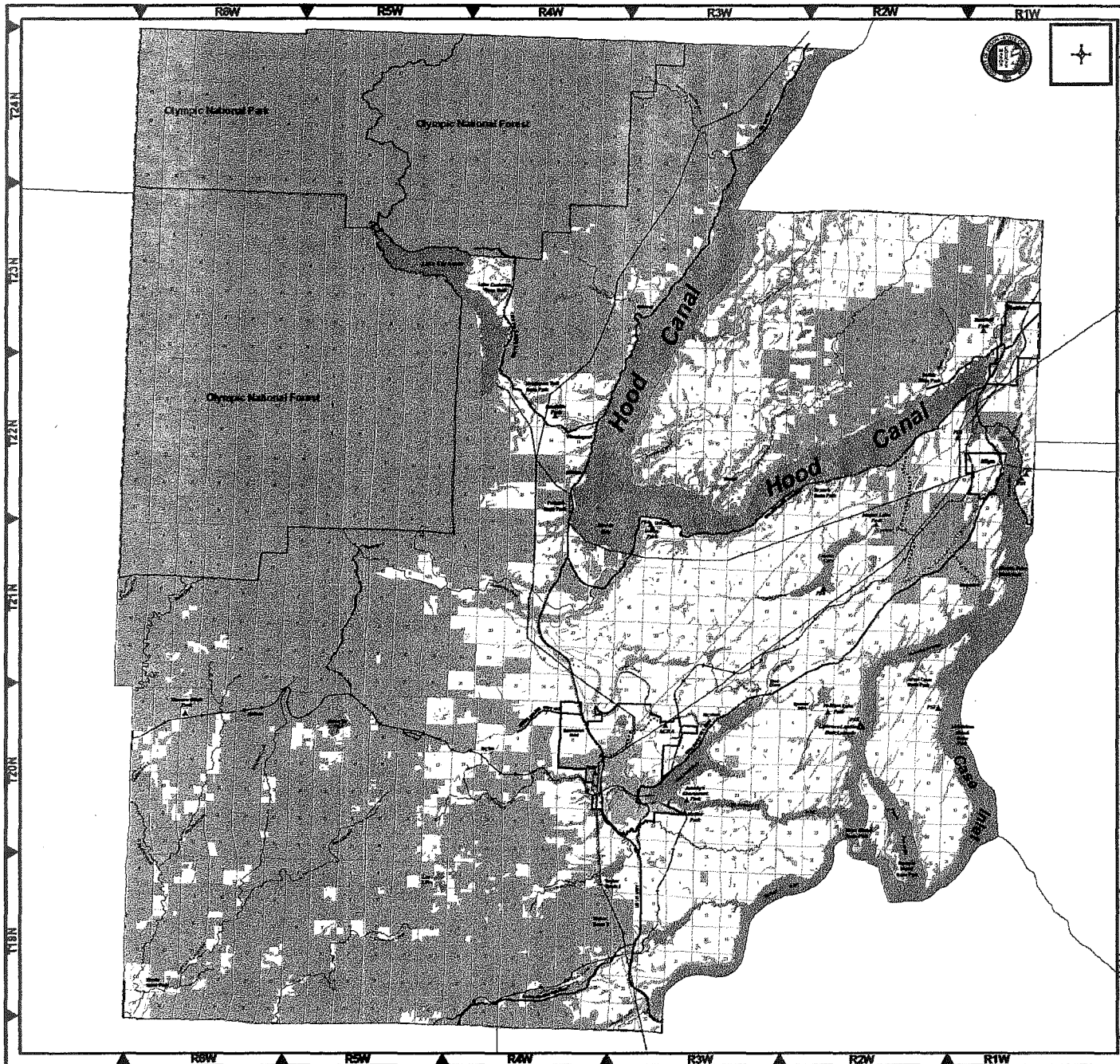
- B-6-c: Encourage the preservation of current open space areas, including wetlands, woodlands, and natural drainage corridors. Encourage protection of scenic views.
- B-6-c • 1: All development in the subarea should protect stream buffers during construction and during the operation of land use activities.
- B-6-c • 2: Open space in the subarea should be designated to protect scenic views and significant natural resources.
- B-6-c • 3: Greenbelts and common areas should be included in residential and commercial development. Open space and greenbelts should be used as visual buffers from logging and mining activities.
- B-6-c • 4: Financial incentives should be provided to landowners who protect identified open space areas.

Southeast Mason County Sub-Area Plan

G. NATURAL SYSTEMS

- C1: All land modifications in the subarea should protect stream corridors during and after construction and during the operation of land use activities.
- C2: The use of greenbelts and common areas should be encouraged in proposals for residential and commercial development.
- C3: Financial incentives should be provided to landowners who protect identified open space areas.

Mason County Comprehensive Plan Future Land Use Open Space



Legend

- ▲ Proposed Parks
- ▲ County Parks
- ▲ State Park
- State Highway
- Streams
- Railroad
- Gas Pipeline
- Electrical Transmission Lines
- Existing Walkway
- Belfair Bike Bypass
- Walking Biking Trail
- Open Space
- Other Open Space
- Devereaux Lake Open Space
- City of Shelton
- Urban Growth Area Boundary
- National Park/Forest Boundary

Produced by Mason County Department of Community Development
Project File Name: J:\mason\Planning_Dept\Open_Space\Open_Space.mxd
Publication Date: 11/16/2005

The map was produced using ArcGIS 9.2

Map Data Sources:
Other Open Space was derived from:
National Forests and National Parks are from an unknown source
Zoning is from Mason County
Hydrology, Streams, and Soils are from the Department of Natural Resources
State Highways are from ESJ
Proposed Parks, Existing Walkways, Belfair Bike Bypass, Walking and Biking Trails, Open Space, and Devereaux Lake Open Space are from Mason County
State and County Parks are from Mason County
Electrical Transmission Lines were digitized using WA DNR Orthophoto, 2000.
Railroads are from Geographic Data Technologies, Inc., 2004.
Gas Pipelines are from the Washington State Utilities and Transportation Commission, 2002.
Townships and Sections are PLSS data from WA Department of Natural Resources.
UGA and City Boundaries are from Mason County

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Chapter IX

SHORELINE MANAGEMENT PROGRAM

IX-1 THE SHORELINE MANAGEMENT PROGRAM

The shorelines of Mason County are among the most valuable and fragile of its natural resources and there is great concern relating to their utilization, protection, restoration and preservation. In addition, ever-increasing pressures of additional uses are being placed on the shorelines, necessitating increased coordination in the management and development of the shorelines of the state. Unrestricted construction on privately owned or publicly owned shorelines is not in the best public interest; therefore regulation is necessary in order to protect the public interest associated with the shorelines, while, at the same time, recognizing and protecting private property rights, public rights of navigation and corollary rights incidental thereto consistent with the public interest.

The public's opportunity to enjoy the physical and aesthetic qualities of natural shorelines of the state shall be preserved to the greatest extent feasible consistent with the overall best interest of the state and the people generally. To this end uses shall be preferred which are consistent with control of pollution and prevention of damage to the natural environment, or are unique to or dependent upon use of the state's shorelines. Alterations of the natural condition of the shorelines of the state, in those limited instances when authorized, shall be given priority for single family residences, ports, shoreline recreational uses, including but not limited to, parks, marinas, piers, and other improvements facilitating public access to shorelines of the state, industrial and commercial development which are particularly dependent on their location on or use of the shorelines of the state and other development that will provide an opportunity for substantial numbers of people to enjoy the shorelines of the state.

The Shoreline Master Program (Mason County Code, Title 7) provides for the management of the shorelines by fostering all reasonable and appropriate uses. Its regulations implement the policies as outlined in this Chapter and are intended to protect against adverse effects on the public health, on the land and its vegetation and wildlife, and the waters and their aquatic life.

IX-2 SHORELINE MANAGEMENT PROGRAM POLICIES

In order to maintain consistency, the definition of terms that are described in the following policies are set forth in Mason County Code 17.50.040 Shoreline Master Program Use Regulations.

Agriculture

Definition

The cultivation of soil, production of crops or raising of livestock. Agricultural Practices include any activity whether for commercial or recreational use directly pertaining to production of food, fiber or livestock including but not limited to cultivation, harvest, grazing, animal waste storage and disposal, fertilization, suppression or prevention of diseases and insects. Excluded from this definition are transportation of products, related commercial or industrial uses such as wholesale and retail sales or final processing.

Policies

1. Soils that are well suited for agriculture, resource protection and open space should be protected from non-agricultural uses.
2. Erosion control measures should conform to guidelines and standards established by the USDA Soil Conservation Service.
3. Animal keeping areas should, when possible, be located outside the shoreline management area. When located in the shoreline management areas, they should be separated from water bodies by vegetated buffer strips.
4. Proper pasture maintenance and runoff practices should be employed to preclude contamination of surface water with livestock waste, to prevent the transmission of waterborne diseases to both human and livestock populations, and to preserve pasture vegetative cover and soil absorptive capacity.
5. Pasture siting practices that prevent contamination of watercourses and the destruction and erosion of vegetation and soil should be encouraged.
6. Buffer zones of permanent vegetation should be encouraged between pastures and tilled areas and associated water bodies to retard surface runoff, reduce siltation, and promote quality habitats for fish and wildlife.
7. Livestock waste should be disposed of in a manner that will prevent surface or ground water contamination.
8. Commercial feedlots should be restricted from locating on shorelines unless they can satisfactorily demonstrate that they will cause no adverse environmental impacts.
9. Pesticides should be used, handled, and disposed of in accordance with provisions of the Washington State Pesticides Application Act (RCW 17.21) and the Washington State Pesticide Act (RCW 15.57) to prevent contamination and sanitation problems.
10. Maintaining vegetative cover in areas subject to flooding should be encouraged.
11. Perennial wetlands should be encouraged for use in treatment of tillage runoff PROVIDED no adverse impacts to the receiving wetland would occur.

Aquaculture

Definition

Aquaculture involves the culture and farming of food fish, shellfish, and other aquatic animals and plants in lakes, streams, inlets, bays and estuaries. Methods of aquaculture include, but are not limited to, fish pens, shellfish rafts, racks and longlines, seaweed floats and the culture of clams and oysters on tidelands and subtidal areas. Excluded from this definition are related commercial or industrial uses such as wholesale and retail sales, or final process and freezing.

Policies

1. Potential locations for aquaculture practices are relatively restricted due to specific biophysical requirements such as water quality, temperature, substrate, dissolved oxygen, and salinity. Priority should be given to aquaculture uses in areas having a high potential for such uses.
2. The County should strengthen and diversify the local economy by encouraging aquaculture uses.
3. Shoreline and upland development in productive aquaculture areas or those areas with a high potential for aquaculture uses should be reviewed for detrimental impacts on aquaculture.
4. Recognition should be given to the possible detrimental impacts that aquacultural activities might have on the aesthetic quality of the shoreline area.
5. Structures or activities associated with aquaculture should be located inland from shoreline areas unless clearly shoreline dependent.
6. Aquacultural activities should be operated in a manner that allows navigational access to shoreline owners and commercial traffic.
7. Flexibility to experiment with new aquaculture techniques should be allowed.
8. Proposed surface installations should be reviewed for conflicts with other uses in areas that are utilized for moorage, recreational boating, sport fishing, commercial fishing or commercial navigation. Such surface installation shall incorporate features to reduce use conflicts.
9. Maximum effort to protect water quality should be made in areas with high potential for aquaculture and current aquaculture areas that have been identified as sensitive areas.

Forest Management Practices

Definition

Any activity conducted on or directly pertaining to forest land and relating to growing, harvesting, or processing of timber including but not limited to: (1) road and trail construction; (2) harvesting; (3) pre-commercial thinning; (4) forestation; (5) fertilization; (6) prevention and suppression of disease and insects; (7) salvage of timber; (8) brush control; and (9) slash and debris disposal. Excluded from this definition is preparatory work such as tree marking, surveying and removal of incidental vegetation such as berries, greenery, or other natural products whose removal cannot normally be expected to result in damage to shoreline natural features. Log storage away from forestlands is considered under Industry.

Policies

1. Revegetation of all denuded areas in an Urban Residential Environment should be accomplished as quickly as feasible. Stabilization measures should be provided for all critical areas, such as road cut and filled slopes. Seeding, mulching, matting, planting, and fertilizing may be necessary in some areas.

2. In general, harvesting of timber is discouraged in a Natural Environment.
3. In cases of natural catastrophe, infestation, or disease, special permits may be issued in a Natural Environment.
4. After completion of harvesting, deep gouges and ruts should be graded to a normal contour and necessary water bars installed.
5. When practical, forest management road systems will be designed outside the shoreline area.
6. Prime consideration must be given to shorelines. Selective removal of timber adjacent to waterways must be practiced whenever possible; PROVIDED that other timber harvesting methods may be allowed in those limited instances where topography, soil conditions, and silvicultural practices necessary for regeneration render selective logging ecologically detrimental; and PROVIDED further, that clear cutting of timber which is solely incidental to the preparation of the land for other uses may be allowed.

Commercial Development

Definition

Uses and facilities that are involved in wholesale or retail trade or business activities. Water dependent commercial uses are those commercial activities that cannot exist in other than a waterfront location and are dependent on the water by reason of the intrinsic nature of its operation.

1. **Home Occupation.** A business conducted within a dwelling which is the residence of the principal practitioner. A Home Occupation may be reviewed as a residential use provided it complies with all applicable County Ordinances and no alteration is made to the exterior of the residence or site which would alter the character of the site as a residential property including parking and signs. Home Occupations which require more than \$2,500 in exterior development costs require a Substantial Development Permit.
2. **Cottage Industry.** Small scale commercial or industrial activities on residential properties performed in the residence or building accessory thereto. The principal practitioner must reside on the property. Cottage Industries are considered as residential use and minor commercial development and are Substantial Development under this Master Program, provided they do not alter the character of the site as a residential property and wholesale and retail trade are minimal. Cottage Industries must comply with all applicable County Ordinances and require a Conditional Use Permit.

Policies

1. Commercial development on shorelines should be encouraged to provide physical and/or visual access to the shoreline, and other opportunities for the public to enjoy the shoreline.
2. Multiple use concepts, which include open space and recreation, should be encouraged in commercial developments.
3. Commercial development should be aesthetically compatible with the surrounding area. Structures should not significantly impact views from upland properties, public roadways or from the water.
4. The location of commercial developments along shorelines should ensure the protection of natural areas or systems identified as having geological, ecological, biological, or cultural significance.
5. Commercial developments should be encouraged to be located inland from the shoreline area unless they are dependent on a shoreline location. Commercial developments should be discouraged over-water or in marshes, bogs, swamps and floodplains.
6. New commercial development in shorelines should be encouraged to locate in those areas with existing commercial development that will minimize sprawl and the inefficient use of

shoreline areas.

7. Parking facilities should be placed inland, away from the immediate water's edge and recreational beaches.
8. Commercial development should be designed and located to minimize impacts of noise and/or light generated by the development upon adjacent properties. Commercial developments, which generate significant noise impacts, should be discouraged.

Marinas

Definition

A commercial moorage with or without dry storage facility for over ten pleasure or commercial craft excluding canoes, kayaks and rowboats. Goods or services related to boating may be sold commercially. Uses associated with marinas shall conform to the regulations for these uses.

Policies

1. Marinas and boat launching facilities should be located in areas where parking and access to the facility can be accommodated without causing adverse impacts upon adjacent properties or endanger public safety.
2. Proposals should be planned and developed where regional and local evidence of substantial need exists.
3. Shallow water embankments should not be considered for overnight or long-term moorage facilities.
4. New construction should be aesthetically compatible with the existing surroundings and not degrade existing views.
5. Marinas and public launch ramps are preferred rather than the development of individual docks and piers for private, non-commercial pleasure craft.
6. In locating marinas, special plans should be made to protect the fish, shellfish, and other biological resources that may be harmed by construction and operation of the facility.
7. Special attention should be given to the design and development of operational procedures for fuel handling and storage in order to minimize accidental spillage and provide satisfactory means for handling those spills that do occur.

Mining

Definition

Mining means the extraction or removal of sand, gravel, minerals or other naturally occurring materials from the earth.

Policies

1. Recognizing that minerals, especially sand, gravel, and quarry rock are valuable resources yet are relatively limited in quality and quantity, and that shorelines are also a valuable and limited resource where mining has severe impacts if occurring within the shoreline area, mining and accessory activities shall be conducted to the extent feasible in a manner consistent with the shoreline resource. Therefore, mining activities shall not result in permanent, significant damage to the shoreline environment. Provisions should also be made to maintain areas of historic, cultural, or educational significance on or adjacent to mining sites, and mining in unique, natural, or fragile shoreline areas shall not be allowed.

2. To the extent feasible, accessory equipment, and materials essential to mining operations in shoreline shall be stored, sited, and operated as far landward from the ordinary high water mark as possible.
3. Screening and buffering measures shall, as far as is reasonably feasible, utilize natural vegetation and topography of the site.
4. Screening and buffering shall use topography and natural vegetation to the extent feasible and shall be maintained in effective condition.
5. Mining shall not be allowed on marine beaches.
6. All practical measures should be taken to protect water bodies from all sources of pollution, including sedimentation and siltation, chemical and petrochemical use and spillage, and storage or disposal of mining wastes and spoils. Maximum protection should be provided for anadromous fisheries' resources.
7. Mining activities should allow the natural shoreline systems to function with a minimum of disruption during their operations and should return the site to as near natural a state as possible upon completion.
8. Mining operations should minimize adverse visual and noise impacts on surrounding shoreline areas.
9. Provisions should be made to maintain areas of historic cultural, or educational significance on or adjacent to mining sites.
10. The on-site handling of materials (including screening, washing, crushing, sorting, loading, stockpiling and storage operations) should be conducted landward of the shoreline.

Outdoor Advertising, Signs And Billboards

Policies

1. Wherever feasible, outdoor advertising, signs and billboards should not be placed in such a manner as to degrade or impair visual access to the shoreline and water. Location or placement should be on the upland side of transportation routes unless it can be shown that views will not be obstructed.
2. All outdoor advertising, signs and billboards shall comply with State and County regulations.
3. Wherever feasible, outdoor advertising signs and advertising shall be placed on or against existing buildings to allow maximum visibility of shoreline and water areas.
4. In Conservancy Environment: where feasible, permitted signs shall be located on the upland side of transportation routes parallel or adjacent to shoreline and water areas.

Residential Development

Definition

The development of land or construction or placement of dwelling units for the purpose of residential occupancy. This shall apply to all single family and multi-family dwellings, and any other accessory structure, including decks, garages and fences.

Policies

1. Over-water residential development should not be permitted.
2. Sewage disposal facilities, as well as water supply facilities, should be provided in accordance with appropriate state and local health regulations. Storm drainage facilities should be separated, not combined with sewage disposal systems.
3. Residential development in geologically hazardous areas or in areas subject to flooding should not be permitted.
4. Residential development in shoreline areas should be designed to preserve natural drainage courses.
5. Subdivisions should maintain usable waterfront areas for the common use of all property owners within the development.
6. Residential development on shorelines and wetlands should be planned with minimum adverse environmental and visual impact. Structures should be designed and located to not significantly block views of adjacent residences.
7. Residential developments created after the effective date of this program should provide adequate common access to the shoreline and open space along the shoreline for all residents of the development. The access and open space should be of adequate size to provide for recreation land to ensure against interference with adjacent properties.
8. A variety of housing types on land should be encouraged, provided that they are consistent with the environment designation criteria.
9. Residential structures should be located to minimize obstruction of views of the water from upland areas. The intent of this policy is to encourage the retention of views in and through new residential developments. This policy is not intended to prohibit residential development of a shoreline lot simply because it may impact or eliminate views from upland property.
10. Residential development along shorelines should be designed and sited to make shoreline protection measures unnecessary.
11. New residential development should be encouraged to cluster dwelling units in order to preserve natural features, minimize physical and visual impacts and reduce utility and road costs.
12. The overall density of development, lot coverage and height of structures should be appropriate to the physical capabilities of the site. Particular attention should be given to the preservation of water quality and shoreline aesthetic characteristics. Density should be consistent with density provisions of local plans, codes, and ordinances.

Accessory Living Quarters

Definition

Separate living quarters, attached or detached from the primary residence which contain less habitable area than the primary residence.

Policy

Accessory living quarters for the use of guests, employees or immediate family members should be allowed as a Substantial Development, when minimal impact would occur to the surrounding area. The cumulative impact of like structures on neighboring properties must be considered.

Utilities

Policies

1. If possible, power distribution and telephone lines should be placed under ground in any new residential, commercial, public, or view area near the shores of a water body.
2. High voltage transmission lines should be placed in the water only when there is no reasonable alternative.
3. The possibility of making use of public utility rights-of-way to provide additional public access to lakes, streams, or saltwater should not be overlooked when granting such rights-of-way. Planning for location of towers, substations, valve clusters, etc., so as not to obstruct such access should be pursued.

Ports And Water-Related Industry

Definition

Ports are centers for water-borne traffic and as such have become gravitational points for industrial/manufacturing firms. Heavy industry may not specifically require a waterfront location, but is attracted to port areas because of the variety of transportation available.

Policies

1. Port facilities should be designed to permit viewing of harbor areas from viewpoints which would not interfere with port operations or endanger public health and safety.
2. Sewage treatment, water reclamation, desalinization and power plants should be located where they do not interfere with and are compatible with recreational, residential or other public uses of the water and shore lands. Waste treatment points for water-related industry should occupy as little shoreline as possible.
3. Land transportation and utility corridors serving ports and water-related industry should follow guidelines provided under the sections dealing with utilities and road and railroad design and construction. Where feasible, transportation and utility corridors should be located upland to reduce the pressures for the use of waterfront sites.
4. Master Program planning should be based on a recognition of the regional nature of port services. Prior to allocating shore lands for port uses, local governments should consider statewide needs and coordinate planning with other jurisdictions to avoid wasteful duplication of port services within port services regions.
5. Water-related sites should be planned so as to avoid wasteful use of the limited supply of shore; therefore, shorelines should ultimately be used only by industries specifically requiring waterfront sites. Industries linked to them but not requiring use of actual waterfront should not be located on the shoreline. Mason County and Shelton should take steps to reserve industrial sites in upland locations near present water-related industries so as to have adequate backup space.
6. Port districts should reserve ample sites inland for public terminals and supporting ancillary

facilities.

7. Industries should be encouraged to use cooperative waste disposal and reclamation systems, thereby releasing valuable acreage for other uses.
8. Docking and storage facilities on the waterfront should be shared where possible.

Shoreline Modification Activities: Bulkheads

Definition

Bulkheads are retaining wall-like structures whose primary purpose is to hold or prevent sliding of soil caused by erosion and wave action and to protect uplands and fills from erosion and wave action.

Policies

1. Bulkheads should be located, designed and maintained to protect natural shore features and the integrity of the natural geohydraulic system, including feeder bluffs, littoral drift corridors and accretion beaches.
2. Bulkheads should be located, designed and maintained in a manner that will conserve and enhance water quality, fish, shellfish, and other wildlife resources and habitats.
3. Owners of property containing feeder bluffs should generally be discouraged from constructing bulkheads, particularly in areas not already developed or not already subject to shoreline modification.
4. Bulkhead construction should be permitted only where protection to upland areas or facilities is provided, not for the indirect purpose of creating land by filling behind the bulkhead.
5. Property owners should be encouraged to coordinate bulkhead development for an entire drift sector to avoid causing erosion on adjacent properties.
6. Bulkheads should be allowed only where evidence is present that one of the following conditions exists:
 - a) Serious wave erosion threatens an established use or existing buildings on upland property.
 - b) The proposed bulkhead is necessary to the operation and location of water dependent and/or water related activities consistent with the Master Program. In addition, it must be demonstrated that other alternatives are not feasible and that such bulkheads meet other policies and regulations of this chapter.
 - c) The proposed bulkhead is necessary to re-establish a shoreline boundary that has been eroded away within the past two years, the proposed bulkhead will replace a bulkhead which has failed within the past five years. The burden of proof is on the applicant. Re-establishment of all other historical shoreline boundaries is prohibited when it does not meet the criteria of this chapter.

Shoreline Modification Activities: Breakwaters, Jetties And Groins

Definitions

Breakwaters. Protective structures usually built off shore to protect harbor areas, moorage, navigation, beaches and bluffs from wave action. Breakwaters may be fixed, open pile, or floating.

Jetties. Structures generally built singly or in pairs perpendicular to the shore at harbor entrances

or river mouths to prevent the shoaling or accretion of littoral drift. Jetties also protect channels and inlets from storm waves and cross currents.

Groins. A barrier type of structure extending from the beach or bank into a water body for the purpose of the protection of shoreline and adjacent uplands by influencing the movement of water or deposition of materials. Generally narrow and of varying lengths, groins may be built in a series along the shore.

Policies

1. Because the purpose of these structures is to modify complex water movement and littoral drift systems and may thus impact the shoreline outside the project boundaries, professional design by a registered engineer is encouraged and may be required.
2. Floating breakwaters are preferred to solid landfill types to maintain sand movement and fish habitats.
3. When planning for breakwaters and jetties or groins, the County should consider entire systems or sizable stretches of rivers or marine shorelines. This planning should consider off-site erosion or accretion that might occur as a result of these shoreline structures or activities. These structures should be developed in a coordinated manner among affected property owners and public agencies.
4. Jetties should generally be discouraged because they partially or totally block shore processes, are irreversible in nature and require an on-going and costly dredging or beach feeding program to alleviate erosion or accretion problems.
5. Marine groins should generally be discouraged because they purposefully trap and accrete beach forming material, yet erode down drift beaches which may have adverse effects on other shore resources and habitats.
6. Breakwaters, jetties and groins should be located and designed so as to minimize adverse impacts on fish and wildlife resources and habitats.
7. Artificial beach feeding and enhancement proposals that do not use jetties or groins should be encouraged over developments requiring the use of such structures.

Landfill

Definition

The creation of or addition to a dry upland area by depositing materials. Depositing topsoil for normal landscaping purposes is not considered a landfill.

Policies

1. Any permitted fills or shoreline cuts should be designed so that no significant damage to existing ecological values or natural resources, or alteration of local currents will occur, creating a hazard to adjacent life, property, ecological values, or natural resources.
2. Priority should be given to landfills for water dependent uses.
3. In evaluating fill projects and in designating areas appropriate for fill, such factors as total water surface reduction, navigation restriction, impediment of water flow and circulation, reduction of water quality and destruction of habitat should be considered.

Dredging

Definition

The removal, displacement, and disposal of unconsolidated earth material such as silt, sand, gravel, or other submerged material from the bottom of water bodies, ditches or natural wetlands: maintenance dredging and other supportive activities are included in this definition.

Policies

1. Upstream migration and downstream escapement of migratory fish should be considered. If dredging operations wholly involve a creek, stream, or river channel, or other recognized fish migration route, these operations should be restricted to 12 hours per day to allow for successful passage of these fish.
2. In Rural, Conservancy and Natural Environments: Dredging operations in certain environmental conditions could be extremely detrimental and should be carried out only as a means to preserve, protect, or improve existing conditions.

Flood Protection And Shoreline Stabilization

Policies

1. Shoreline stabilization and flood protection planning should be undertaken in a coordinated manner among affected property owners and public agencies and should consider entire systems or sizable stretches of rivers, lakes or marine shorelines. Thus planning should consider the off-site erosion, accretion or flood damage that might occur as a result of stabilization or protection structures or activities.
2. Shoreline stabilization and flood protection works should be located, designed, constructed and maintained to provide:
 - Protection of the physical integrity of the shore process corridor and other properties which may be damaged by interruptions of the geohydraulic system;
 - Protection of water quality and natural ground water movement;
 - Protection of valuable fish and other life forms and their habitat vital to the aquatic food chain;
 - Preservation of valuable recreation resources and aesthetic values such as point and channel bars, islands and other shore features and scenery.
3. Non-structural flood control solutions should be used wherever possible, including prohibiting or limiting development in historically flood prone areas, regulating structural design and limiting increases in peak flow runoff from new upland development. Structural solutions to reduce shoreline damage should be allowed after it is demonstrated that non-structural solutions would not be able to reduce the damage.
4. Substantial stream channel modification, realignment and straightening should be discouraged as a means of shoreline stabilization and flood protection.
5. In design of publicly financed or subsidized works, consideration should be given to providing public pedestrian access to the shoreline for low-intensity outdoor recreation.

Transportation Facilities

Policies

1. Roads should be located on stable soils, back from a water channel using routes that avoid slumps, wetlands, and natural drainage areas. When this is not possible, corrective stabilization measures should be used.

2. Major highways, freeways and railways should be located away from shorelands.
3. Road locations should be planned to fit the topography so that minimum alterations of natural conditions will be necessary.
4. Scenic highways should have provisions for safe pedestrian and other non-motorized travel. Also, provisions should be made for sufficient viewpoints, rest areas and picnic areas on public shorelines.
5. Extensive loops or spurs of old highways with high aesthetic quality should be kept in service as pleasure bypass routes, especially when main highways, paralleling the old highway, must carry large traffic volumes at high speeds.
6. Roads located in wetland areas should be designed and maintained to prevent erosion and to permit the natural movement of ground water.
7. Location of roads and railroads should not require the rerouting of stream and river channels.
8. Roads and railroads should be designed, constructed and maintained to minimize erosion and to permit natural movement of ground water and flood waters to the extent practical.
9. All debris, overburden and other waste materials from construction should be disposed of in such a way as to prevent their entry by erosion from drainage, high water, or other means into any surface water body.
10. Waterway crossings should be designed and constructed to maintain normal geohydraulic processes, as well as to minimize interruption of flood water flow.
11. The number of waterway crossings should be minimized.
12. New transportation facilities should be located and designed to minimize the need for shoreline protection measures.
13. Trail and bicycle systems should be encouraged along shorelines to the maximum extent feasible.
14. All transportation facilities in shoreline areas should be located, designed, constructed and maintained to cause the least possible adverse impacts on the land and water environments, should respect the natural character of the shoreline and should make every effort to preserve wildlife, aquatic life and their habitats.
15. Abandoned or unused road or railroad right-of-way which offer opportunities for public access to the water should be acquired or retained for such use.

Piers and Docks

Definition

A structure built over or floating upon the water, used as a landing place for marine transport or for commercial or recreational purposes. Structures regulated include piers and docks, floats, stairways, marine railways, mooring buoys and boat ramps.

Policies

1. Piers and docks should be designed and located to minimize obstruction of views and conflicts with recreational boaters and fishermen.
2. Cooperative uses of piers and docks are favored, especially in tidal waters.
3. The type, design and location of docks and piers should be compatible with the shoreline area where they are located. Consideration should be given to shoreline characteristics, tidal action, aesthetics, adjacent land and water uses.
4. Priority should be given to the use of community piers and docks in all new waterfront

subdivisions. In general, encouragement should be given to the cooperative use of piers and docks.

5. Mooring buoys and floats are preferred over piers and docks.
6. Joint use stairways are preferred over individual stairways.
7. Boathouses and covered moorages shall be discouraged.

Archaeological Areas and Historic Sites

According to anthropological data, human habitation of the shoreline areas of Mason County spans hundreds, most likely thousands, of years. Due to climate, vegetation and the effects of population changes, visible evidence of such habitation is primarily that of the last 50 years. Frequently, sites are discovered during construction of buildings, transportation routes (including trails), bridges, ditching, drilling and the like.

Because of their rarity and the education link they provide to our past, these locations should be preserved. Because of their delicate nature, the utmost care and caution must be used in any development of these areas. Thus, these guidelines should be closely adhered to in all areas, whether Urban, Rural, Conservancy or Natural.

Policies

1. The Shorelines Advisory Board should know of these areas and consult with professional archaeologists to identify areas containing potentially valuable archaeological data, and to establish procedure to salvage this data.
2. Where possible, sites should be permanently pressured for scientific study and public observation. In areas known to contain archaeological data, local governments or the Shorelines Advisory Board should attach a special condition to the shoreline permit providing for a site inspection and evaluation by an archaeologist to ensure that possible archaeological data is properly salvaged. Such a condition might also require approval by local government before work can resume on the project following such an examination.
3. Shoreline permits, in general, should contain special provisions which require developers to notify local governments if archaeological data is uncovered during excavation.
4. On sites not designated by archaeological and historical authorities but where the above artifacts are found, the archaeological or anthropological, and historical authorities should be notified.
5. The National Historic Preservation Act of 1966 and RCW 43.51 provide for the protection, rehabilitation, restoration and reconstruction of districts, sites, building, structures and objects significant to American and Washington history, architecture, archaeology or culture. The State Legislature names the Director of the Washington State Parks Planning and Resources Department as the person responsible for this program.

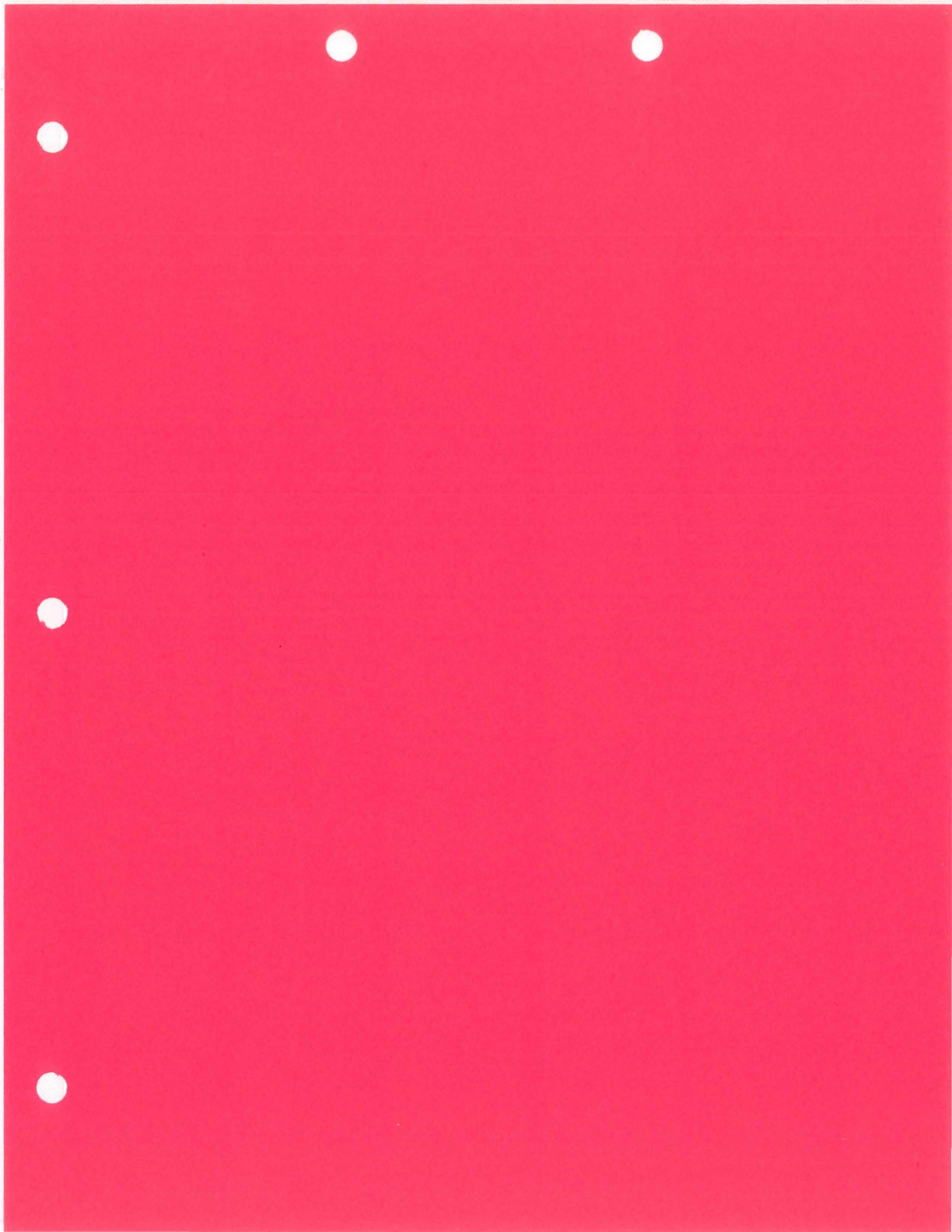
Recreational Development

Definition

Recreational development includes facilities such as campgrounds, recreational vehicle parks, day use-parks, etc. This applies to both publicly and privately owned shoreline facilities intended for use by the public or private club, individual group or association.

Policies

1. Shoreline developments that serve a variety of recreational needs should be encouraged.
2. All proposed recreational developments should be designed, located and operated to protect the quality of scenic views and to minimize adverse impacts on the environment. Favorable consideration should be given to those projects which compliment their environment.
3. Publicly owned property which provides public access to a body of salt or fresh water should be retained for public use.
4. Public agencies, private individuals, groups and developers should be encouraged to coordinate development projects to mutually satisfy recreational.
5. Recreational facilities should make adequate provisions for:
 - a. traffic, both inside and outside the facility
 - b. proper water, solid waste and sewage disposal methods;
 - c. security and fire protection;
 - d. the prevention of overflow and trespass onto adjacent properties, including but not limited to landscaping, fencing and posting of property;
 - e. buffering of development from adjacent private property.
6. Facilities for intensive recreational activities should be permitted only where sewage disposal and garbage disposal can be accomplished without altering the environment adversely.
7. Where appropriate, non-intensive recreational use should be allowed on floodplains that are subject to recurring flooding.
8. Off-shore recreational devices should be allowed and should be designed to not unduly interfere with navigation of waterways.
9. Trails and pathways on steep shoreline bluffs should be designed to protect bank stability.
10. Public recreational developments should be consistent with adopted park, recreation and open space plans for the County.
11. The development of small, dispersed recreation areas should be encouraged.
12. The linkage of shoreline parks, recreation areas and public access points by linear systems, such as hiking paths, bicycle paths, easements and scenic drives should be encouraged.
13. The use of off-road vehicles is discouraged in all shoreline areas except where special areas have been set aside for this purpose.



Chapter 17.50
GENERAL PROVISIONS

Sections:

17.50.010 Title.

17.50.020 Purpose.

17.50.030 Application of Regulations

17.50.040 Definitions

17.50.050 Project Classifications

17.50.060 Use Regulations

17.50.010 Title.

This Title shall be officially cited as Title 17.50 Zoning – Shoreline Master Program Use Regulations.

17.50.020 Purpose.

This Title is intended to carry out the responsibilities given Mason County by the Shoreline Management Act of 1971 (RCW 90.58). The actual purpose of the Use Regulations is the same as the purpose of the Act itself and more fully outlined in the Shoreline Master Program, Title 7 of the Mason County Code. The Master Program provides for the management of the shorelines by fostering all reasonable and appropriate uses. These regulations are intended to protect against adverse effects on the public health, on the land and its vegetation and wildlife, and the waters and their aquatic life.

17.50.030 Application of Regulations.

These regulations shall apply to all the lands and waters that are designated in WAC 173-18, WAC 173-20, and WAC 173-22 to be under the jurisdiction of the Shoreline Management Act of 1971.

17.50.031 These regulations shall apply to every person, firm, corporation, local and state governmental agencies and other non-federal entities that would develop, use, or own lands, wetlands, or waters under the control of the Master Program.

17.50.032 Adjacent Lands. The purpose of this subsection is to discuss the coordination of development of lands adjacent to shorelines with the policies of the Master Program and the Shoreline Management Act. A development undertaken without obtaining the applicable shoreline permits or which is inconsistent with the regulations of the Master Program, is unlawful. On the other hand, a use or development which is to some extent inconsistent with a policy plan may not be unlawful, but may be denied or conditioned on the basis of its inconsistency with the plan. These principles apply to the regulation of shoreline and adjacent lands:

- a. Part of the property is inside the shoreline, part is outside, and all of the development is outside the shoreline. No shoreline permit is required because all of the "development" lies outside the shoreline. However, uses and actions within the shoreline, though they do not constitute "development" must be consistent with the regulations of the Act and Shoreline Program. Change of use within shoreline jurisdiction may require a Conditional Use Permit.
- b. Part of the property is in the shoreline, part is outside, and all or part of the development is proposed within the shoreline. A permit is required for "development" within the shorelines. In addition, uses and other actions within the shorelines must comply with Master Program regulations. Furthermore, when the development proposal consists of a single, integrated project and a shoreline permit is required due to development within the shorelines, review and approval of development outside the shorelines may be postponed until shoreline permit review is accomplished if the public interest would be served by such a review sequence. Finally, although development conditions may be attached to developments within shorelines,

conditions may not be attached, pursuant to the Shoreline Management Act, to aspects of a development lying outside the shorelines.

17.50.033 Developments and Uses Subject to Several Regulatory Sections. Some proposed developments or uses will be subject to more than one regulatory section of this program. For example, a proposed marina may be subject to regulations concerning "Dredging, Landfilling, Marinas", etc. A proposed development must be reviewed for consistency with the regulations of each applicable section.

17.50.034 Unspecified Uses. These regulations and the Master Program in its entirety do not attempt to identify or foresee all conceivable shoreline uses or types of development. When a use or development is proposed which is not readily classified within an existing use or development category, the unspecified use must be reviewed as a Conditional Use and Performance Standards relating to the most relevant category shall be used.

17.50.040 Definitions

For the purpose of this title, certain terms and words are defined in this chapter. All defined uses are subject to existing local, state and health regulations.

Accessory Facilities. A use that is demonstrably subordinate and incidental to the principal use and which functionally supports its activities, including parking. The standards of performance for a development shall apply to an accessory facility unless otherwise indicated.

Accessory Living Quarters. Separate living quarters attached or detached from the primary residence which contain less habitable area than the primary residence and which are used by guests, employees, or immediate family members of occupant of primary residence; PROVIDED no accessory living quarters shall be rented or leased, and are subject to all Health Department requirements.

Act (Shoreline Management). Act adopted by state legislature in 1971 which defines shoreline jurisdiction and authorizes the development of Shoreline Master Programs.

Administrator. The Director, Mason County Department of General Services.

Advisory Board (Shorelines). A board, appointed by the Board of County Commissioners.

Agricultural Practices. Any activity whether for commercial or recreational use directly pertaining to production of food, fiber or livestock including but not limited to cultivation, harvest, grazing, animal waste storage and disposal, fertilization, suppression or prevention of diseases and insects.

Agriculture. The farming or raising of livestock, crops, berries, fruit, nursery stock on land, and may require development such as buildings, feed lots, fences, ditches, bridges, ponds, wells, grading, as well as use of native pasture and woodlots.

Application. A Substantial Development Permit application, Variance Permit application, Conditional Use Permit application, or Exemption application.

Appurtenant Structure. A structure which is necessarily connected to the use and enjoyment of a single-family residence and is located landward of the ordinary high water mark and the perimeter of a wetland. Normal appurtenant structures include a garage; deck; driveway; utilities; storage shed (one story - less than 600 square feet), woodshed, pump house, upland retaining wall and grading which does not exceed 250 cubic yards and which does not involve placement of fill in any wetland or waterward of the ordinary high water mark.

Aquaculture. Aquaculture involves the culture and farming of food fish, shellfish and other aquatic animals and plants in lakes, streams, inlets, bays and estuaries. Methods of aquaculture include but are not limited to fish pens, shellfish rafts, racks and longlines, seaweed floats and the culture of clams and oysters on tidelands and subtidal areas. Excluded from this definition are related commercial or industrial uses such as wholesale and retail sales, or final processing and freezing.

Aquaculture Practices. Any activity directly pertaining to growing, handling, or harvesting of aquaculture produce including but not limited to propagation, stocking, feeding, disease and pest treatment, waste disposal, water use, development of habitat, maintenance and construction of necessary equipment building and growing areas.

Average Grade Level. The average of the natural or existing topography of the portion of the lot, parcel, or tract of real property which will be directly under the proposed structure and shall be determined by averaging the ground elevations at the midpoint of all exterior walls of the proposed structure: PROVIDED, that in the case of structures to be built over the water, average grade level shall be the elevation of the ordinary high water mark.

Board. The Board of County Commissioners of Mason County.

Boat house. Any walled and or roofed structure built on shore or offshore for storage of watercraft or float planes.

Boat Ramp. An inclined slab, set of pads, planks, or graded slope used for transferring marine vessels or equipment to or from land or water.

Bog. A depression or other undrained or poorly drained area containing or covered with usually more than one layer of peat. Characteristic vegetation of bogs are sedges, reeds, rushes, or mosses. In early stages of development, vegetation is herbaceous and the peat is very wet. In middle stages, dominant vegetation is shrubs. In mature stages, trees are dominant and peat near the surface may be comparatively dry. (Bogs represent the final stage of the natural process (eutrophication) by which lakes are very slowly transformed into land; bogs are sometimes mined for peat on a commercial basis; bogs are often an intake for ground water (aquifer recharge area).

Breakwaters. Offshore structures which may or may not be connected to land. Their primary purpose is to protect harbors, moorages and navigation activity from wave and wind action by creating still water areas. A secondary purpose would be to protect shorelines from wave-caused erosion.

Bulkhead. Retaining wall-like structures whose primary purpose is to hold or prevent sliding of soil caused by erosion and wave action, and to protect uplands and fills from erosion by wave action.

Channelization. The straightening, deepening or lining of natural stream channels, including construction of continuous revetments or levees for the purpose of preventing gradual, natural meander progression.

Commercial Development. The primary use is for retail or wholesale trade or other business activities.

Community Dock. A dock development providing moorage for pleasure craft and recreational activities for use in common by residents of a certain subdivision or community. Marinas are not considered community docks.

Commercial Feedlot. An enclosure or facility used or capable of being used for feeding livestock hay, grain, silage, or other livestock feed, but shall not include land for growing crops or vegetation for livestock feeding and/or grazing, nor shall it include normal livestock wintering operations. Said enclosure/facility for commercial livestock.

Conditional Use. Conditional use means a use, development, or substantial development which is classified as a conditional use or not classified within this master program.

Conservancy Environment. Conservancy environment means that environment in which the objective is to protect, conserve and manage existing natural resources and valuable historic and cultural areas in order to ensure a continuous flow of recreational benefits to the public and to achieve sustained resource utilization.

The Conservancy Environment is for those areas which are intended to maintain their existing character. The preferred uses are those which are by nature non-consumptive of the physical and biological resources of the area.

Non-consumptive used are those uses which can utilize resources on a sustained yield basis while minimally reducing opportunities for other future uses of the resources in the area.

Activities and uses of a nonpermanent nature which do not substantially degrade the existing

character of an area are appropriate uses for a Conservancy Environment. Examples of uses that might be predominant in a Conservancy Environment include diffuse outdoor recreation activities, timber harvesting on a sustained yield basis, passive agricultural uses such as pasture and range lands and other related uses and activities. Compatible commercial uses are low intensity and low impact activities such as small camping or picnic facilities (less than ten spaces), aquacultural retail booths (less than 600 square feet) and cottage industries when the operation is entirely contained within the primary residence excluding outbuildings, PROVIDED, such commercial activities must not alter the character of the Conservancy Environment. The designation of Conservancy Environments should seek to satisfy the needs of the community as to the present and future location of recreational areas proximate to concentrations of population, either existing or projected.

The Conservancy Environment would also be the most suitable designation for those areas which present too severe biophysical limitations to be designated as Rural or Urban Environments. Such limitations would include areas of steep slopes presenting erosion and slide hazards, areas prone to flooding, and areas which cannot provide adequate water supply or sewage disposal.

Cottage Industry. Small scale commercial or industrial activities on residential properties performed in the residence or building accessory thereto. The principle practitioner must reside on the property. Cottage Industries are considered as residential uses and minor commercial development and substantial developments under this Master Program provided they do not alter the character of the site as a residential property and wholesale and retail trade is minimal. Cottage Industries must comply with all applicable County Ordinances and require a Conditional Use Permit.

County. Mason County.

Covered Moorage. A roofed, floating or fixed offshore structure for moorage of watercraft or float planes.

Dam. A barrier across a streamway to confine or regulate stream flow or raise water level for purposes such as flood or irrigation water storage, erosion control, power generation, or collection of sediment or debris.

Department. The Washington State Department of Ecology (WDOE).

Development. A use consisting of the construction or exterior alteration of structures; dredging; drilling; dumping; filling; removal of any sand, gravel or minerals; bulkheading; driving of piling; placing of obstructions; or any project of a permanent or temporary nature which interferes with the normal public use of the surface of the waters overlying lands subject to the Act at any state of water level.

Dike. An artificial embankment or revetment normally set back from the bank or channel in the floodplain for the purpose of keeping floodwaters from inundating adjacent land.

Dock. A structure built over or floating upon the water, used as a landing place for marine transport, or for commercial or recreational purposes.

Dredging. The removal, displacement, and disposal of unconsolidated earth material such as silt, sand, gravel, or other submerged material from the bottom of water bodies, ditches or biological wetlands; maintenance dredging and other support activities are included in this definition.

Dredge Spoil. The material removed by dredging.

Drift Sector. A segment of the shoreline along which littoral along shore movements of sediments occur at noticeable rates. Each drift sector includes a feed source that supplies the sediment, a driftway along which the sediment moves, and an accretion terminal where the drift material is deposited.

Duplex. A two-family house whether divided vertically or horizontally. A duplex is not exempt from a Substantial Development Permit as is a single-family residence.

Emergency Repair. Emergency construction necessary to protect property from damage by the elements as per WAC 173-27-040, as amended

Environment Designations Map. The official map associated with this Master Program and adopted by ordinance that shows the jurisdiction of the Act and this Program and the boundaries of the environments.

Exemption. Exempt developments are those set forth in WAC 173-27-040 and RCW 90.58.030 (3)(e), 90.58.140(9), 90.58.147, 90.58.355, 90.58.390 and 90.58.515 which are not required to obtain a substantial development permit but which must otherwise comply with applicable provisions of the act and this master program.

Extreme Low Tide. The lowest line on the land reached by a receding tide.

Fair Market Value. The fair market value of a development is the open market bid price for conducting the work, using the equipment and facilities, and purchase of the goods, services and materials necessary to accomplish the development. This would normally equate to the cost of hiring a contractor to undertake the development from start to finish, including the cost of labor, materials, equipment and facility usage, transportation and contractor overhead and profit. The fair market value of the development shall include the fair market value of any donated, contributed or found labor, equipment or materials.

Feedlot. An enclosure or facility used or capable of being used for feeding of livestock hay, grain silage, or other livestock feed, but shall not include land for growing crops or vegetation for livestock feeding and/or grazing, nor shall it include normal livestock wintering operations.

Fetch. The perpendicular distance across the channel or inlet.

Floodway. Those portions of the area of a river valley lying streamward from the outer limits of a watercourse upon which flood waters are carried during periods of flooding that occur with reasonable regularity, although not necessarily annually, said floodway being identified, under normal condition by changes in surface soil conditions or changes in types or quality of vegetative ground cover condition. The floodway shall not include those lands that can reasonable be expected to be protected from flood waters by flood control devices maintained by or maintained under license from the Federal Government, the state, or a political subdivision of the state. The limit of the floodway is that which has been established in flood regulation ordinance maps or by a reasonable method that meets the objectives of the Act (WAC 173-22-030(3)).

Floodplain. One hundred year floodplain and means that area susceptible to being inundated by stream derived waters with a one percent chance of being equaled or exceeded in any given year.

Forest Practices. Any activity conducted on or directly pertaining to forest land and related growing, harvesting, or processing of timber including but not limited to: (1) road and trail construction, (2) harvesting, (3) pre-commercial thinning, (4) reforestation, (5) fertilization, (6) prevention and suppression of diseases and insects, (7) salvage of timber, (8) brush control, and (9) slash and debris disposal.

Excluded from this definition is preparatory work such as tree marking, surveying and removal of incidental vegetation such as berries, greenery, or other natural product whose removal cannot normally be expected to result in damage to shoreline natural features. Log storage away from forestlands is considered under Industry.

Groins. A barrier type of structure extending from the beach or bank into a water body for the purpose of the protection of a shoreline and adjacent uplands by influencing the movement of water or deposition of materials. Generally narrow and of varying lengths, groins may be built in a series along the shore.

Hearings Board. The State Shorelines Hearings Board established by the Act in RCW 90.58.170.

Height. Height is measured from average grade level to the highest point of a structure: Provided, that television antennas, chimneys, and similar appurtenances shall not be used in calculating height, except where such appurtenances obstruct the view of the shoreline of a substantial number of residences on areas adjoining such shorelines, or this master program specifically requires that such appurtenances be included: Provided further, That temporary construction equipment is excluded in this calculation.

Home Occupation. A business conducted within a dwelling which is the residence of the principal practitioner. A Home Occupation may be reviewed as a residential use provided it complies with all applicable County Ordinances and no alteration is made to the exterior of the residence or site which would alter the character of the site as residential property including parking and signs. Home Occupations, which require more than \$2,500 in exterior development costs, require a Substantial Development Permit.

Industrial Development. Facilities for processing, manufacturing, and storage of finished or semi-finished products, together with necessary accessory uses such as parking, loading, and waste storage and treatment.

Jetties. Structures generally perpendicular to shore extending through or past the intertidal zone. They are built singly or in pairs at harbor entrances or river mouths mainly to prevent shoaling or accretion from littoral drift. Jetties also serve to protect channels and inlets from storm waves or cross currents.

Joint-Use Private Dock. A dock or float for pleasure craft moorage or water sports for exclusive use by two or more waterfront lot owners, excluding marinas.

Landfill. The creation of or addition to a dry upland area by depositing materials. Depositing topsoil in a dry upland area for normal landscaping purposes is not considered a landfill.

Littoral Drift (or transport). The natural movement of sediment, particularly sand and gravel, along shorelines by wave action in response to prevailing winds or by stream currents. (See Drift Sector.)

Marina. A commercial moorage with or without dry storage facility for over ten pleasure or commercial craft excluding canoes, kayaks and rowboats. Goods or services related to boating may be sold commercially. Uses associated with marinas shall conform to the regulations for these uses.

Marine Waters. All bodies of water having a connection with the open sea and which are tidally influenced, together with adjoining transitional and estuarine areas where average ocean derived salts exceed five parts per thousand.

Master Program. Mason County program for regulation and management of the shorelines of the state including goals and policies, use regulations, maps, diagrams, charts and any other text included in the Program. The enforceable provisions of the Master Program are embodied in this ordinance.

Mean Higher High Tide. The elevation determined by averaging each day's highest tide in a particular saltwater shoreline area over a period of 18.6 years.

Mining. The removal of sand, gravel, minerals or other naturally occurring materials from the earth.

Multi-family Dwelling. A building designed or used for a residence by three or more household units, including but not limited to apartments, condominium complexes, and townhouses.

Natural Environment. The natural environment is intended to preserve and restore those natural resource systems existing relatively free of human influence. Local policies to achieve this objective should aim to regulate all potential developments degrading or changing the natural characteristics that make these areas unique and valuable.

The main emphasis of regulation in these areas should be on natural systems and resources, which require severe restrictions of intensities and types of uses to maintain them in a natural state. Therefore, activities, which may degrade the actual or potential value of this environment, should be strictly regulated. Any activity that would bring about a change in the existing situation would be desirable only if such a change would contribute to the preservation of the existing character.

The primary determinant for designating an area as a natural environment is the actual presence of some unique natural or cultural features considered valuable in their natural or original condition which are relatively intolerant of intensive human use.

Non-conforming Development. A shoreline use, structure or lot which was lawfully constructed or established prior to the effective date of the Act, or the Master Program, or amendments thereto,

but which does not conform to present regulations or standards of the Program or policies of the Act.

Normal Maintenance. Those usual acts to prevent a decline, lapse or cessation from a lawfully established condition.

Normal Repair. To restore a development to a state comparable to its original condition, including but not limited to its size, shape, configuration, location and external appearance, within a reasonable period after decay or partial destruction except where repair involves total replacement which is not common practice or causes substantial adverse effects to the shoreline resource or environment (WAC 173-27-040, as amended). A reasonable period of time for repair shall be up to one year after decay or partial destruction, except for bulkhead replacement which shall be allowed up to five years. Total replacement that is common practice includes but is not limited to floats, bulkheads and structures damaged by accident, fire and the elements.

Normal Protective Bulkhead (also referred to as "erosion control bulkhead"). A retaining wall-like structure constructed at or near ordinary high water mark to protect a single family residence or lot upon which a single family residence is being constructed and is for protecting land from erosion, not for the purpose of creating land.

Ordinary High Water Mark (OHWM). On all lakes, streams, and tidal water is that mark that will be found by examining the bed and banks and ascertaining where the presence and action of waters are so common and usual, and so long continued in all ordinary years, as to mark upon the soil a character distinct from that of the abutting upland, in respect to vegetation as that condition exists on June 1, 1971, or as it may naturally change thereafter or as it may change thereafter in accordance with permits issued by local government or the Department PROVIDED THAT in any area where the ordinary high water mark cannot be found, the ordinary high water mark adjoining salt water shall be the line of mean higher high tide and the ordinary high water mark adjoining fresh water shall be the line of mean high water. (WAC 173-22-030 as amended)

Permit. A Shoreline Substantial Development Permit, Conditional Use Permit, or Variance Permit, any combination thereof, or their revisions, issued by Mason County Pursuant to RCW 90.58.

Person. An individual, partnership, corporation, association, organization, cooperative, public or municipal corporation, or agency of the state or local governmental unit however designated

Pier. An open pile structure generally built from the shore extending out over the water to provide moorage for private recreation, commercial or industrial watercraft and/or float planes.

Plot Plan. An area drawing to scale of proposed project showing existing structures and improvements including wells, septic tanks and drainfields, proposed structures and other improvements and the line of ordinary high water.

Port Development. Public or private facilities for transfer of cargo or passengers from water-borne craft to land and vice versa; including but not limited to piers, wharves, sea islands, commercial float plane moorages, off-shore loading or unloading buoys, ferry terminals, and required dredged water-ways, moorage basins and equipment for transferring cargo or passengers between land and water modes. Excluded from this definition and dealt with elsewhere are marinas, boat ramps or docks used primarily for recreation, cargo storage and parking areas not essential for port operations, boat building or-repair. The latter group are considered as industrial or accessory to other uses.

Recreational Development. Recreational development includes facilities such as campgrounds, recreational vehicle parks, day use parks, etc..

Residential Development. The development of land or construction or placement of dwelling units for residential occupancy.

Revetment. A sloped wall constructed of rip rap or other suitable material placed on stream banks or other shorelines to retard bank erosion from high velocity currents or waves respectively.

Rip Rap. Dense, hard, angular rock used to armor revetments or other flood control works.

Road and Railway Development. Includes also related bridges and culverts, fills, embankments, causeways, parking areas, truck terminals and rail switchyards, sidings and spurs. These are addressed under "Recreation and Forest Practices".

Rural Environment. The Rural Environment is intended to protect agricultural land from urban expansion, restrict intensive development along undeveloped shorelines, function as a buffer between urban areas, and maintain open spaces and opportunities for recreational uses compatible with agricultural activities.

The rural environment is intended for those areas characterized by intensive agricultural and recreational development. Hence, those areas that are already used for agricultural purposes, or which have agricultural potential should be maintained for present and future agricultural needs. Designation of rural environments should also seek to alleviate pressures or urban expansion on prime farming areas.

New developments in a rural environment are to reflect the character of the surrounding area by limiting residential density, providing permanent open space and maintaining adequate building setbacks from the water to prevent shoreline resources from being destroyed for other rural types of uses.

Public recreation facilities for public use, which can be located and designed to minimize conflicts with agricultural activities, are recommended for the rural environment. Linear water access which will prevent overcrowding in any one area, trail systems for safe nonmotorized traffic along scenic corridors and provisions for recreational viewing of water areas illustrate some of the ways to ensure maximum enjoyment of recreational opportunities along shorelines without conflicting with agricultural uses. In a similar fashion, agricultural activities should be conducted in a manner that will enhance the opportunities for shoreline recreation. Farm management practices that prevent erosion and subsequent siltation of water bodies and minimize the flow of waste material into water courses are to be encouraged by the master program for rural environments.

Shorelands. Those lands extending landward for 200 feet in all directions, as measured on a horizontal plane from the ordinary high water mark, floodways and contiguous floodplain areas landward 200 feet from such floodways, and all wetlands and river deltas associated with the streams, lakes and tidal waters which are subject to the provisions of the Act and this master program.

Shorelines. All of the water areas of the state, including reservoirs, and their associated shorelands, together with the lands underlying them; except

- (1) shorelines of statewide significance;
- (2) shorelines on segments of streams upstream of a point where the mean annual flow is twenty cubic feet per second or less and the wetlands associated with such upstream segments; and
- (3) shorelines on lakes less than twenty acres in size and wetlands associated with such small lakes.

Shorelines of Statewide Significance. Those shoreline areas as defined in RCW 90.58-030(2)(e), and, specifically the following bodies and associated shorelands in Mason County: Hood Canal, Lake Cushman, the Skokomish River from the confluence of the North Fork of the Skokomish River and the South Fork of the Skokomish River, downstream to the Great Bend of Hood Canal (excluding that portion within the Skokomish Indian Reservation), and all saltwater bodies below the line of extreme low tide.

Shorelines of the State. The total of all "shorelines" and shorelines of "state-wide significance".

Shoreline Permit. One or more of the following permits: Substantial Development Permit, Conditional Use Permit, or Variance.

Single Family Residence. A detached dwelling designed for and occupied by one family, including those structures and developments within a contiguous ownership that are normal appurtenance.

Structure. A building or edifice of any kind, or any piece of work artificially built up or composed of parts joined together in some definite manner.

Subdivision. The division or redivision of land for purposes of sale, lease or transfer of ownership into five or more lots, any one of which is smaller than five acres or one one-hundred-twenty-eighth of a section of land.

Substantial Development. Any development of which the total cost or fair market value exceeds Five Thousand (\$5,000) Dollars, or any development which materially interferes with normal public use of the water or shorelines of the state; except that those developments defined above as an "exemption" do not require a substantial development permit but may require a variance or conditional use permit.

Tideland. The land on the shore of marine water bodies between OHWM or MHHW and the line of extreme low tide which is submerged daily by tides.

Upland. Those shoreline areas landward of OHWM except berms, backshores, natural wetlands, and floodplains.

Urban Environment. Those shorelines designated for urban uses provided that industrial development is prohibited in all categories except the urban industrial designation. The urban area is an area of high intensity land use including residential, commercial, and industrial development. The environment does not necessarily include all shorelines within an incorporated city, but is particularly suitable to those areas presently subjected to extremely intensive use pressure, as well as areas planned to accommodate urban expansion. Shorelines planned for urban expansion should present few biophysical limitations for urban activities and not have a high priority for designation as an alternative environment.

Because shorelines suitable for urban industrial uses are a limited resource, emphasis should be given to development within already developed areas and do not have a high priority for designation as an alternative environment.

Urban Industrial. The objective of the Urban Industrial Environment is to ensure optimum utilization of shorelines within urbanized areas by managing industrial development. The Urban Industrial Environment is an area of high intensity industrial land use. The environment does not necessarily include all shorelines within an unincorporated city, but is particularly suitable to those areas presently subjected to extremely intensive use pressure, as well as areas planned to accommodate industrial expansion. Shorelines planned for future industrial expansion should not have a high priority for designation as an alternative environment. Because shorelines suitable for urban industrial uses are a limited resource, emphasis should be given to development within already developed areas and particularly to water-dependent industrial uses requiring frontage on navigable waters. Industrial development is prohibited in all categories but Urban Industrial Environment.

Urban Commercial. The objective of the Urban Commercial Environment is to ensure optimum utilization of shoreline within urbanized areas by managing commercial development. The Urban Commercial Environment is an area of high intensity commercial land use. The environment does not necessarily include all shorelines within an unincorporated city, but is particularly suitable to those areas presently subjected to extremely intensive use pressure, as well as areas planned to accommodate commercial expansion. Shorelines planned for future commercial expansion should not have a high priority for designation as an alternative environment.

Because shorelines suitable for urban commercial uses are a limited resource, emphasis should be given to development within already developed areas and particularly to water-dependent commercial uses requiring frontage on navigable waters.

Urban Residential. The objective of the Urban Residential Environment is to ensure optimum utilization of shorelines for residential development. The Urban Residential Environment is an area of high intensity residential land use. Shorelines planned for future residential expansion should have few geographic limitations and not have a high priority for designation as an alternative environment.

Variance. An adjustment in the application of this program's regulations to a particular site pursuant to Chapter 7.28, to grant relief from a specific bulk, dimensional or performance

standards set forth in the applicable Master Program and not a means to vary the use of a shoreline.

Vector. An organism that carries and transports disease (i.e., rat, fly).

Water Dependent Use. A use that cannot exist in other than a waterfront location and is dependent on the water by reason of the intrinsic nature of its operation. Examples include but are not limited to cargo terminal loading areas, barge loading, ship building, repair, servicing and dry docking, aquaculture and log booming.

Water Oriented Use. A use that provides the opportunity for a substantial number of the general public to enjoy the shoreline without causing significant adverse impacts upon other uses and shore features. Examples include but are not limited to restaurants, parks, recreation areas, marine or freshwater educational facilities, fresh seafood only retail sales. The use must be consistent with at least one of the following: (1) offer a view of waterfront activities; (2) make use of a unique characteristic of the site; and (3) support other proximate water dependent, water related or water oriented activities.

Water Related Use. A use that is not intrinsically dependent on a waterfront location but whose operation cannot occur economically and functionally without a shoreline location. Examples include but are not limited to warehousing of goods transported by water, seafood processing, oil refineries, paper and wood mills (if materials or products are water transported) and ships' parts and equipment fabrication.

Wetlands: Areas that are inundated or saturated by surface water or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. Wetlands do not include those artificial wetlands intentionally created from non-wetland sites including, but not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention facilities, waste water treatment facilities, farm ponds, and landscape amenities. However, wetlands may include those artificial wetlands intentionally created from non-wetland areas created to mitigate conversion of wetlands, if permitted by the County.

17.50.050 Project Classifications.

Development proposals that propose to locate along the shoreline are categorized within each shoreline designation as "permitted", "conditional uses", or "prohibited". This priority system determines the proposal's administrative requirements and encourages activities that are compatible with each shoreline designation.

During application review, the basic element or intent of a proposed development will guide in the determination of the proposal's particular use activity. When a proposal contains two or more use activities, including accessory uses, the most restrictive category will be applied to the entire proposal.

DEFINITIONS:

Permitted. Those uses that are preferable and meet the policies of the particular shoreline designation, but because of their dollar value require a Substantial Development Permit or any development that materially interferes with the normal public use of the water or shorelines of the state.

Conditional Use. A Conditional Use Permit is intended to allow for flexibility and the exercise of judgment in the application of regulations in a manner consistent with the policies of the Shoreline Management Act and the Master Program. While not prohibited, these uses are an exception to the general rule. Criteria used for judging conditional uses are outlined in Chapter 7.28 of the Shoreline Management Program.

Prohibited. Some developments and uses are viewed as inconsistent with the definition, policies or intent of the shoreline environmental designation. For the purposes of this program, these uses are not considered appropriate and are not allowed, including by Conditional Use or Variance.

PROJECT CLASSIFICATION TABLE

ENVIRONMENT DESIGNATION	URBAN	RURAL	CONSERVANCY	NATURAL
Agriculture	P	P	P	C
Commercial Feedlots	X	C	X	X
Aquaculture				
non-floating	P	P	P	C
floating	C	C	C	C
gravel enhancement projects > 1,000 c.y.	C	C	C	C
Forest Practices	P/X	P	P	C
Commercial				
Water dependent	P	C	C ²	X ¹
non-water dependent/ with waterfront	C	C	C ²	X
non-water dependent without waterfront	P	C	C ²	X
Marinas	C	C	C ¹	X ¹
Mining	C	C	C	X
Outdoor Advertising	P	P	P	X
Residential - single family	E	E	E	X
duplex	P	P	C	X
multi-family	C	C	X	X
nonconforming development	E/V	E/V	E/V	X
accessory living quarters	P	P	P	X
Ports				
water dependent	P	C	C	X ¹
non-water dependent	C	C	C	X
Bulkheads	P	P	P	X
Breakwaters, Jetties, Groins	C	C	C	X ¹
Shore Defense Works (flood protection and stabilization)	P	P	C	C
Diking	C	C	C	C

ENVIRONMENT DESIGNATION	URBAN	RURAL	CONSERVANCY	NATURAL
Landfill				
water dependent-upland	P	P	C	X
water dependent-beyond OHWM	C	C	X	X
non-water dependent-upland	C	C	C	X
non-water dependent-beyond OHWM	X	X	X	X
sanitary landfill/ solid waste disposal site	X	X	X	X
Dredging				
water dependent	P	P	C	X ¹
non-water dependent	C	C	C	X ¹
Transportation				
	P	P	C	C
Piers & Docks				
Marine rails/ boat ramps	P	P	C	X
mooring buoys	E	E	E	E
Boat house on land	P	P	P	X
Boat house over water/ *Covered moorage	C	C	X	X
Archaeological/ Historic Sites				
	P	P	P	C
Recreation				
campgrounds	C	C	C	C
parks	P	P	C	C

P=Permitted

C=Conditional Use

X=Prohibited

E=Substantial Development Permit Exempt

*Permitted only in marinas.

NOTE: This matrix is a guide only. The classifications can be found in the appropriate section.

¹Prohibited when upland is designed Conservancy, Natural or in biological wetlands

²See Conservancy definition

17.50.060 Use Regulations.

Agriculture

Definition

The cultivation of soil, production of crops or raising of livestock. Agricultural Practices include any activity whether for commercial or recreational use directly pertaining to production of food, fiber or livestock including but not limited to cultivation, harvest, grazing, animal waste storage and disposal, fertilization, suppression or prevention of diseases and insects. Excluded from this definition are transportation of products, related commercial or industrial uses such as wholesale and retail sales or final processing.

1. The use of tanks and troughs for animal watering is encouraged; allowing animals direct, unrestricted access to surface water is not permitted.
2. Surface water drainage and runoff shall be diverted away from animal confinement and waste storage sites.
3. Animal confinement areas shall be graded to slope away from surface water.
4. Gutters and downspouts shall be installed on roofs to prevent excess water from entering animal confinement areas. The roof water will be transported by County approved methods to appropriate streams.
5. Perennial wetlands shall not be used as animal containment sites.
6. Confinement areas shall be located away from perennial and intermittently flowing streams. A fenced buffer of permanent vegetation at least 100 feet in width shall be maintained between such areas and water bodies.
7. Waste storage sites with the exception of manure lagoons shall be covered and contained with impermeable material. Manure lagoons shall be set back 200 feet from all surface water and diked to withstand the 100-year base flood with three feet of overboard.
8. Tillage patterns which allow runoff directly into adjacent waters shall not be allowed. A buffer of permanent vegetation at least 25 feet in width shall be maintained between tilled areas and water bodies to retard surface runoff.
9. Commercial Feedlots where permitted within the shoreline jurisdiction shall require a Conditional Use Permit and shall be set back a minimum of 100 feet from ordinary high water mark.

Aquaculture

Definition

Aquaculture involves the culture and farming of food fish, shellfish, and other aquatic animals and plants in lakes, streams, inlets, bays and estuaries. Methods of aquaculture include, but are not limited to, fish pens, shellfish rafts, racks and longlines, seaweed floats and the culture of clams and oysters on tidelands and subtidal areas. Excluded from this definition are related commercial or industrial uses such as wholesale and retail sales, or final process and freezing.

1. Shoreline developments adjacent to areas especially suitable for aquaculture shall practice strict pollution control procedures.
2. Proposed residential subdivisions and other developments which may impact aquaculture operations shall install storm drainage and water disposal facilities to prevent any adverse water quality impacts to such operations.
3. Site preparation in the vicinity of aquaculture operations shall not result in off-site erosion, siltation, or other reductions in water quality.
4. Aquacultural practices shall be located and conducted so as to provide reasonable navigational access to waterfront property owners and along the shoreline.
5. Aquaculture development shall not cause extensive erosion or accretion along adjacent shorelines.

6. Aquaculture structures and activities that are not shoreline dependent shall be located to minimize the detrimental impact to the shoreline.
7. Proposed aquaculture processing plants shall provide adequate buffers to screen operations from adjacent residential uses.
8. Aquaculture structures and fisheries enhancement activities shall, to the greatest extent feasible with regard to the economic viability of the operation and protection of the environment be located, designed and operated so that native plant and animal populations, their respective habitats and the local ecological balance are maintained. Disease and pest control may be authorized.
9. Floating aquaculture structures shall not unduly detract from the aesthetic qualities of the surrounding area.
10. Aquacultural structures shall be placed in such a manner, and be suitably marked, so as to minimize interference with navigation.
11. Aquaculture development shall be designed and constructed to harmonize as far as possible with the local shoreline environment and shall be maintained in a neat and orderly manner.
12. Proposed aquacultural developments shall make adequate provisions to control nuisance factors such as excessive noise and odor and excessive lighting.
13. Aquacultural discards shall be disposed of in a manner that will not degrade associated uplands, wetlands, shorelines, or water environments. Discards shall not be disposed of in a manner which results in offensive odors or increases the vector population.
14. Equipment, structures and materials shall not be abandoned in the shoreline or wetland area.
15. Special precautionary measures shall be taken to minimize the risk of oil or other toxic materials from entering the water or shoreline area. Precautionary measures are subject to approval by the County Environmental Health Specialist.
16. Landfills are prohibited waterward of the ordinary high water mark or on biological wetlands, except that they may be permitted for aquacultural practices and water dependent uses where no upland or structural alternative is possible.

Forest Management Practices

Definition

Any activity conducted on or directly pertaining to forest land and relating to growing, harvesting, or processing of timber including but not limited to: (1) road and trail construction; (2) harvesting; (3) pre-commercial thinning; (4) forestation; (5) fertilization; (6) prevention and suppression of disease and insects; (7) salvage of timber; (8) brush control; and (9) slash and debris disposal.

Excluded from this definition is preparatory work such as tree marking, surveying and removal of incidental vegetation such as berries, greenery, or other natural products whose removal cannot normally be expected to result in damage to shoreline natural features. Log storage away from forest lands is considered under Industry.

1. Cutting practices on shorelines of statewide significance shall be governed by the Act.
2. Herbicides, insecticides, or other forest chemical applications are to be used in accordance with the Washington Pesticide Application Act (RCW 17.21) and the Washington Pesticide Act (RCW 15.47).
3. Forest Management practices are not permitted in an Urban Industrial or Urban Commercial Environment.
4. **Urban Residential, Rural, and Conservancy Environments**
 - a. Notification of logging operations which do not require a Substantial Development permit shall be made by letter, telephone, DNR cutting permit, or other means acceptable to the Administrator.

- b. No logs shall be yarded through streams or rivers.
 - c. No slash or debris shall be intentionally allowed to enter the stream. Accidentally injected slash shall be removed.
 - d. All trees located within 50 feet of the stream or river shall be felled away from the water's edge.
 - e. No equipment shall be abandoned in the area of jurisdiction.
 - f. All slash shall be cleaned up or burned in areas where the buffer strip is not sufficient to trap the debris from reaching the stream in a heavy storm or wind.
 - g. The accumulation of slash and other debris in waterways covered by this Act is not permitted.
5. In addition to the above, the following shall apply in Rural and Conservancy Environments:
- a. Vegetation along the water's edge shall be left with minimum disturbance except for construction of bridges and large culverts.
 - b. Reforestation shall occur within 18 months after completion of harvesting unless land is intended for other use. Density of planting shall be 350 trees per acre of a commercial species.
6. In a Conservancy Environment, for streams of less than 15 feet in width, no more than 25 percent of the lineal stream frontage of any single ownership may be clear cut in any calendar year. No clear cut shall be longer than 1,500 stream feet.

Commercial Development

Definition

Uses and facilities that are involved in wholesale or retail trade or business activities. Water dependent commercial uses are those commercial activities that cannot exist in other than a waterfront location and are dependent on the water by reason of the intrinsic nature of its operation.

1. **Home Occupation**. A business conducted within a dwelling that is the residence of the principal practitioner. A Home Occupation may be reviewed as a residential use provided it complies with all applicable County Ordinances and no alteration is made to the exterior of the residence or site which would alter the character of the site as a residential property including parking and signs. Home Occupations which require more than \$2,500 in exterior development costs require a Substantial Development Permit.

2. **Cottage Industry**. Small scale commercial or industrial activities on residential properties performed in the residence or building accessory thereto. The principal practitioner must reside on the property. Cottage Industries are considered as residential use and minor commercial development and are Substantial Development under this Master Program, provided they do not alter the character of the site as a residential property and wholesale and retail trade are minimal. Cottage Industries must comply with all applicable County Ordinances and require a Conditional Use Permit.

1. The County shall utilize the following information in its review of commercial development proposals:

- nature of the activity;
- need for shore frontage;
- special considerations for enhancing the relationship of the activity to the shoreline;
- provisions for public visual or physical access to the shoreline;
- provisions to ensure that the development will not cause severe adverse environmental impacts;
- provisions to mitigate any significant noise impacts;
- provisions to mitigate light or glare impacts.

2. Commercial development may be permitted on the shoreline in the following descending order of priority: water dependent, water related and water oriented. Non-water related, non-

water dependent and non-water oriented developments in an urban and rural environment may be permitted by Substantial Development Permit when:

- The parcel of land to be developed is a minimum of 100 feet from OHWM and is located on the upland side of a public roadway, railroad right of way or government controlled property.
- 3. Parking and loading areas shall be located well away from the immediate waters' edge and beaches, unless there is no other practical location for parking. Perimeters of parking areas shall be landscaped to minimize visual impacts to the shorelines, roadways and adjacent properties subject to approval by Public Works and/or Department of Transportation. Permit application shall identify the size, general type and location of landscaping. Design of parking and loading areas shall ensure that surface runoff does not pollute adjacent waters or cause soil or beach erosion. Design shall provide for storm water retention. Parking plans shall be reviewed by Mason County Department of Public Works for compliance with all applicable County Ordinances. Creation of parking areas by landfilling beyond OHW mark or in biological wetlands is prohibited.
- 4. Those portions of a commercial development which are not water dependent are prohibited over the water.
- 5. Water supply and waste facilities shall comply with the strictest established guidelines, standards and regulations.
- 6. New commercial developments shall be located adjacent to existing commercial developments whenever possible.
- 7. New or expanded structures shall not extend more than 35 feet in height above average grade level.
- 8. Commercial developments adjacent to aquaculture operations shall practice strict pollution control procedures.
- 9. Commercial developments shall be located and designed to minimize noise impacts on adjacent properties.

COMMERCIAL DEVELOPMENT

	URBAN	RURAL	CONSERVANCY	NATURAL
Shore setbacks from the OHWM				
Primary Structures:				
Water Dependent	15'	50'	50'	X
Non-water Dependent	50'	75'	100'	X
* Water dependent commercial structures may be constructed over the water if this is a functional requirement. No variance from setback is required.				
Accessory Uses (including parking)	50'	100'	150'	X
* Water dependent commercial structures may be constructed over the water if this is a functional requirement. No variance from setback is required.				
Side Yard Setbacks ¹	5-25'	15-25'	20-30'	X
Site coverage by structures, roads, parking and primary uses	70%	50%	20%	X
Height Limit	35'	35'	35'	X

X = Prohibited Use

¹ Side yard setbacks will be increased depending upon the height of the building. Buildings shall have a setback of five feet plus five feet for every ten feet or fraction thereof in height over 15 feet.

Marinas

Definition

A commercial moorage with or without dry storage facility for over ten pleasure or commercial craft excluding canoes, kayaks and rowboats. Goods or services related to boating may be sold commercially. Uses associated with marinas shall conform to the regulations for these uses.

1. Marinas that provide overnight or long-term moorage shall not be located in areas with commercial aquacultural harvest.
2. Marinas shall be compatible with the general aesthetic quality of the shoreline area where they are located.
3. Marinas and their accessory facilities shall be located, designed, constructed and operated to minimize adverse effects on fish, shellfish, wildlife and other biological resources, water quality, and existing geo-hydraulic shoreline processes.
4. Marinas shall be located, designed, constructed and operated so as to not substantially or unnecessarily interfere with the rights of adjacent property owners, nor interfere with adjacent water uses.
5. Parking and loading areas shall be located well away from the immediate waters' edge and beaches, unless there is no other practical location for parking. Perimeters of parking areas shall be landscaped to minimize visual impacts to the shorelines, roadways and adjacent properties subject to approval by Public Works and/or Department of Transportation. Permit application shall identify the size, general type and location of landscaping. Design of parking and loading areas shall ensure that surface runoff does not pollute adjacent waters or cause soil or beach erosion. Design shall provide for storm water retention, shall comply with the Mason County Parking Ordinance, and shall be reviewed by Mason County Department of Public Works for compliance with all applicable County Ordinances. Creation of parking areas by landfilling beyond OHW mark or in biological wetlands is prohibited.
6. Provisions shall be made to facilitate the orderly circulation of vehicles and pedestrians in the vicinity of the marina.
7. Provisions shall be made to facilitate the orderly launching, retrieval and storage of boats.
8. New marinas, or expansion of existing saltwater marinas which provide moorage for more than ten boats, shall be required to be equipped with easily accessible vessel pump-out and shall provide on-shore sewage and waste disposal facilities. Each marina shall predominately display signs stating that sanitary discharge of wastes is prohibited. Deviation from pump-out requirements on saltwater shall require a Variance.
9. In sensitive areas, such as near certified shellfish spawning areas, the applicant shall be required to demonstrate that the maximum protection of shore features, water quality and existing uses will be provided.
10. Adequate illumination shall be required. Illumination shall be designed and constructed to minimize off-site light and glare.
11. Physical and/or visual public access opportunities shall be provided unless the proponent can demonstrate that such access is physically unfeasible.
12. Rest room facilities shall be provided for public use.
13. Associated uses shall be limited to those found necessary to marina operation or which provide visual or physical access to the shoreline to substantial numbers of the public. Associated uses shall conform to the regulations for those uses.
14. Marina facilities shall project waterward the minimum distance necessary to provide service to vessels, without creating a hazard to navigation.
15. Marina and launching facilities shall be located to minimize the need for initial and maintenance dredging, filling, beach feeding and other channel maintenance activities.
16. Expansion of existing marinas shall be required to meet the standards set forth for new development.

17. Covered moorage is only permitted in a marina. Covered moorage shall be designed and located in order to minimize adverse impacts caused by lighting and view blockage.

Mining

Definition

Mining means the extraction or removal of sand, gravel, minerals or other naturally occurring materials from the earth.

1. **Accessory Facilities**. Accessory facilities essential to mining operations may be permitted provided that they adhere to all applicable Master Program policies and use activity regulations. Piers, floats, docks and dolphins may be permitted accessories to mining uses according to the following conditions.
 - a. **Length**. Pier, float, or dock accessories to mining uses should not exceed 200 feet in total length as measured from the ordinary high water mark to the furthest waterward extension of the pier. Loading or accessory facilities or structures, including but not limited to walkways, gangways, slips, troughs, and conveyors may extend beyond this length.
 - b. **Width**. The width of the pier, float, or dock should not exceed a maximum of 30 feet.
 - c. **Height** (1) The surface of the pier, float or dock should not exceed a maximum of 30 feet.
 - (2) Loading or accessory facilities or structures located on the dock should be no higher than 50 feet above mean higher high tide.
2. Mining activities shall not be allowed that will permanently impede, or retard the flow or the direction of flow of any stream or river. Surface runoff from the site carrying excessive sedimentation and siltation shall not be allowed to enter any shoreline waters.
3. Mining activities shall utilize visual and aural screening, buffers and berms around the operation to minimize aesthetic and noise impact.
4. Restoration of the site after completion of the mining activity shall be provided. Plans shall detail reclamation of all disturbed areas to a biologically productive and useful condition, and shall ensure compatibility between the project site and adjacent existing land, shoreline and water uses.
5. **Setbacks and Buffers**. Mining operations (including accessory facilities) in shoreline areas shall utilize screening and buffering to minimize visual and auditory impacts to the shoreline environment. The screening and buffering shall be at sufficient height and width to be effective and shall be in place before the mining activity begins.
6. **Erosion Control**. Mining operations shall employ measures to minimize surface runoff, erosion, and sediment generation from entering shoreline waters. All preventive techniques shall be maintained in good effective condition.
7. **Rivers and Streams**. Mining river bars is permitted provided that no operations shall be allowed which permanently impede or retard the flow of any river or stream.
8. **Marine Beaches and Lake Shores**. The mining of sand, gravel, cobbles, or rock from any marine beaches or lake shores below the ordinary high water mark shall not be permitted. Routine aquacultural uses and maintenance are not considered mining activities.
9. **Related Activities**. The reduction, treatment, batching, or processing of the mined materials for on-site manufacturing purposes shall adhere to the policies and regulations applicable to ports and water-related industry (Refer to Shoreline Master Plan, Chapter 7.16.100.).
10. **Water Quality**. Mining operations shall comply with all local, state, and federal water quality standards and pollution control laws.
11. **Standing Water**. Mining operations shall be conducted so as not to result in open pits or excavations being left which collect and hold stagnant, toxic, or noxious standing waters.

12. Interim Reclamation Measures. The amount of excavated area at any time shall be set by permit condition: PROVIDED that no more than ten acres shall lie disturbed, unused, or unreclaimed at any one time.

13. Reclamation. Mining in Washington is controlled by the Surface Mining Act of 1970 (RCW 78.44) and is administered by the State Department of Natural Resources. The provisions of this legislation shall be followed in all cases. To ensure the future use and visibility of shoreline areas after the completion of mining activities, the following provisions for land reclamations and utilization shall be adhered to:

- a. All reclamation shall be completed within two years after discontinuance of mining operation. A reclamation plan shall be submitted as part of any shoreline permit application.
- b. All equipment, machinery, building, and structures shall be removed from the site upon discontinuance or abandonment of mining operations.
- c. Backfill material used in site reclamation shall be natural materials. Combustible, flammable, noxious, toxic, or solid waste materials are not permitted as backfill or for on-site disposal, and shall be removed and disposed of away from the shoreline area.
- d. The site shall be rehabilitated so as to prevent future erosion and sedimentation. Suitable drainage systems shall be installed and maintained if natural gradual drainage is not possible. Topography of the site shall be restored to contour compatible with the surrounding land and shoreline area.
- e. All slopes and exposed areas shall be seeded or surfaced with soil to at least the depth necessary to support revegetation. Revegetation shall utilize compatible native, self-sustaining trees, shrubs, legumes, or grass and shall be planted so as to blend with the surrounding land and shoreline area.
- f. No stagnant or standing water shall be allowed to collect and remain on the site except as a transient part of a sedimentation collection and removal system specified in the reclamation plan.

14. Permit Application. Applications for mining projects shall provide the following information for permit review:

- a. Description of the materials to be mined, quantity and quality by type, the total deposit, lateral extent and depth, depth of overburden and amount of materials to be mined.
- b. Description of mining technique and list of equipment to be utilized.
- c. Cross section plans which indicate present and proposed elevation and/or extraction levels and show the maximum mining depth.
- d. Site plans which show existing drainage patterns and all proposed alterations of topography, proposed means of handling surface runoff, and preventive controls for erosion and sedimentation.
- e. A mining plan showing scheduling (seasonal, phasing and daily operations); storage, usage and deposition of overburden, excavation material and tailings; location and dimensions of stockpiling areas; screening, buffers and fencing; locations of building, equipment, machinery, and structures.
- f. A reclamation plan.

15. Mining Operations. All phases and activities of mining operations shall be carried out in a manner so that the operator shall not significantly affect adjacent shoreline areas.

16. Public Access. Some form of public access to the shoreline for private non-commercial recreational purposes shall be afforded in a manner compatible with mining and accessory facilities and uses. Such public access may be restricted and shall be consistent with the protection of the health, safety, and welfare of the public.

17. Subject to the performance standards, mining is a Conditional Use in Urban, Rural and Conservancy environments.

18. Mining is a prohibited use in a Natural environment.

Outdoor Advertising, Signs And Billboards

1. **In an Urban (Industrial, Commercial and Residential) or Rural Environment**
 - a. Outdoor advertising, signs and billboards shall be on premise.
 - b. Sign supports shall be durable. Sign design and support shall be compatible with the environment. Flashing lights shall be prohibited. Lighted signs shall be permitted for public services remaining open after sundown. Such lighting shall be hooded or shaded so that direct light of lamps will not result in glare when viewed from the surrounding property or rights-of-way.
 - c. Temporary or obsolete outdoor advertising, signs and billboards shall be removed within ten days of elections, closures of business or termination of any other intended function.
2. **Conservancy Environment**
 - a. Outdoor advertising and signs shall be on premise. Billboards are prohibited. Highway signs giving directions to scenic routes, trails, picnic areas, boat launching sites, scenic sites and unique points of interest shall also be permitted.
 - b. Signs and outdoor advertising shall not exceed 15 square feet in size and shall not project more than six feet above road level. Sign design and support shall be compatible with the environment. Illuminated signs shall not be permitted unless warranted by safety factors. Flashing signs are prohibited.
 - c. Temporary or obsolete outdoor advertising, signs and billboards shall be removed within ten days of elections, closures of business or termination of any other intended function.
3. **Natural Environment.**
 - a. Only temporary, on premise, advertising signs are permitted. Billboards are prohibited.
 - b. Directional signs to viewpoints or for trails and signs describing unique points of interest shall be permitted.
 - c. Permitted signs shall not exceed four square feet in size and shall not project more than six feet above road level. Sign design and support shall be compatible with the environment. Lighted signs are prohibited unless warranted by safety factors.
 - d. Where feasible, permitted signs shall be located on the upland side of transportation routes parallel or adjacent to shoreline and water areas. Placement of signs shall not degrade or obstruct view areas.
 - e. Temporary or obsolete outdoor advertising, signs and billboards shall be removed within ten days of elections, closures of business or termination of any other intended function.

Residential Development

Definition

The development of land or construction or placement of dwelling units for the purpose of residential occupancy. This section shall apply to all single family and multi-family dwellings, and any other accessory structure, including decks, garages and fences.

Although a Substantial Development Permit is not required for construction on wetlands by an owner, lessee or contract purchaser of a single family residence for his own use or the use of his family, such construction and all normal appurtenant structures must otherwise conform to this Master Program. Construction greater than 35 feet high requires a Substantial Development Permit.

1. Residential development over the water is prohibited.
2. "Submerged lands" (biological wetlands and those lands waterward of the ordinary high water) within the boundaries of any waterfront parcel shall not be used to compute required lot

area, lot dimensions and required yards. Portions of land lying within marshes, bogs and swamps may be included as open space.

3. Subdivision proposals shall identify areas of natural vegetation, storm water retention and erosion control measures.

4. Landfill for residential development which results in the creation of new dry land waterward of OHWM or in biological wetlands is prohibited. Fill necessary for a normal erosion control bulkhead is exempt. Land fill in biological wetlands (excluding bogs, marshes, swamps, marine and estuarine shore) may be permitted. Such filling may be considered as a Conditional Use PROVIDED the applicant can demonstrate the following: (1) Extraordinary or unique circumstances relating to the property exist which require the proposed shoreline location; and (2) No viable alternative using a different method or structural solution exists.

5. Landfilling in flood hazard areas other than a floodway is allowed only for flood protection of a structure(s).

6. Storm drainage facilities shall be separate from sewage disposal transport facilities and include provisions to prevent uncontrolled and untreated direct entry of surface water runoff into receiving waters. Storm drainage facilities shall include, but not be restricted to vegetated swales, retention ponds and artificial and natural wetlands PROVIDED no adverse impacts to the receiving wetlands would occur and shall be subject to Mason County approval.

7. Subdivision developments and planned unit developments shall provide areas sufficient to ensure usable access to and along the shoreline area for all residents of the development except where the shoreline topography does not permit the same.

8. In order to preserve aesthetic characteristics, no fence or wall shall be erected, placed or altered nearer to the water than the building setback line, unless it is under 30 inches in height.

9. Each shoreline environment has a setback requirement for structures from the ordinary high water mark. (See chart at end of this section.) Uncovered porches, decks or steps may project into the required setback area, provided such structures are no higher than 30 inches above average grade excluding railings required for reasons of public safety. The setback in each environment may be increased or decreased by the Administrator in the following ways:

a) Increased Setback Requirements. The setbacks may be increased if the building area or setback area has a slope greater than 40 percent, severe instability, or the average setback of the two adjacent residences is greater than the setback requirement for that environment. In such cases, the setback shall be determined by drawing an imaginary line between the roof lines of adjacent residences; PROVIDED the minimum distance required by reason of slope or instability shall be required. If there is no residence on an adjacent lot, the next lot with a residence will be considered, up to 150 feet away. If there is no adjacent residence within 150 feet, the minimum default setback shall be assumed on that side of the proposed residence. In the Urban Environment, a residence setback over 120 feet from the line of ordinary high water will not be considered in determining the setback and the default setback will be used at 15 feet.

In cases of a pronounced curved shoreline or point, the setback shall be established by determining proportionate setback distances from the OHWM of adjacent residences.

Setback for any structure greater than 30 inches above average grade shall be behind this common line (see figure).

b. Decreased Setback Requirements. The setback may be relaxed PROVIDED that at least one existing residence adjacent (within 50 feet) to the proposed structure infringes on the setback. In such cases, the setback shall be determined in the same manner described under "Increased Setback Requirement" where applicable. This shall not be construed to allow residential development over water or to allow a reduction of the default setback in cases of pronounced cove or indented shoreline. Setback relaxation is subject to approval by the Shoreline Administrator (see illustration).

Further deviation from setback requirements shall require a Variance.

10. Clustering of residential dwellings in all environments except Natural is allowed. The number of clustered lots or residential units in the shoreline area shall not exceed the number of units

which results from multiplying the total acres (minus submerged lands) in the shoreline area by the density allowed in the specific environment.

11. Proposed residential developments adjacent to a water body supporting aquaculture operations shall install drainage and storm water treatment measures facilities to prevent any adverse impact to aquaculture operations. Such measures shall include but not be restricted to vegetated swales, retention ponds and use of artificial or natural wetlands PROVIDED no adverse impacts to the receiving wetlands would occur. Measures utilized shall be subject to Mason County approval.

12. Multi-family residences are permitted in the Urban environment, subject to a maximum projected output of 1,570 gallons of sewage per acre per day.

13. If marshes, bogs, swamps or other fragile features are located on a development site, clustering of residential units shall be required in order to avoid any development in such areas.

14. Storm drainage facilities shall be required by the County for residential development projects excluding a single family residence. Facilities shall include but not be restricted to vegetated swales, retention ponds and use of artificial or natural wetlands PROVIDED no adverse impacts to the receiving wetlands would occur and are subject to Mason County approval.

15. Lots created prior to the adoption of this ordinance which do not meet the minimum lot size may be used for a single family residence when all of the following criteria can be met:

(a) A permit for an on-site disposal system which meets all current codes for setbacks and sizing, has been granted by the Environmental Health Section.

(b) All side yard and shore yard setbacks can be met.

Exceptions from these criteria would require a Variance Permit.

16. Only one dock or pier is permitted in a new subdivision, planned unit development, or short plat, when lot frontages on the shoreline do not exceed an average of 150 feet. Prior to plat approval, a usable area with access shall be set aside for the pier or dock, unless no suitable area exists.

17. Construction of new dwellings shall be required to comply with current sewage system setback and design standards as per WAC 248-96.

18. Expansion of existing dwellings shall require strict compliance with current sewage system setback and design standards as per WAC 248-96.

19. Normal maintenance and repair of non-conforming structures shall be allowed, provided no material expansion is involved.

20. Residential development is prohibited within a floodway.

21. Residential developers and individuals shall be required to control erosion during construction. Removal of vegetation should be minimized and any areas disturbed should be restored to prevent erosion and other environmental impacts.

22. Waste materials from construction shall not be left on or adjacent to shorelines.

23. Kokanee area only – No building on slopes greater than 20 % will be allowed. (See page 57)

Accessory Living Quarters

Definition

Separate living quarters, attached or detached from the primary residence which contain less habitable area than the primary residence.

Accessory living quarters may be allowed subject to meeting the following criteria:

1. Only one accessory living quarter per lot. In an Urban environment, a lot must be 1-1/2 the size required for a single family residence which totals 18,750 square feet.
2. Strict compliance with current sewage setback and design standards as per WAC 248-76-090.
3. Minimal impact on surrounding properties from view blockage, traffic, parking and drainage.
4. Compliance with setback criteria set forth in the Table on Page 35.
5. Accessory living quarters shall require a Substantial Development and shall not exceed 1,000 square feet.

RESIDENTIAL DEVELOPMENT

REGULATION	URBAN	RURAL	CONSERVANCY	NATURAL
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1. Shore setbacks, in feet (From OHWM or front of bulkhead. Side yard setbacks shall apply to sides.)				
a. Single family, duplex	15	25	50	X
b. Multi-family structures less than 35' high	30	50	NA	X
c. Multi-family structures over 35' high	50	100	NA	X
2. Side yard setbacks (in feet)				
a. Single family, duplex	5	10	25	X
b. Multi-family structures less than 35' high	20	20	X	X
c. Multi-family structures more than 35' high	30	30	X	X
3. Height limits in feet				
a. 0-49 feet from OHWM	35	30	25	X
b. 50-100 feet from OHWM	45	40	30	X
4. Site coverage - for:*				
a. Single family, duplex	60%	50%	15%	X
b. Multi-family structures	40%	40%	15%	X
<i>*Site coverage shall include all impermeable surfaces.</i>				
5. Minimum lot size				
(per residential unit)	12,500 SF	20,000 SF	5 acres**	X
Primary residence and accessory structure (one per lot maximum)	18,750 SF	20,000 SF	5 acres**	X
Duplex 1,570***	785***	5 acres	X	
Multi-family	1,570***	785***	N/A	N/A
<i>** One residential unit is allowed per 200 lineal feet in the shoreline jurisdiction area.</i>				
<i>*** Maximum gallons of sewage per acre</i>				
6. Minimum lot width				
measures at OHWM and at building setback	50'	100'	200'	

X = Prohibited

Utilities

1. Discharges from sewage treatment plants shall not be allowed into Totten Inlet regardless of the environmental designation.
2. Any excavation for a utility line must be restored to pre-project configuration, replanted with native species and provided with maintenance care until the newly planted area is established.

Ports And Water-Related Industry

Definition

Ports are centers for water-borne traffic and as such have become gravitational points for industrial/manufacturing firms. Heavy industry may not specifically require a waterfront location, but is attracted to port areas because of the variety of transportation available.

1. Industry shall be responsible for any water pollution it creates.
2. Ports and water-related industries are prohibited in all environments except the Urban Industrial Environment.

Shoreline Modification Activities: Bulkheads

Definition

Bulkheads are retaining wall-like structures whose primary purpose is to hold or prevent sliding of soil caused by erosion and wave action and to protect uplands and fills from erosion and wave action.

Exemptions

The Shoreline Management Act exempts the construction of a normal protective bulkhead common to single-family residences from the Substantial Development Permit requirement. "Normal protective bulkhead" is constructed at or near the ordinary high water mark to protect a single-family residence or lot upon which a single-family residence is being constructed and is for protecting land from erosion, not for the purpose of creating land. "However, these structures are required to comply with all the provisions of the Master Program and development standards of this section." A Conditional Use Permit or Variance may be required.

1. Bulkheads shall be permitted only where they provide protection to upland areas or facilities, not for the indirect purpose of creating land by filling behind the bulkhead. Nothing in this section shall be construed to prohibit construction of a normal protective bulkhead or maintenance of an existing bulkhead, where there is a demonstrated need, to protect a fill which occurred prior to the Shoreline Management Act, and is the site of a single-family residence or other improvements which are currently in use.
2. Bulkheads may be allowed to re-establish a shoreline boundary that has eroded away within the past two years. The burden of proof shall be on the applicant. Re-establishment of all other historical shoreline boundaries is prohibited when it does not meet the criteria of this chapter.
3. Bulkheads on lake shores subject to erosion shall be located within one foot of the toe of the bank, or the line of ordinary high water mark whichever is furthest landward and shall generally parallel the natural shoreline.
4. Bulkheads on saltwater shores subject to erosion shall be located only as far seaward as is necessary to excavate for footings and shall in no case be located more than six feet beyond OHWM. Any distance further than this shall be considered landfill and shall be evaluated as such. Except if such fill can be demonstrated to meet regulation Number 2 above and meet the other provisions of this section.

5. Bulkheads shall be sited and designed consistent with appropriate engineering principles. Professional geologic site studies or design may be required for any proposed bulkhead for which a building permit is required if the Administrator determines sufficient uncertainties exist. Grounds for such determination shall be inadequate information on local physical features or potential damage to other shoreline properties and features.
6. The use of solid waste, junk, abandoned automobiles or asphalt or building demolition debris is prohibited in the construction or maintenance of bulkheads.
7. Beach materials shall not be used for fill material behind bulkheads.
8. When an existing bulkhead is being repaired, construction shall occur no further waterward of the existing bulkhead than is necessary for construction of the new footing. Replacement of a failed bulkhead shall be permitted in the same location as the original bulkhead, if such replacement is commenced within five years of failure. The burden of proof of location of the original bulkhead shall be on the applicant.
9. Stairways shall be located landward of bulkheads except where proven infeasible (see Section 7.16.200 of the Shoreline Management Program).

Shoreline Modification Activities: Breakwaters, Jetties And Groins

Definitions

Breakwaters. Protective structures usually built off shore to protect harbor areas, moorage, navigation, beaches and bluffs from wave action. Breakwaters may be fixed, open pile, or floating.

Jetties. Structures generally built singly or in pairs perpendicular to the shore at harbor entrances or river mouths to prevent the shoaling or accretion of littoral drift. Jetties also protect channels and inlets from storm waves and cross currents.

Groins. A barrier type of structure extending from the beach or bank into a water body for the purpose of the protection of shoreline and adjacent uplands by influencing the movement of water or deposition of materials. Generally narrow and of varying lengths, groins may be built in a series along the shore.

1. The County shall require and utilize the following information during its review of proposals for breakwaters, jetties and groins (all drawings shall be drawn to scale):
 - a. Purpose of the structure;
 - b. Construction of project relative to toe and crest of uplands;
 - c. Adjacent land contours and high water elevations including but not limited to the following: Extreme High Tide, OHWM, MLLW and tidal elevation at the end point.
 - d. Seasonal direction and speed of prevailing winds; with wind rose and duration graphs.
 - e. Net direction of littoral drift, tidal currents.

The following additional information is required for groins:

- f. Profile of uplands;
 - g. Beach type, slope and materials;
 - h. Uplands type, slope and materials;
 - i. Soil type;
 - j. Physical or geological stability of uplands and;
 - k. Predicted impact on area shore processes, adjacent properties and upland stability.
2. Breakwaters shall only be permitted for navigational purposes, aquacultural activities, industrial activities and marinas as an integral component of a harbor, marina or port, where water dependent uses are located waterward of the existing shoreline and where protection from strong wave action is essential.
 3. Jetties and marine groins shall only be permitted for navigational purposes, industrial activity, marinas and public beach management as integral components of an overall development plan.

4. Breakwaters, jetties and groins shall be located and designed so as to minimize impacts on fish and wildlife resources and habitat.
5. Groins on rivers, streams and lakes may be considered as a Conditional Use provided the applicant can demonstrate the appropriateness of the designed structure for the site and that alternative shore protection measures would prove more detrimental to the geohydraulics and natural resources within the water body.

Landfill

Definition

The creation of or addition to a dry upland area by depositing materials. Depositing topsoil for normal landscaping purposes is not considered a landfill.

1. Landfills are prohibited waterward of the ordinary high water mark or on biological wetlands, except that they may be permitted as a Conditional Use for aquacultural practices and water dependent uses where no upland or structural alternative is possible. Fill necessary for erosion control bulkheads shall not be considered under landfill. Landfill in biological wetlands (excluding bogs, marshes, swamps, marine and estuarine shore) for non-water dependent uses may be permitted. Such fill may be considered as a Conditional Use PROVIDED the applicant can demonstrate the following: (1) Extraordinary or unique circumstances relating to the property exist which require the proposed shoreline location; (2) No viable alternative using a different method or structural solution exists.
2. Landfills are not permitted on estuaries, tidelands, marshes, ponds or swamps, except that they may be allowed for water dependent uses as a Conditional Use.
3. Landfills are not permitted in floodplains unless it can be clearly demonstrated that the geohydraulic and floodplain storage capacity will not be altered to increase flood hazard or other damage to life or property.
4. Landfills shall not disrupt normal surface water drainage.
5. Permitted fills shall be appropriately sloped and planted with vegetation to prevent erosion.
6. Applications for landfill projects shall include the following information (at a minimum):
 - a. Character and source of fill material;
 - b. Method of placement and compaction;
 - c. Type of surfacing proposed, if any;
 - d. Method of perimeter erosion control;
 - e. Proposed use of fill area;
 - f. Location of fill relative to natural or existing drainage patterns.
 - g. Proposed revegetation and/or landscaping.
7. Perimeters of fills shall be provided with vegetation, retaining walls, or other mechanisms for erosion prevention. Any fill on or adjacent to a tideland or shoreline shall be designed to prevent erosion.
8. Fill materials shall be of such quality that they will not cause degradation of water quality.
9. Sanitary landfills and solid waste disposal sites are prohibited uses within the shoreline jurisdiction.

Dredging

Definition

The removal, displacement, and disposal of unconsolidated earth material such as silt, sand, gravel, or other submerged material from the bottom of water bodies, ditches or natural wetlands: maintenance dredging and other supportive activities are included in this definition.

1. Urban Industrial and Urban Water Environments. Dredging shall be permitted:
 - a. If it is necessary to deepen or widen navigation channels.

- b. If it is necessary to deepen or widen commercial moorage.
 - c. If it is necessary to create settling lagoons.
 - d. If it is necessary in conjunction with flood control measures.
 - e. If it is necessary in creating solid foundations for placement of concrete, riprap, and other building materials.
 - f. If it is necessary in containing peat and peat moss.
 - g. If it is necessary to facilitate channel clearance and improvement.
 - h. If it is necessary to remove roots, logs, brush, grasses, and other material to create access from the shore to navigable water.
 - i. If it is necessary to remove siltation and other debris from lagoons, ponds and other areas used by industry.
 - j. If it is necessary when industrial expansion requires landfill over present lagoons or ponds and they must be relocated.
 - k. If it is necessary to facilitate movement of floating materials.
2. Urban Residential and Urban Commercial Environments. Dredging shall be permitted:
- a. If it is necessary to deepen or widen navigation channels.
 - b. If it is necessary to deepen or widen commercial moorage.
 - c. If it is necessary to create settling lagoons.
 - d. If it is necessary in conjunction with flood control measures.
 - e. If it is necessary in creating solid foundations for placement of concrete, riprap, and other building materials.
 - f. If it is necessary in containing peat and peat moss.
 - g. If it is necessary to facilitate channel clearance and improvement.
 - h. If it is necessary to remove roots, logs, brush, grasses, and other material to create access from the shore to navigable water.
 - i. If it is necessary in certain shellfish farming, harvesting, and protection operations.
3. Rural and Conservancy Environments. Dredging shall be permitted:
- a. If it is necessary to deepen or widen navigation channels.
 - b. If it is necessary to deepen or widen commercial moorage.
 - c. If it is necessary to create settling lagoons.
 - d. If it is necessary in conjunction with flood control measures.
 - e. If it is necessary in creating solid foundations for placement of concrete, riprap, and other building materials.
 - f. If it is necessary in containing peat and peat moss.
 - g. If it is necessary to facilitate channel clearance and improvement.
 - h. If it is necessary to remove roots, logs, brush, grasses, and other material to create access from the shore to navigable water.
 - i. If it is necessary to facilitate movement of floating materials.
 - j. If it is necessary in certain shellfish farming, harvesting, and protection operations.
 - k. If it is necessary to create or maintain drainage channels in lowland areas for agricultural purposes.
4. Natural Environment. Dredging shall be permitted: If it is necessary in conjunction with flood control measures.
5. For all Environments. Dredging restrictions are as follows:
- a. Dredging operations shall not cause damage to adjacent shorelines or marine developments.
 - b. Dredging operations shall be self-monitored to control to a feasible minimum any leaks or spillage of dredged materials from pipes, machinery, dikes, or bulkheads.
 - c. Dredging machinery or vessels shall use reasonable precautionary measures to prevent petroleum from entering the water.
 - d. Dredged material, if deposited within shoreline boundaries, shall be contained by bulkheading, diking, or other acceptable methods, to prevent undesirable erosion or shifting after operations and related monitoring are needed.

e. Dredged material, when not deposited on land, shall be placed in spoils deposit sites in water areas to be identified by the County. Depositing of dredge material in water areas shall be allowed only for habitat improvement, to correct problems of material distribution affecting adversely fish and shellfish resources or where the alternatives of depositing material on land are more detrimental to shoreline resources than depositing in water areas.

Flood Protection And Shoreline Stabilization

1. The County shall require and utilize the following information during its review of shoreline stabilization and flood protection procedures:
 - River channel hydraulics and floodway characteristics up and downstream from the project area;
 - Existing shoreline stabilization and flood protection works within the area;
 - Physical, geological and soil characteristics of the area; and
 - Predicted impact upon area shore and hydraulic processes, adjacent properties and shoreline and water uses.
2. Conditions of Hydraulic Project Approval, issued by Washington State Department of Fisheries, may be incorporated into permits issued for flood protection and shoreline stabilization.
3. The County shall require professional design of shoreline stabilization and flood protection works where such projects may cause interference with normal river geohydraulic processes, leading to erosion of other upstream and downstream shoreline properties, or adverse effects to shoreline resources and uses.
4. Groins on rivers, streams and lakes may be considered as a Conditional Use PROVIDED the applicant can demonstrate the appropriateness of the designed structure and that alternative shore protection measures would prove more detrimental to the geohydraulics and natural resource within the water body.
5. Diking may be permitted as a Conditional Use PROVIDED:
 - a. Diking is set back to the edge of the floodway;
 - b. Timing and construction shall be coordinated with WDF and WDW;
 - c. Diking shall be designed and constructed to meet Soil Conservation Service technical manual standards and shall, at a minimum include (1) layered compaction, (2) removal of debris (i.e., tree stumps, tires, etc.), and (3) revegetation and maintenance until ground cover is established.
6. Flood protection measures shall be planned and constructed based on a state approved flood control management plan, when available, and in accordance with the National Flood Insurance Program.

Transportation Facilities

1. Application for roads and railroads must adequately address the following:
 - Need must be shown for a shoreline location and that no reasonable upland alternative exists.
 - The construction is designed to protect the adjacent shoreline against erosion, uncontrolled or polluting drainage and other factors detrimental to the environment both during and after construction.
 - That the project will be planned to fit the existing topography as much as possible, thus minimizing alterations to the natural environment.
 - That all debris, overburden and other waste materials from construction will be disposed of in such a way as to prevent their entry by erosion from drainage into any water body.
2. Bridge construction shall conform to the following:

- Excavation for and placement of the sills or abutments and outside placement of stringers or girders shall be accomplished from above the ordinary high water mark, as a Conditional Use.
 - Bridge approach fills shall not encroach in the floodway of any stream or river.
 - All bridges shall be high enough (minimum of three feet above 100-year flood elevation) to pass all expected debris and anticipated high water flows from a 100-year flood.
3. Foot or vehicular bridges crossing rivers or streams for the private use of individual land owners shall be evaluated for need and design. They shall meet the same standards for water quality protection and erosion control as all other bridges.
 4. Private road construction and maintenance shall conform to the following standards:
 - Road subgrade widths shall be the minimum commensurate with the intended use, generally not more than 20 feet for single lane roads.
 - Roads shall follow natural contours where possible. Natural benches, ridge tops and flat slopes are preferred locations.
 - Erodible cuts and filled slopes shall be protected by planting or seeding with appropriate ground cover or by matting immediately following construction.
 5. Requirements for culvert installation in streams used by anadromous fish are defined by the Washington State Department of Fisheries and culvert installation may require a hydraulic permit.
 6. Excess construction materials shall be removed from the shoreline area.
 7. Filling of bottom lands, tidelands, and biological wetlands for road or railroad rights-of-way shall be prohibited. Such filling may be considered a Conditional Use PROVIDED the applicant can demonstrate all of the following:
 - a. Extraordinary or unique circumstances relating to the property exist which require the proposed shoreline location.
 - b. No viable alternative using a different method or structural solution exists.
 8. All excavation materials and soils exposed to erosion by all phases of road, bridge and culvert work shall be stabilized and protected by seeding, mulching or other effective means, both during and after construction.
 9. Where permitted to parallel shorelines, roads or railroads shall be set back a sufficient distance from the ordinary high water mark to leave a usable shoreline area for shoreline recreation or access.
 10. Storm water runoff shall be controlled to reduce suspended solids and other pollutants before entering any surface water body.

Piers and Docks

Definition

A structure built over or floating upon the water, used as a landing place for marine transport or for commercial or recreational purposes. Structures regulated by this section include piers and docks, floats, stairways, marine railways, mooring buoys and boat ramps.

1. The location and design of docks and piers, as well as the subsequent use, shall minimize adverse effects on fish, shellfish, wildlife and water quality.
2. Docks and piers shall be located, designed and operated to not significantly impact or unnecessarily interfere with the rights of adjacent property owners, or adjacent water uses. Structures shall be located a minimum of five feet from side property lines. Community use or joint use facilities may be located on the property line.
3. If the location of side property lines on a cove cannot be officially established without a survey, the Administrator may require a survey by a registered land surveyor before a permit is issued.
4. No pier, dock, or float or similar device shall have a residential structure constructed upon it.

5. Prior to final project approval of a residential subdivision or short plat, a usable area shall be set aside for a community pier or dock, unless no suitable area exists. Only one pier or dock is permitted in a new residential subdivision or short plat where each lot frontage does not exceed 150 feet on the shoreline.
6. There is no maximum length, width or height for commercial or industrial piers and docks. The proponent must show the size of the proposal is the minimum necessary to allow the intended use. Mining associated piers and docks are regulated under Section 7.16.060 of this Master Program.
7. Maximum overall length of a recreational pier or dock facility including float shall be only so long as to obtain a depth of three feet of water as measured at mean lower low water on salt water or a depth of five feet as measured from ordinary low water on lakes. The length of any pier or dock facility shall not exceed the lesser of 15 percent of the fetch or 100 feet from OHWM on salt water and 50 feet on fresh water shorelines. Joint or community use facilities may be an additional 15 feet in length, and shall not exceed a depth of minus five (-5) feet. When sufficient depth to serve a vessel is not found at these lengths, a recreational float, with one boat slip, may be located at a depth sufficient to serve the vessel, but not exceeding minus eight (-8) feet as measured from mean lower low water, on marine shores, and ordinary low water on lake shores.
8. Only one dock is allowed per lot.
9. The width of recreational piers and docks shall not exceed eight feet.
10. At the end of a dock or pier, a float may be attached. These floats may either be parallel to the dock or pier, or form a "T" or "L". In tidal water, the float shall not exceed 400 gross square feet without a boat slip (700 square feet for two joint use owners), or 600 gross square feet with a boat slip (1,000 square feet for two joint use owners). In fresh water, the float area shall not exceed 250 square feet without a boat slip (400 square feet for two joint use owners), or 400 square feet with a boat slip (700 square feet for two joint use owners). Joint or community use facilities shall be allowed the above float areas for the first two lot owners plus an additional 20 percent size increase on the base float area per each lot owner up to a maximum of nine lot owners (see chart).
11. On lakes throughout the County a float may be attached in either an "L" or "T" formation. When the "L" or "T" shaped design is used, on lakes, the portion parallel to the shoreline shall not exceed 16 feet in width.
12. Unattached recreation floats shall not exceed 400 gross square feet in tidal water, or 250 square feet in fresh water. There shall be no more than one per residence. Unattached recreational floats shall be chain anchored.
13. Recreational piers shall be no higher than 11 feet above mean higher high water. Piers and docks shall have at least an eight-foot span between pilings.
14. The surface of floating structures shall be a minimum of eight inches above the surface of the water.
15. All floating structures shall include intermittent supports to keep structures off the tidelands at low tide.
16. All facilities shall be constructed and maintained in a safe and sound condition. Abandoned or unsafe docks and piers shall be removed or repaired promptly by the owner. Where any such structure constitutes a hazard to the public, the County may, following notice to the owner, abate the structure if the owner fails to do so within a reasonable time, and may impose a lien on the related shoreline property in an amount equal to the cost of the abatement.
17. Recreational Mooring Buoys are exempt from the Substantial Development Permit process.
18. There is no maximum length or width for commercial industrial or community use marine railways or boat ramps, however, the proponent must show the size proposed is the minimum necessary to allow the use proposed.

19. Marine railways and concrete boat ramps may be permitted. Ramps shall be placed at beach grade, and not elevated on fill.

20. Design standards for boat ramps and marine railways are as follows:

- Ramps and railways shall not exceed 12 feet in width.
- Ramps and railways shall not exceed 50 feet in length, as measured from the line of ordinary high water. Marine railways shall not extend beyond MLLW (0.0).
- Ramps and railways shall not exceed 18 inches in height at the line of ordinary high water, or the toe of the bulkhead.

21. Stairways less than \$2,500 in value located landward of mean higher high water and less than ten feet waterward of the toe of the bank do not require a Substantial Development Permit. Stairways exceeding \$2,500 in value located landward of mean higher high water and less than ten feet waterward of the toe of the bank require a Substantial Development Permit. Stairways located waterward of mean higher high water, exceeding \$2,500 in value shall require a Conditional Use Permit. Stairways shall not be located more than ten feet waterward of the toe of the bank. Stairways located waterward of mean higher high water but less than \$2,500 in value shall require a Conditional use Permit.

22. Stairways shall be located landward of bulkheads except where proven infeasible.

23. Covered moorage and over the water boat houses are prohibited except in marinas. Boat houses on land shall be subject to a maximum size of 600 square feet and shall meet all setback requirements and require a Substantial Development Permit.

	TIDAL WATER WITH <u>BOAT SLIP</u>	TIDAL WATER WITHOUT <u>BOAT SLIP</u>	FRESH WATER WITH <u>BOAT SLIP</u>	FRESH WATER WITHOUT <u>BOAT SLIP</u>
Single Owner	600	400	400	250
Joint Use (2 owners)	1,000	700	700	400
Community Use or Joint Use*				
3 owners	1,120	780	780	450
4 "	1,240	860	860	500
5 "	1,360	940	940	550
6 "	1,480	1,020	1,020	600
7 "	1,600	1,100	1,100	650
8 "	1,720	1,180	1,180	700
9 "	1,840	1,260	1,260	750

*Maximum bonus allowed

Mean High Tide (MHT) for the following locations:

Union - Hood Canal	10.80 feet
Allyn - Case Inlet	13.21 feet
Arcadia - Pickering Passage	13.40 feet
Shelton - Oakland Bay	13.20 feet
Vaughn - Case Inlet	13.20 feet
Walker's Landing - Pickering Passage	13.30 feet

Mean Higher High Tide (MHHT) for the following locations:

Union - Hood Canal	11.80 feet
Allyn - Case Inlet	14.13 feet
Arcadia - Pickering Passage	14.40 feet
Shelton - Oakland Bay	14.20 feet
Vaughn - Case Inlet	14.10 feet
Walker's Landing - Pickering Passage	14.30 feet

Archaeological Areas and Historic Sites

According to anthropological data, human habitation of the shoreline areas of Mason County spans hundreds, most likely thousands, of years. Due to climate, vegetation and the effects of population changes, visible evidence of such habitation is primarily that of the last 50 years. Frequently, sites are discovered during construction of buildings, transportation routes (including trails), bridges, ditching, drilling and the like.

Because of their rarity and the education link they provide to our past, these locations should be preserved. Because of their delicate nature, the utmost care and caution must be used in any development of these areas. Thus, these guidelines should be closely adhered to in all areas, whether Urban, Rural, Conservancy or Natural.

1. Excavation of archaeological sites shall be directed by archaeologists approved by the Society for American Archaeology and/or a University Department of Anthropology.
2. Cooperation and permission of groups or individuals concerned with the site, such as tribal governments and private property owners, shall be obtained before excavation begins.
3. Excavated sites shall be restored upon completion of research. Information signs may be placed on the sites. If possible, educational display units shall be constructed on the sites.
4. Copies of archaeological and anthropological reports on excavations shall be made available to county libraries and concerned groups or individuals
5. These rules apply in each division, i.e., Urban, Rural, Conservancy, and Natural.

Recreational Development

Definition

Recreational development includes facilities such as campgrounds, recreational vehicle parks, day use-parks, etc.

This section applies to both publicly and privately owned shoreline facilities intended for use by the public or private club, individual group or association.

Uses and activities associated with recreational development which are identified as separate use activities in this program, such as boating facilities, piers and docks, residential and commercial development are subject to the regulations established for those uses in addition to the standards established in this section.

1. All proposed recreational developments shall be analyzed for their potential effect on environmental quality and natural resources.
2. Recreational developments shall comply at all times with the updated local and State Health regulations and such compliance made a condition of the permit.
3. Priority shall be given to developments which provide recreational uses and which facilitate public access to shorelines.
4. Parking areas shall be located inland, away from the immediate edge of the water and recreational beaches, unless there is no area available. Provisions shall be made for adequate vehicular parking and safe pedestrian crossings. Design of parking areas shall ensure that surface runoff does not pollute adjacent waters. Design shall provide for storm water retention and shall be reviewed by Mason County Department of Public Works.
5. Vehicular traffic is prohibited on beaches, bars, spits and streambeds, except for boat launching and maintenance activities. Perimeters of parking areas shall be landscaped to minimize visual impacts to the shorelines, roadways and adjacent properties.
6. Trail access shall be provided from upland facilities to the beach area.
7. Public access points on lakes and marine waters must provide parking space appropriate for the intended use.
8. Events and temporary uses in the public interest may be approved by the Administrator in any environment, provided that such uses will not damage the shoreline environment.

9. Recreational developments must provide facilities for non-motorized access, such as pedestrian or bicycle paths to link the recreation area to the shoreline.
10. The following regulations shall apply to artificial aquatic life habitats:
 - Habitats shall not interfere with surface navigation;
 - Habitats shall be constructed and moored so as to remain in their original location, even under adverse current or wave action;
 - Conditions of the State Departments of Fisheries and Wildlife Hydraulic Project Approval may be incorporated into any permit issued.
11. Trailer spaces, camping sites and similar facilities shall not be located on beaches and tidelands.
12. Recreational facilities shall make adequate provisions for water supply, sewage disposal and garbage collection.
13. Recreational facilities shall make adequate provisions, such as screening, buffer strips, fences and signs, to prevent overflow and to protect the value and enjoyment of adjacent or nearby private properties.
14. Signs associated with recreational facilities shall be kept to a minimum in number and size and shall be erected as informational or directional aids only.
15. To protect natural features and adjacent properties, park and recreational facilities shall prohibit the use of all-terrain vehicles in the shoreline area.
16. All permanent recreational structures and facilities shall be located outside officially mapped floodways EXCEPT the County may grant exceptions for non-intensive accessory uses (e.g., picnic tables, etc.).
17. Accessory facilities, such as restrooms, recreation halls, commercial services, access roads and parking areas shall be located inland from shoreline areas unless it can be shown that such facilities are shoreline dependent. These areas shall be linked to the shoreline by walkways.
18. For recreation developments that will require the use of fertilizers, pesticides or other toxic chemicals, such as golf courses and playfields, the applicant shall submit plans demonstrating the methods to be used to prevent leachate from entering adjacent water bodies. Buffer strips shall be included in the plan. The County shall determine the maximum width necessary for buffer strips, but in no case shall the buffer strip be less than 25 feet.
19. In approving shoreline recreational developments, the County shall ensure that the development will maintain, enhance or restore desirable shoreline features including unique and fragile areas, scenic views and aesthetic values. To this end, the County may condition project dimensions, location of project components on the site, intensity of use, screening, parking requirements and setbacks, as deemed appropriate to achieve this end.
20. No recreation building or structure, except piers or docks, or bridges shall be built over the water.
21. Proposals for recreational development shall include plans for sewage disposal. Where treatment facilities are not available, the County shall limit the intensity of development to meet strict County and State on-site sewage disposal requirements.

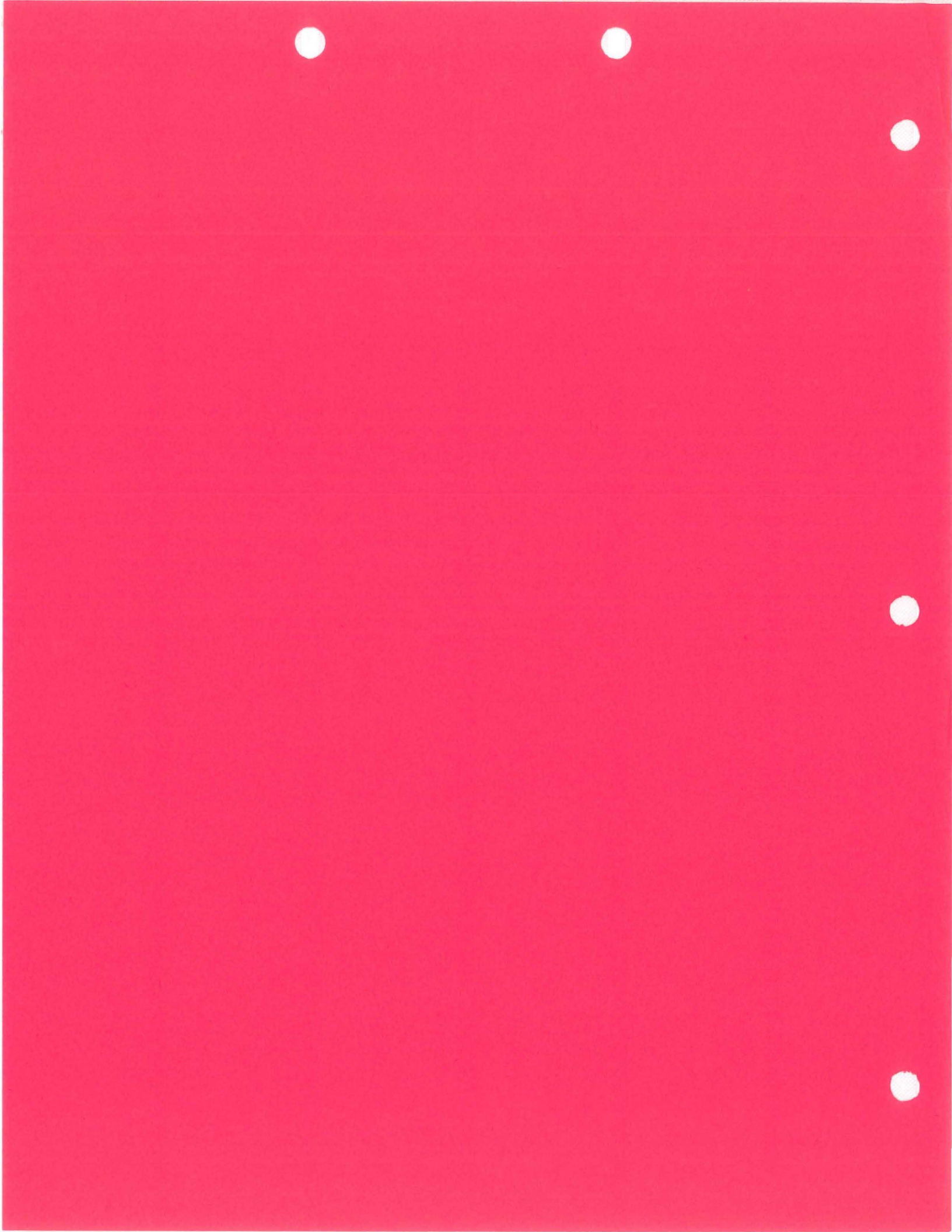
RECREATIONAL DEVELOPMENT

SHORELINE AREA

<u>REGULATION</u>	URBAN	RURAL	CONSERVANCY	NATURAL
1. <u>Shore setbacks</u> (in feet) from OHWM for:				
a. Campsites, picnic facilities and related facilities	25	50	100	C
b. Access roads, restrooms	50	100	100	X
c. Accessory uses, structures, parking, commercial services	75	100	150	X
2. <u>Sideyard setbacks</u> (in feet) for:				
a. Roads, campsites, restrooms	10	50	75	C
b. Accessory uses structures, parking, commercial services	20	75	100	X
3. <u>Height limit</u> (in feet)				
a. 0-100 feet from OHWM	25	20	15	X
b. 101-200 feet from OHWM	35	25	25	X
4. <u>Site coverage</u>	60%	40%	20%	5%

C = Conditional

X = Prohibited



MEMORANDUM

Date: November 1, 2005
To: Mason County Planning Advisory Commissioners
From: Bob Fink
Subject: Population Projections and Allocations – Choosing an Alternative

Introduction

To update the Mason County Comprehensive Plan to a 2025 planning horizon, an important determination is the allocation of population to the county's urban areas. Please refer to previous memos dated August 15 and August 22 for background information on this process and alternatives that have been presented.

The following report updates that information and provides a proposal for two new alternatives. These alternatives are intended to temporarily maintain the status quo for the Allyn and Shelton urban areas. Significant issues for those areas are not expected to be resolved until next year. The first and recommended alternative allocates population appropriate to the existing size of the urban areas. The second alternative allocates a population for the Shelton urban area that would require the reduction in the size of the area.

Population Projections and Allocation to Urban Areas

The county must consider a population projection within the range developed by the state Office of Financial Management. For us, that means a total population in 2025 of between 61,760 and 95,437 people. That is a range of population increase from 40% to 77%. This uncertainty is based on the fact that most of this increase is due to net migration into the county. Net migration is always less certain than the population change that is due to natural increase, that is – the net effect of births and deaths.

Added to this uncertainty is the difficulty of determining where within the county people will choose to settle. While we know current growth trends, the intent of the plan is to change those trends by attracting people to the urban areas and reducing development potential in the rural area. We can have some confidence in the direction of the change, but the magnitude of the change is much more difficult to assess. Six different alternatives were developed previously to examine what that range might be. These are found in the "Mason County Population Allocation Alternatives" with an updated draft 10/28/05. Allocations within the ranges developed should be viable for adoption on the GMA in the sense that all are within the range of population projections provided by the state OFM and all are reasonable given different expectations for the future.

The decision on how to allocate population is an exercise in setting goals and controlling risk. The goal is to encourage growth in the urban area. The risks of underestimating the growth are that there may be shortages of available land and increased cost for the land, lack of services, and building or development moratoriums because of failure to maintain levels of service. The risks of overestimating the growth include that the financing of services may be difficult because revenues lag projections. In practice, this uncertainty is dealt with by monitoring growth and making adjustments as necessary. For instance, waste water treatment system design will address uncertainty by setting capacity trigger points to start the expansion process and by making adjustments to the utility rate structures.

The GMA requires a specific allocation that serves as a basis for sizing of the urban growth areas. In updating the plan now, the situation facing the county is that the detailed planning for Allyn and for Shelton is unfinished and not expected to be done for several months. Also, the county will be re-examining land demand and supply for both residential and non-residential purposes. There is, for example an on-going program partly funded by the state Department of Community, Trade, and Economic Development by the Port of Shelton, the Economic Development Council, and the county to revisit industrial land demand. This study and other work may have an effect of the sizing of urban areas. The dilemma is that the 2005 update of the plan is due now.

The proposed alternatives

Our proposal is to adopt one of two alternatives. They both take the form of a **population allocation for 2025 that is expected to change next year**. They are intended to allow an update of the plan while preserving the status quo for those issues not yet resolved.

Specifically, one alternative is as follows:

Adopt a population allocation for the Belfair UGA appropriate to the sub-area plan adopted last year. This is estimated to be an allocation of 5,600 people.

Adopt a population allocation for the Allyn UGA appropriate to the currently designated UGA. This is estimated to be an allocation of 2,250 people.

Adopt a population allocation for the Shelton UGA appropriate to the currently designated UGA. This is estimated to be an allocation of 10,500 people.

Adopt an allocation of 1,000 people for a fully contained community. (This provision is discussed below.)

The other alternative would be to:

Adopt a population allocation for the Belfair UGA appropriate to the sub-area plan adopted last year. This is estimated to be an allocation of 5,600 people.

Adopt a population allocation for the Allyn UGA appropriate to the currently designated UGA. This is estimated to be an allocation of 2,250 people.

Adopt a population allocation for the Shelton UGA appropriate to the currently planning for the Shelton regional water and waste water systems. This is estimated to be an allocation of 6,100 people.

Adopt an allocation of 1,000 people for a fully contained community.

Since these allocations can be changed when the new sub-area plans are finished for the Allyn and Shelton urban growth areas, the first alternative should be seen as a placeholder. It does not require the designation of properties from urban to rural or rural to urban before the sub-area plans are complete. Yet, if such designation changes are appropriate, it does not preclude those changes either. The allocations can also be changed at next year's comprehensive plan amendment.

The second alternative is also a placeholder, but it is proposed because the City of Shelton is currently considering it. As noted elsewhere, the city and the county are engaged in joint planning for the Shelton urban area. It seems appropriate to keep this option open in case Shelton should recommend this interim action because of the sensitivity of the issues surrounding the regional facility planning.

An inconsistency between a population projection used for a special purpose and the population allocation used to size the UGA is not clearly erroneous or unworkable. The August 22, 2005 decision of the Western Washington Growth Management Hearings Board (Case No. 04-2-0038c) determined that the test for the inconsistency is its effect on the goals and operation of the plan. Given the inherent uncertainties, is a different number more conservative or otherwise appropriate to that special purpose? Does the inconsistency interfere with other features of the plan? In any case, if the higher rate of growth occurs in the Shelton urban area, the water and waste water systems would be expected to have capacity through about the year 2020. Growth would be monitored and work necessary for the next expansion started in time to provide the capacity when needed.

Allocation for the Fully Contained Community (FCC)

The current comprehensive plan has a provision for the creation of a new fully contained community. This provision is the only way provided in the GMA to allow the creation of a new community. This is the only way for a major new urban development to be allowed that was not within or immediately adjacent to the existing urban areas.

We propose to retain this provision to keep this capability, and we are also developing master planned community policies and regulations to better guide this type of development. We have scheduled a public hearing on the master planning policies before the PAC on November 14th. Next year the implementing regulations will be ready for consideration.

Recommendation

Staff recommendation is to approve the first alternative allocation. This will allocate sufficient population to each urban area to maintain its current size. This recommendation is, of course, subject to change based on new information such as might come from the City of Shelton.

**2005 Mason County Comprehensive Plan Update
Review of Transportation Element**

**Adoption of the "FINAL DRAFT TRANSPORTATION
ELEMENT" - dated November 8, 2005
As amended by Planning Advisory Commission Addendum L**

**MASON COUNTY
COMPREHENSIVE
PLAN**

**FINAL DRAFT
TRANSPORTATION
ELEMENT**

November 8, 2005

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Chapter VIII

TRANSPORTATION

VIII.1 BACKGROUND AND ANALYSIS

Introduction and Purpose

The Comprehensive Plan Transportation Element was updated by the consultant, Skillings Connolly, Inc., under the direction of the County Engineer in the Public Works Department and the Planning Manager in the Community Development Department.

Mason County is primarily rural in nature, with large forest areas, major water bodies, and rolling to mountainous terrain. Approximately 80 percent of Mason County land is privately held land devoted to commercial tree farming. The only urbanized area in the County is Shelton, where approximately 20 percent of the County's population and approximately 50 percent of commercial activities are located. FIGURE VIII.1-1 shows the study area.

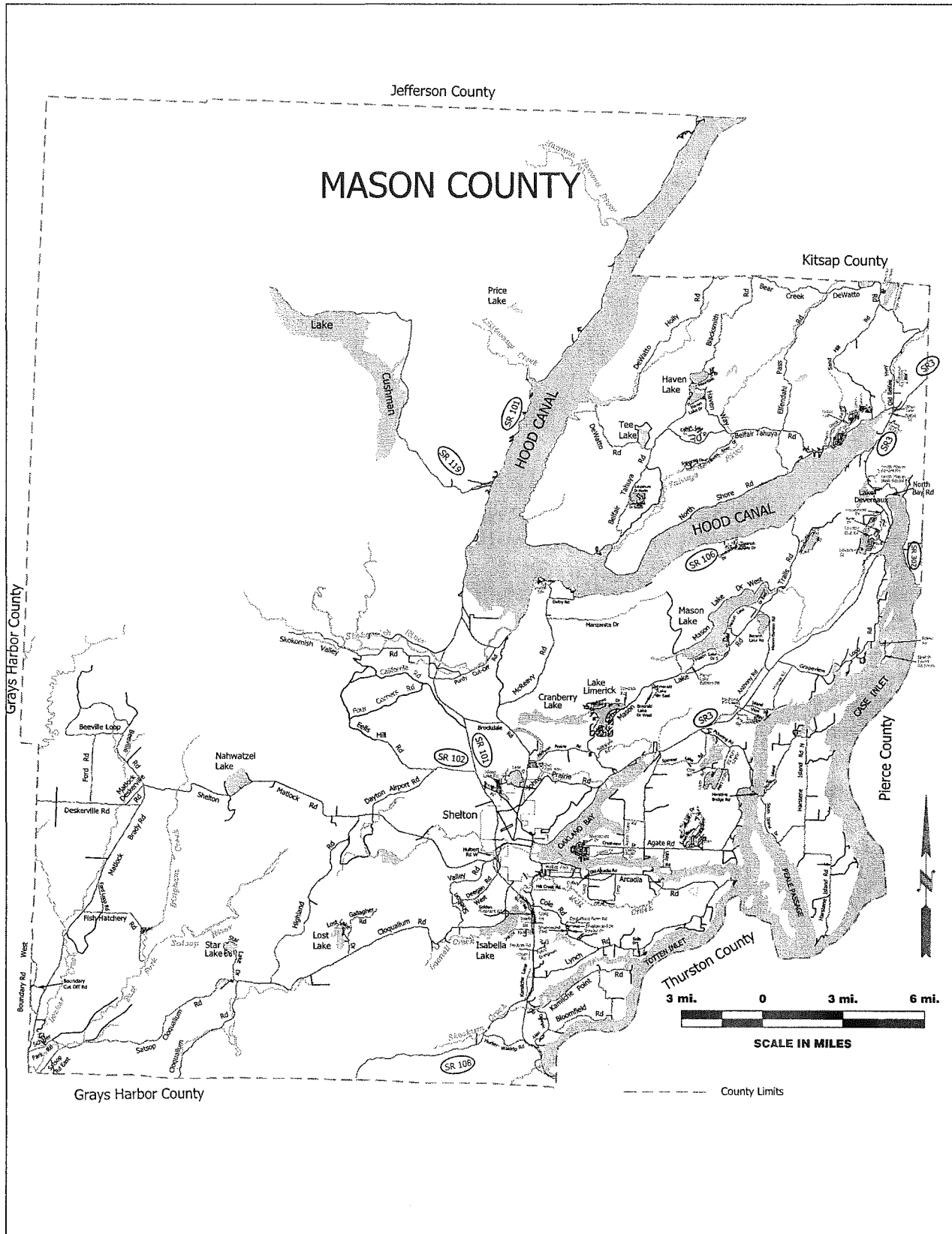
This element of the County's comprehensive plan defines existing facilities and establishes future strategies that include funding, system expansion, and management. The plan complies with laws and regulations of Mason County and coordinates with land use planning and other agencies and the public. FIGURE VIII.1-2 shows a broad outline of Mason County's transportation plan and the relationship of the existing facilities, goals and policies, system plan, and standards and management of the transportation system.

Inventory

Mason County Public Works maintains an inventory of all county roads, which includes their location, dimensions, attributes, and condition. Also included are inventories of other roadway features (sign, culverts, bridges, etc). A combination of surveys, records, plans, field inspections, and programmatic evaluations are used to define the existing condition of the County's transportation system. Information from WSDOT and the Mason County Transportation Authority is used for the inventory and existing conditions for their portions of the transportation network.

Traffic Data

Traffic counts have been taken on the majority of Mason County collector roads at key locations. This was accomplished using recording counters to determine weekly, daily, and hourly travel patterns. The technical appendix to the transportation element contains this data. A summary of average daily traffic (ADT) volumes is shown in FIGURE VIII.1-3.

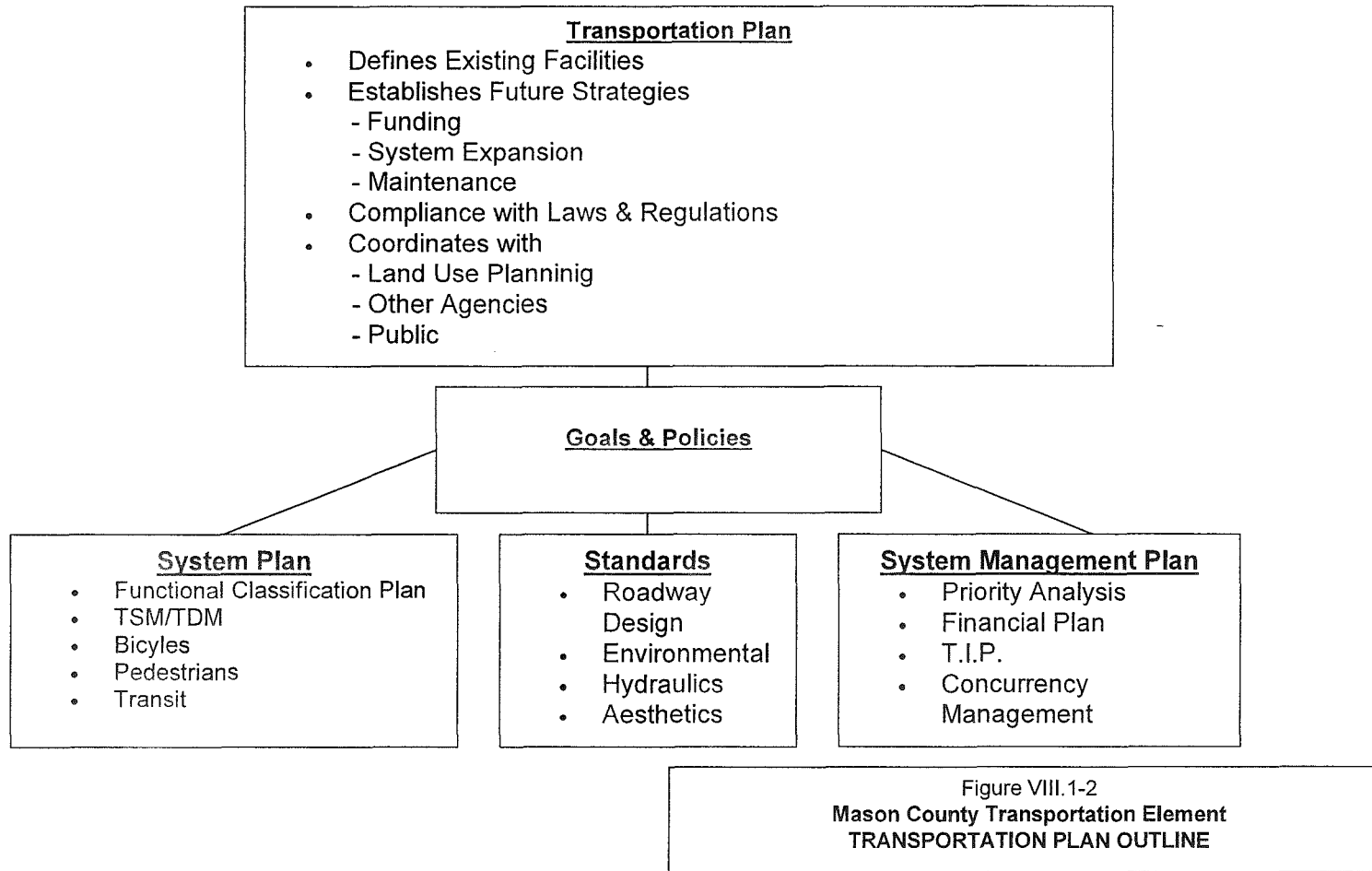


**FIGURE XIII.1-1
MASON COUNTY TRANSPORTATION ELEMENT
STUDY AREA**

Nov 2005



FIGURE VIII.1-2



MASON COUNTY

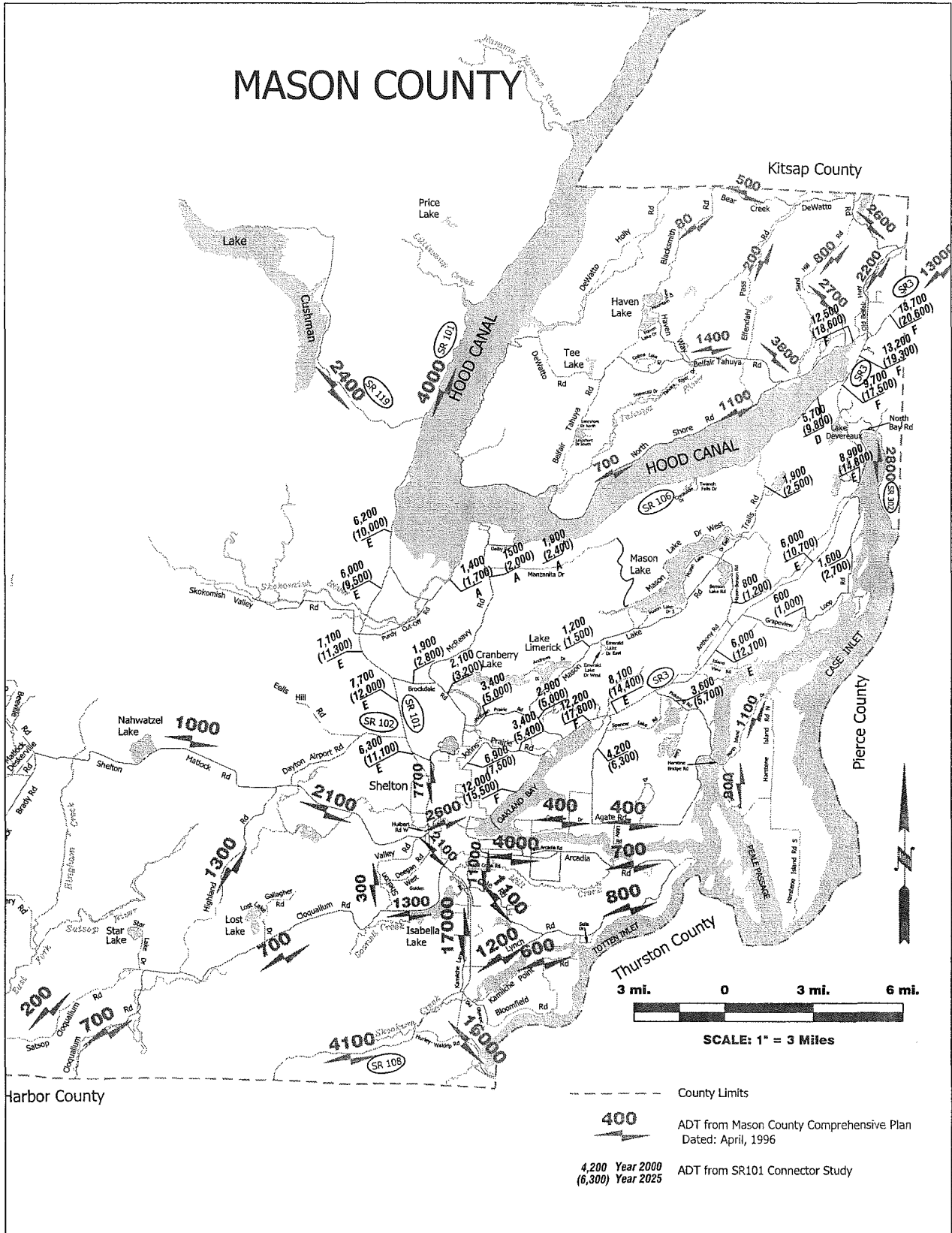


Figure VIII - 1-3
Mason County Transportation Element
Average Daily Traffic Volumes

Origin-Destination Survey

Two license plate origin-destination surveys were conducted to analyze existing traffic patterns as part of the last Mason County transportation study. The information gathered at that time is still representative of the driving patterns experienced in the county currently, so a new survey was not conducted as part of this update. The Cloquallum Road/SR 101 survey provided information concerning the Shelton area, with particular emphasis on Cloquallum Road traffic. This study provided specific information on traffic from Cloquallum Road to SR 101. The Belfair area survey provided information on travel patterns concerning SR 3, SR 300, SR 302, and SR 106.

The purpose of an origin-destination survey is to determine amount and direction of traffic in a specific area. The survey identifies where vehicles enter and exit an area or if they stopped within the study area. A survey is performed by placing surveyors on all major roads serving an area; the surveyors record the license plate numbers and times vehicles enter or leave an area. By comparing license plate numbers using a computer-matching program, the volume of through-traffic between stations can be determined. The survey determines the number of trips that pass the survey station or stay within the area. This origin-destination survey information is then used to analyze the existing road system's efficiency. The data provides the basis for forecasting future travel patterns when coupled with the anticipated economic and population growth information.

Origin-Destination Conclusions

Cloquallum Road:

- Cloquallum Road carries nineteen (19) percent of its traffic to SR 101 in the AM peak hour and fifty-eight (58) percent in the PM peak hour traffic.
- Seventy-three (73) percent of the Cloquallum Road traffic stays in the Shelton area during the AM peak hour and twenty-two (22) percent in the PM peak hour
- Cloquallum Road carries very little traffic and only 20 vehicles exited on SR 101 during the AM peak hour and 63 vehicles in the PM peak hour
- This study indicates that Cloquallum Road traffic does not need a direct connection to SR 101 based on the small volumes currently making this connection. The need for a direct connection (interchange) cannot, however, be based solely on traffic volumes. Savings due to travel time and vehicle-miles of travel should be weighed against the cost of construction before a final decision could be reached regarding the interchange.

Belfair Area:

- The Belfair survey showed that a majority of traffic around the Belfair area had destinations in Belfair. This traffic amounted to approximately 60 percent on SR 3 and approximately 75 percent on other highways.
- Of the remaining 40 percent on SR 3, 11 percent was through traffic to Shelton, 8 percent was through traffic to SR 106
- Of the remaining 25 percent on other highways, approximately 10 to 15 percent was through traffic to Shelton and 5 percent was traffic towards SR 106
- An estimate of traffic that would use a new Belfair bypass (if constructed) connecting SR 3 north of SR 300 to SR 106 is approximately 700 - 800 vehicles in the PM peak hour and 600 - 700 vehicles in the AM peak hour. This indicates a new two-lane bypass for SR 3 around Belfair would be justified.

Truck Traffic Patterns

A truck use survey was conducted as part of the last Mason County transportation study. The information gathered from the survey at that time is still representative of the transportation routes and demands for trucks in the county currently, so a new survey was not conducted as part of this update. There were 24 trucking companies in the County at that time which included dump trucks, heavy haulers, and freight carriers. A total of 10 companies responded to the mail-in truck survey form. The businesses listed that 40 percent of their deliveries are made and/or received before 9:00 am and approximately 60 percent are between 9:00 am to 4:00 pm.

Primary routes include approximately 75 percent using SR 101 and 25 percent using SR 3. This shows that the trucking industry has a minor effect on the PM peak hour traffic generated on Mason County roads.

In 1994, the Washington State Legislature commissioned the Cost Responsibility Study (CRS). The Transportation Commission recertified the Freight and Goods Transportation System (FGTS) in 2004. One of the objectives of the CRS was to establish the FGTS. The CRS Committee established criteria for determining the several Truck Route Classes, based on Gross Annual Tonnage carried on the route. Mason County Public Works conducted a truck classification study and identified 28 road segments that met the criteria established by the CRS. These are the county roads that bring the logs to the mills and freight and goods to and from the distribution point and the users. The information is updated as part of the ongoing traffic counting and classification program.

Mason County FGTS Routes:

Road Name	Approximate Landmarks
-----------	-----------------------

Agate Road	SR-3 - Timberlake Drive
Arcadia Road	SR-3 - Mill Creek Bridge
Bear Creek-Dewatto Road	N of Daly Drive - Old Belfair Highway
Belfair-Tahuya Road	SE of Haven Way to SR-300
Brockdale Road	Batstone Cutoff Road - US-101
Cloquallum Road	City Limits - Grays Harbor County Line
Dayton-Airport Road	Little Egypt Road - SR-102
Golden Pheasant Road	US-101 - End County Road
Grapeview Road	Fire Station - SR-3
Highland Road	Shelton-Mat;pcl Road - Cloquallum Road
Johns Prairie Road	City Limits - SR-3
Lakeland Drive	SR-3 - Old Ranch Road
Lynch road	US-101 - Sells Drive (2nd)
Mason Benson Road	SR-3 - Trails Road
Mason Lake Road	SR-3 - Trails Road
Matlock Brady Road	Shelton-Matlock Road - Grays Harbor County Line
McEwan Prairie Road	Mason Lake Road - Brockdale Road
McReavy Road	SR-106 - Brockdale Road
North Bay Road	SR-3 - SR-302
Old Belfair Highway	SR-300 - Old Belfair Highway
Old Belfair Highway	N of Fish Hatchery Road - Kitsap County Line
Old Olympic Highway	SR-101 - Taylor Road
Pickering Road	SR-3 - Harstine Island Road
Sand Hill Road	SR-300 - Transfer Station
Shelton Springs Road	SR-101 - Shelton City Limits
Shelton Matlock Road	Shelton City Limits - Matlock-Brady Road
Skokomish Valley Road	US-101 - Lower Vance Creek Bridge
Trails Road	SR-106 - Mason Lake Road

Collision Data

Collision data was obtained from the Mason County Department of Public Works and critical sections (i.e., sections with five or more collisions per year) were summarized. Using the Collision Rate formula from the 1996 Washington State Highway Collision Report, collision rates per million vehicle miles was calculated for each roadway section:

$$\text{Collision Rate} = \frac{\text{(Number of Collisions)} \times \text{(1 million)}}{\text{(Section Length*)} \times \text{(AADT**) } \times \text{(365 Days)}}$$

*If section length is less than one mile, it is excluded from the formula.

**AADT = Annual Average Daily Traffic

A critical collision rate is defined by the ITE *Traffic Engineering Handbook* as the average collision rate found on a particular class of roadway. The critical collision rates for Mason County's Collectors is 1.77 collisions per million vehicle miles of travel.

TABLE VIII.1-1 summarizes the collisions on each roadway segment that has a collision rate higher than the critical rate, and their corresponding collision rate per million vehicle miles. This table shows that the highest rate occurred on the Bear Creek-Dewatto Road between the Public Access Road and Sand Hill Road. FIGURE VIII.1-4 locates these collisions on a map.

The road segments with the highest collision rates are:

Bear Creek-Dewatto Road	-	Public Access Road – Sand Hill Road
McReavy Road	-	SR-106 – Manzanita Drive
Highland Road	-	N of Little Egypt Road – S of Karl's House
Cole Road	-	Lynch Road – Shadowood Drive
Bear Creek-Dewatto Road	-	Kitsap County Line – Elfendahl Pass Road
Arcadia Road	-	Mill Creek Bridge – Lynch Road

The majority of these collisions involved a fixed object off the roadway. The leading causes of these collisions were (1) excessive speed and (2) driving under the influence of alcohol or drugs, which indicates the actions of the drivers involved were the cause of the collisions. Approximately one-third of the collisions in Mason County occur during hours of darkness.

System Analysis

LOS is the primary method of analyzing the traffic capacity of roadways. Future land use scenarios and traffic projections are discussed and Collector LOS is summarized. Criteria for determining roadway deficiencies are described at the end of the chapter.

TABLE VIII.I-1: Critical Collision Locations (2002 - 2004)					
Road Name	Approximate Landmarks	Length (miles)	Volume (ADT)	Collisions (3 year total)	Collision Rate (per MVM)
Agate Road	Crestview Drive - Timberlake Drive	1.60	2,250	8	2.03
	Timberlake Drive - Benson Loop Road	1.28	744	3	2.88
Arcadia Road	SR-3 - Railroad Bridge	1.45	4,974	15	1.90
	Railroad Bridge - Binns Swiger Loop Road	1.42	3,125	9	1.85
	Binns Swiger Loop Road - Mill Creek Bridge	1.85	1,637	6	1.81
	Mill Creek Bridge - Lynch Road	2.35	830	9	4.21
Bear Creek-Dewatto Road	Kitsap County Line - Elfendahl Pass Road	5.09	255	6	4.22
	Elfendahl Pass Road - Public Access Road	1.54	852	3	2.09
	Public Access Road - Sand Hill Road	1.46	1,204	28	14.55
Belfair-Tahuya Road	North Shore Road - Dewatto Road	4.29	353	6	3.62
	Dewatto Road - Collins Lake Road	2.10	909	7	3.35
Boundary Road West	Matlock-Brady Road - Grays Harbor County Line	2.31	178	1	2.22
Cloquallum Road	Shelton City Limits - Gravel Pit	1.45	1,592	6	2.37
	Gravel Pit - Rock Bridge #1	3.10	1,280	12	2.76
	Rock Bridge #1 - Satsop-Cloquallum Road	8.19	614	21	3.81
Cole Road	Lynch Road - Shadowood Drive	1.61	1,187	9	4.30
Grapeview Loop Road	SR-3 - Fire Station	4.43	594	6	2.08
	Fire Station - N of Cronquist Road	1.67	1,078	8	4.06
Harstine Island North Road	Harstine Island South Road - North Island Drive	3.35	200	2	2.73
Highland Road	N of Little Egypt Road - S of Karl's House	2.00	603	7	5.30
Lynch Road	SR-101 - NE of BNRR Tracks	1.10	2,648	7	2.19
	Sells Drive (2nd) - Arcadia Road	3.97	587	7	2.74
Mason Benson Road	Trails Road - Mason Lake Drive East	0.60	1,000	2	1.83
Matlock-Brady Road	Ford Loop Rd (1st) - SW of Evers Bridge	2.62	597	7	4.09
McEwan Prairie Road	Mason Lake Road - Brockdale Road	2.45	3,551	21	2.20
McReavy Road	SR-106 - Manzanita Drive	1.85	540	15	13.71
	Manzanita Drive - Commissioner District	1.65	1,179	5	2.35
North Bay Drive	SR-3 - SR-302	1.96	1,938	9	2.16
North Island Road	South Island Drive - Harstine Island North Road	3.09	945	10	3.13
North Shore Road	W of Blomlie Road - Shorebrook Drive	8.09	761	27	4.01
Pickering Road	W of Fire Station - Harstine Bridge road	1.77	2,174	9	2.14
	Schneider Road - Benson Loop road	1.02	425	1	2.11
Sand Hill Road	N of Grade School - Bear Creek-Dewatto Road	4.94	500	8	2.96
Satsop-Cloquallum Road	E of Plug Mill Road - Satsop Road E	1.88	140	1	3.47
Shelton-Matlock Road	Power Lines - W of Power Lines (2nd)	1.27	2,768	9	2.34
South Island Drive	W of Waterland Drive - Harstine Island South Road	2.42	564	3	2.01
Tahuya-Blacksmith Road	Bear Creek-Deatto Road - Belfair-Tahuya Road	7.95	85	2	2.70

VIII.1 Critical Rate = 1.77 Crashes per Million Vehicle Miles

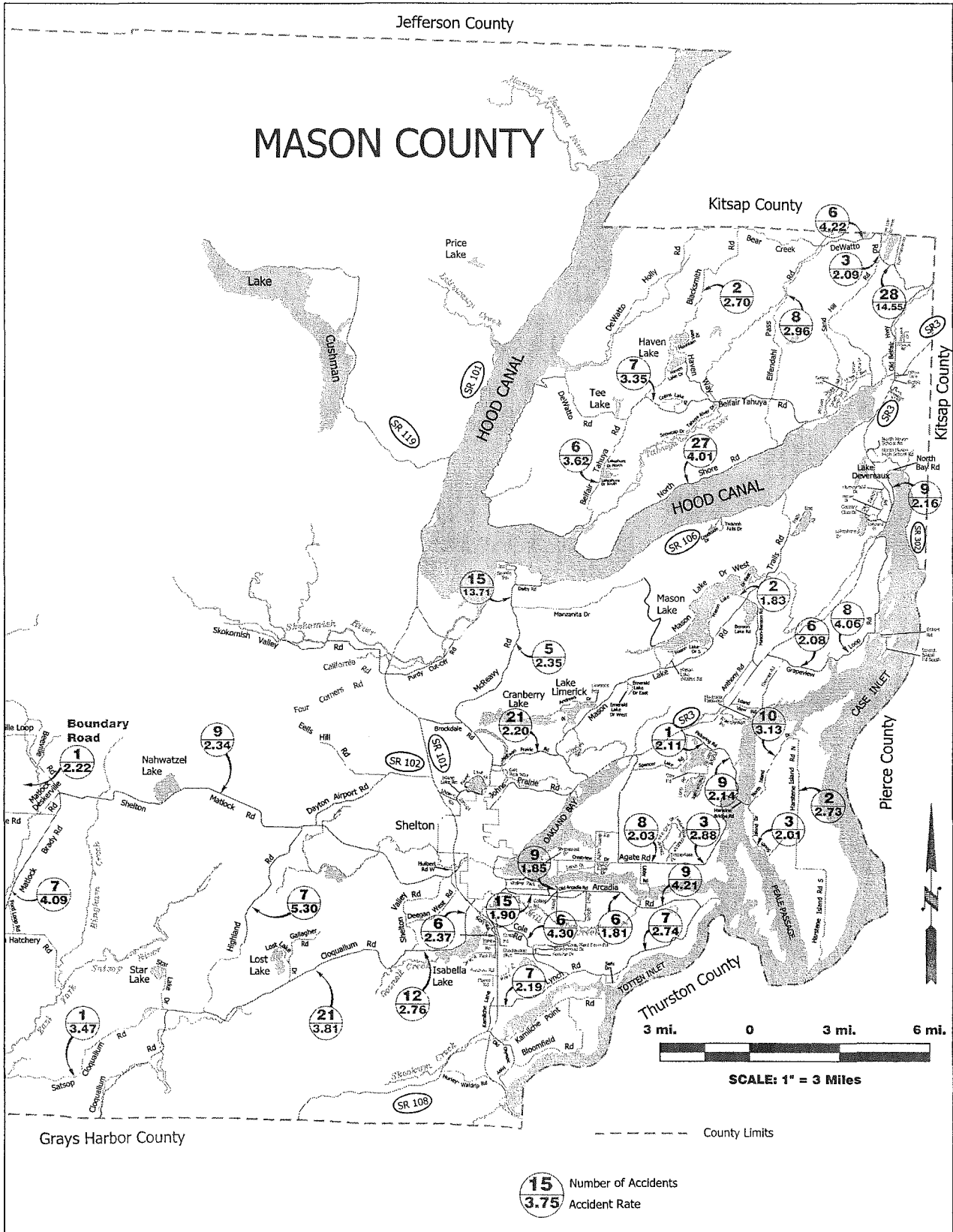


Figure VIII.1-4
Mason County Transportation Element
Critical Accident Locations
(2002-2004)

Level of Service

IX LOS describes the quality of traffic flow on a roadway or at an intersection. The 1997 *Highway Capacity Manual* (HCM) uses three parameters to describe service quality for two-lane rural highways.

1. Average travel speed
2. Percent time delay
3. Capacity utilization (volume-to-capacity ratio [v/c])

The percent time delay parameter is the primary measure of LOS recommended by the 1994 HCM with speed and v/c ratio as secondary measures. Percent time delay is typically used for extensive operational analysis and involves cumbersome computations. For planning applications, v/c ratio or speeds are the most common approaches.

Average travel speed is not a meaningful indicator of LOS where speeds have been restricted below 60 mph by an agency through a community. Therefore, v/c ratio or capacity utilization are the more meaningful indicators for Mason County's road system.

Level of Service standards for this update will be based on the 1994 Highway Capacity Manual, which defines six LOS definitions for two lane highways:

Level of Service A: LOS A relates to average speeds approaching 60 mph and delays no more than 30 percent of the time by slow-moving vehicles. It corresponds to a volume-to-capacity (v/c) ratio below 0.05 for rolling terrain and below 0.07 for level terrain, assuming 60 percent no-passing zones.

Level of Service B: This characterizes speeds slightly over 55 mph on level terrain, with delays of up to 45 percent of the time. Typical volume-to-capacity (v/c) ratio assuming 60 percent no-passing zones are 0.05 and 0.17 on a rolling terrain and 0.07 and 0.19 on a level terrain. Traffic flow is stable.

Level of Service C: This represents average speeds exceeding 52 mph on level terrain and drivers experiencing delays 60 percent of the time. Corresponding volume-to-capacity (v/c) ratios for rolling and level terrains are 0.18 to 0.32 and 0.20 to 0.34, respectively. Traffic flow may be said to be at stable conditions until this LOS.

Level of Service D: At this LOS, unstable traffic flow begins to occur. Passing demand is very high, while passing capacity approaches zero. The fraction of no passing zones along the roadway has little influence on passing. Motorists are delayed up to 75 percent of time, although speeds of 50 mph can be maintained on a 60 mph design speed. For LOS D, volume-to-capacity (v/c) ratios are between 0.33 and 0.48 on rolling terrain and 0.35 to 0.59 on level terrain.

Level of Service E: It is defined as flow conditions having a percent time delay greater than 75 percent and speeds dropping below 50 mph on a 60 mph design speed. Passing is virtually impossible. The volume-to-capacity (v/c) ratios are between 0.49 and 0.91 on a rolling terrain and 0.60 to 1.00 on a level terrain.

Level of Service F: It represents heavily congested flow with traffic demand exceeding capacity. Average speed drops below 40 mph on a 60 mph design speed and volume-to-capacity (v/c) ratios exceed 0.91 for rolling terrains and 1.00 for level terrain. The percent time delay experienced by drivers is 100 or more.

Capacity Estimates for Mason County Roads

Mason County roads have varying lane and shoulder widths. These variations result in varying capacity values. Mason County's Public Works Department provided capacity for roadways having different lane and shoulder widths. TABLE VIII.1-2 shows these capacity estimates for different roadway types. This table assumes that the terrain is rolling or level in nature and passing is not possible on 60 percent of roadway sections.

TABLE VIII.1-2: Roadway Capacity by Type								
Lane Width (feet)	Capacity in Vehicles Per Hour With Shoulder Widths							
	6 Feet		4 Feet		2 Feet		0 Feet	
	Level	Rolling	Level	Rolling	Level	Rolling	Level	Rolling
12	2,405	1,542	2,333	1,496	2,237	1,434	2,117	1,357
11	2,261	1,450	2,213	1,419	2,117	1,357	1,973	1,265
10	2,093	1,342	2,045	1,311	1,948	1,249	1,804	1,157
9	1,828	1,172	1,780	1,141	1,684	1,080	1,508	1,018

Note: Table assumes 60 percent no-passing zones

Source: Mason County Public Works Department

Based on the capacity estimates in TABLE VIII.1-2, and the capacity definitions, LOS analyses were performed on all Mason County major and minor Collectors. The Collectors rated at LOS C are listed in TABLE VIII.1-3. Remaining Collectors operate at LOS B or better.

TABLE VIII.1-3: Collector Level of Service in Mason County					
Collector	Segment	2005 PM Peak Volume	2005 PM Peak Capacity	Volume / Capacity Ratio	LOS
<u>Major Collectors</u>					
Belfair Tahuya Road	Elfendahl Pass Road - SR 300	434	1,450	0.30	C
Grapeview Loop Road	Fire Station - Cronquist Road	253	1,203	0.21	C
Old Belfair Highway*	SR 300 - Milepost 1.4	580	2,165	0.27	C
Old Belfair Highway*	Milepost 1.4 - County Line	430	1,997	0.22	C
Shelton-Matlock Road	Deegan Road - Carman Road South	376	1,474	0.26	C
Shelton-Matlock Road	Dayton Airport - Dayton Store	292	1,203	0.24	C
Shelton-Matlock Road	Dayton Store - Milepost 10.76	268	1,418	0.19	C
<u>Minor Collectors</u>					
Agate Road	SR 3 - Pickering Road	325	1,311	0.25	C
Cole Road	Shadowood Road - Craig Road	362	1,419	0.26	C
Crestview Drive	Agate Road - Parkway Boulevard	213	1,122	0.21	C
Lynch Road	SR 3 - Milepost 1.10	365	1,434	0.25	C
Mason Lake Road	SR 3 - McEwen Prairie Road	314	1,512	0.21	C
McEwen Prairie Road	Mason Lake Road - Brockdale Road	328	1,512	0.22	C
Sand Hill Road	SR 300 - Transfer Station	282	1,357	0.21	C

* Collectors where the LOS criteria is based on level terrain

Operational Review

A review of the County's road system was performed by field inspection. Intersections where operational problems have occurred—such as sight distance or inadequate traffic control are listed in TABLE VIII.1-4.

TABLE VIII.1-4: Intersection Problems	
Intersection	Major Operational Problems
US 101 / Lynch Road	Inadequate acceleration distance
SR 106 / McReavy Road	Sight distance
SR 106 / Webb Hill Road	Sight distance
SR 3 / Johns Prairie Road	Intersection geometrics and traffic control

Traffic Model

One of the most important tools of transportation planning is the development of a traffic or transportation model. A transportation model that accurately depicts the existing traffic conditions (i.e., calibrated to the traffic patterns) can often help in making better decisions about the future transportation system. Therefore, it is important to have an accurate traffic model for the planning process. The model used for Mason County is TMODEL2.

There are five basic steps in developing a traffic model:

- Establish traffic analysis zones (TAZs)
- Develop network description
- Allocate land use to the traffic analysis zones (TAZs)
- Calibrate the model to existing traffic conditions
- Forecast future traffic volumes

FIGURE VIII.1-5 shows the TAZ map and FIGURE VIII.1-6 shows Mason County's road network used for modeling purposes.

The Mason County TMODEL2 was originally developed and calibrated in 1992 and was used for preparing the 1996 Transportation element of the Comprehensive Plan. For this current update the model calibration was reviewed by checking model volumes with actual volumes at 22 locations on the County system. On State routes, traffic volumes were assembled from WSDOT. PM peak model volumes were converted to average daily traffic (ADT) using a k-factor of 0.09 whenever a model street segment consisted of two or more links; the volumes were averaged over the segment in the model to determine the value. The calibration review showed that the model was under assigning traffic on many Mason County roads.

As a result of the calibration review the model was updated by revising the land use information for the Traffic Analysis Zones. New Traffic forecasts for 2025 were then generated. Additional calibration reviews showed better results; however, it was still evident that the model is under assigning traffic on some Mason County roads. In most cases this is not significant since the overall volumes are low. The differences will not effect major needs assessments; however, the model will not be useful for analyzing intersection level operations. TMODEL2 is becoming obsolete as a traffic forecasting model. New models are taking its place in the travel forecasting field. Future updates of the Transportation element will need to employ a new Traffic Forecasting Model.

Future Travel Demand

Future travel demand was forecasted for the 20-year scenario of the comprehensive plan. The Mason County Public Works Department provided the growth rates in each TAZ.

In the 20 year analysis, overall growth was calculated to approximately 1.8 percent per year. The TAZs where growth exceeded 5 percent were TAZs 3, 4, 14, 15, 16, 33, 37, 41, and 42. These TAZs were near Belfair-Tahuya, Harstine Island area, and Mason Lake. However, commercial growth was limited to traffic analysis zones (TAZs) 4, 5, 8, 9, 18, 19, 24, 25, and 28. These traffic analysis zones (TAZs) represent Belfair and Shelton Urban Growth Areas (UGAs).

The following is a summary of the total land use allocation for the county:

1992 Existing:

Permanent Housing	16,168 households
Employment	8,817 employees
Seasonal housing	6,315 households

2025 High Growth Scenario:

Permanent Housing	37,254 households
Employment	39,166 employees
Seasonal housing	9,935 households

Future Trips

Using trip generation and trip distribution created for Mason County's transportation model, future trip tables were created for the 20 year analysis. These trip tables give information on internal-internal trips, internal-external trips, external-internal trips, and external-external trips. External trips are trips, which are generated outside the County's limits. These trips are shown in TABLE VIII.1-6.

Trip Category	1992 Existing	20 Year
Internal-Internal	7,165	12,713
Internal-External	1,280	4,563
External-Internal	2,255	5,769
External-External	297	784
Total	10,997	23,829

Approximately 53 percent of trips are internal-internal while only 3 percent of the trips are

from external to external areas. This means that only 3 percent of Mason County traffic travels through the study area without stopping.

Future Traffic Assignment

Traffic assignment for the 20 year analysis was made using the adjusted model volumes. County roads that were predicted to have traffic volumes in excess of 5,000 vehicles per day were Lynch Rd, John’s Prairie Rd, Agate Road, Belfair - Tahuya Road, Old Belfair Highway, and Shelton-Matlock Road.

Future Volume-to-Capacity (v/c) Ratios and Level of Service Deficiencies

Based on the capacity estimates in TABLE VIII.1-3 and LOS definitions in TABLE VIII.1-2, a future LOS analysis was performed on all Mason County major and minor collectors. The future LOS indicated that only one collector—Old Belfair Highway from SR-3 to Newkirk Rd operates at LOS D. The remaining collectors operate at LOS C or better. TABLE VIII.1-7 shows the collectors where LOS is C or lower.

TABLE VIII.1-7: 2025 Projected Collector Level of Service in Mason County			
Collector	Segment	v/c Ratio	LOS
Old Belfair Highway	SR-3 to Newkirk Rd	0.40	D
North Shore Rd	West of SR-300	0.18	C
Skokomish Valley Rd	West of SR-101	0.25	C
John’s Prairie Rd	Brockdale Rd to SR-3	0.24	C
Agate Rd	East of SR-3	0.25	C
Highland Rd	South of Shelton – Matlock Rd	0.28	C
Lynch Rd	Sr-101 to Cole Rd	0.29	C
Cole Rd	Lynch Rd to SR-3	0.33	C

Minimum Standards Criteria and Deficiencies

Mason County Collectors are not deficient from a volume-to-capacity (v/c) ratio or a LOS point of view. Many of the Collectors have pavement widths and shoulder widths that do not meet current design standards. Some Collectors are also deficient from a vertical alignment point of view where the grades are too steep; this is due to the preferred practice of following the terrain to establish the road, rather than creating excessive cut and fill sections. Mason County roads are well maintained and properly signed, and are adequate for use by drivers who are attentive to what they are doing and are driving in accordance with state laws, the rules of the road, and the signing. Mason County has established minimum standards criteria to compare existing roads with current design standards to establish a priority array to maximize road improvement funding.

Mason County's minimum standards criteria for pavement and shoulder width and horizontal and vertical alignment were determined using *A Policy on Geometric Design Highways and Streets (Green Book)*, 2004 edition and the *Guidelines for Geometric Design of Very Low-Volume Local Roads (ADT ≤ 400)*, 2001 as published by the American Association of State Highway and Transportation Officials (AASHTO). TABLE VIII.1-8 shows Mason County criteria. TABLE VIII.1-8 also shows a rating for each range of values for a given criteria. A rating of 0 indicates no deficiency or an ideal condition and a rating of 5 indicates the least desirable condition. A rating of 3 indicates average conditions of pavement and shoulder width, horizontal and vertical alignment, or collision rate.

The AASHTO Green Book suggests that a pavement width of between 22 to 24 feet and a shoulder width of 4 to 8 feet is acceptable where speeds are approximately 40 miles per hour for volumes less than 400 to over 2000 vehicles per day. (NOTE: 10-foot travel lanes and 3-foot shoulders are no longer acceptable on rural collectors. Under certain circumstances the shoulder can be reduced to 2-feet) Therefore, these values were given a rating of 3 in TABLE VIII.1-8. For vertical alignment, a grade of 6 to 8 percent is considered acceptable by AASHTO. The rating for horizontal alignment in TABLE VIII.1-8 shows a 60 percent no passing as an average condition. This value is an average condition in Mason County and the capacity estimates were based on the assumption of 60 percent no passing. The critical collision rate described in *Collision Data* is given a rating of 3 for this analysis. Based on these ratings, each collector in Mason County was evaluated for deficiencies. Note that any collector with a rating of 4 or 5 is deficient in the respective criteria.

A number of Mason County Collectors are deficient in pavement and shoulder width. A significant number of collectors are deficient in horizontal alignment and a few are deficient in vertical alignment. In summary, the majority of Mason County's collectors are deficient by the minimum standards criteria. This evaluation is based on comparing the existing roadway to current design standards. From an operations standpoint, Mason County's collectors are adequate and will be able to accommodate future growth. From a capacity standpoint, Mason County's Collectors will be able to accommodate future growth.

Criteria Rating	Pavement Width (feet)	Shoulder Width (feet)	Horizontal Alignment	Vertical Alignment	Collision Rate (per million vehicle miles)
0	≥ 12	> 6	0% no passing	0 - 2%	0 - 1.0
1	11.1 - 11.9	5 - 5.9	20% no passing	2.1 - 4%	1.1 - 2.0
2	10.1 - 11.0	4 - 4.9	40% no passing	4.1 - 6%	2.1 - 3.0
3	= 10	3 - 3.9	60% no passing	6.1 - 8%	3.1 - 4.0
4	9.1 - 9.9	1 - 2.9	80% no passing	8.1 - 12%	4.1 - 7.0
5	≤ 9.0	0 - 0.9	100% no passing	> 12%	≥ 7.1

VIII.2 Goals and Policies

Transportation System Goals

Mason County's goal is to provide adequate mobility for all people, goods, and services in an efficient and economical manner. Transportation facilities will be maintained and improved while minimizing changes to the physical and social environment so as to preserve the "rural character" of the area. The transportation system shall support economic growth and development in coordination with the County's Comprehensive Plan.

Coordination Policies

Mason County's goal is to promote effective coordination between and among governments, private enterprise, and the community. The County will facilitate effective use of the transportation system through coordination of the transportation facilities and services for all types of motorized and non-motorized transportation. These policies address a wide range of issues which effect Mason County such as:

- Multi-agency planning and coordination
- Planning for pedestrians and non-motorized vehicles
- Consistency of transportation programs among jurisdictions
- Coordination of construction projects
- Transit service throughout Mason County

1. Public Participation Policy

Mason County encourages and welcomes public participation in the transportation planning process.

- a) This transportation element was developed with the assistance of the Growth Management Advisory Committee, established specifically to help prepare the Comprehensive Plan. Mason County will continue to use a similar committee to advise and periodically update the plan. Public participation in transportation planning is encouraged through open workshops and public hearings. Citizen groups can also provide valuable insight during the planning phase of road projects.
- b) The 6 year Transportation Improvement Program (TIP) is prepared with the assistance of the Transportation Improvement Program – Citizens Advisory Panel

(TIP-CAP), and updated on an annual basis. Public hearings shall be held on the 6 Year TIP, as required by law (*RCW 36.81.121*).

- c) Prior to the initiation of major construction projects, adjacent property owners and area residents will be informed of the project and their input will be evaluated during the planning process. The intent is to provide the community with an opportunity to incorporate their input into the project.

2. Intergovernmental Coordination Policy

The County will coordinate efforts in planning, construction, and operation of transportation facilities with other agencies' programs as appropriate. This coordination will allow County efforts to support and complement the transportation functions of the State, Peninsula Transportation Planning Organization (PRTPO), adjacent counties, Shelton and neighboring cities, Mason Transit Authority (MTA), and other entities responsible for transportation facilities and services in Mason County. Coordination will be achieved by:

- a) Participating in the activities of the PRTPO.
- b) Working with other jurisdictions to plan, fund, and implement multi-jurisdictional projects necessary to meet shared transportation needs (including right-of-way preservation and acquisition).
- c) Making transportation planning decisions consistent with WSDOT, PRTPO, and neighboring jurisdictions.

3. Multi-Modal Coordination Policy

The County will cooperate with Mason County Transit Authority (the MTA) to provide facilities that will enhance and encourage transit use. The MTA will be asked to provide input into the County's six-year plan and annual construction program. The County will support the MTA in:

- a) Transit service between the urban centers.
- b) Encourage demand-responsive service for Mason County citizens with less transportation capability, such as elderly and handicapped.
- c) Encourage demand-responsive service to the rural residential areas.
- d) Transportation capability for access to essential services (i.e., medical, legal, social assistance).

4. Utility Coordination Policy

The County recognizes the effectiveness of coordinating utility services in transportation corridors and provides standards that coordinate construction of utilities with existing and future transportation needs. These will include:

- a) Coordinate new utility construction with the County's six-year improvement plan
- b) Coordinate improvement programs being developed by utility agencies' with the County transportation system
- c) Provide standards for repair and maintenance of utilities within the transportation corridor (i.e., the County road right-of-way)
- d) Establish traffic control standards for new construction and maintenance of utilities consistent with Part 6 Temporary Traffic Control of the Manual on Uniform Traffic Control Devices 2003. (MUTCD).

5. Special Interest Coordination Policy

The County will assist in the accommodation of special interests that require use of the transportation system. This will include but not be limited to:

- a) Coordinate with the school districts to assist in providing safe and efficient school transportation. As appropriate, the County will work with the schools to enhance school bus routes, student walking routes, and crossings. Traffic signing will be provided in accordance with the MUTCD.
- b) Provide for special events such as fairs, parades, athletic events, and large meetings by making appropriate provisions for safe traffic operations with the minimum effect on the general public. The cost of such provisions will be assessed to the organizers of such events as appropriate.

6. Education/Public Information Policy

The citizens and other users of the Mason County transportation system will be provided information to enhance the users' safety and convenience. The County will appoint a public information representative from the Public Works Department to provide coordinated information to the general public and news media. This information will be coordinated with the Sheriff's Office. Information efforts will include:

- a) Informing the public of traffic safety measures for both the road system and vehicles.

- b) Directly informing area residents about road projects planned for construction in their locality.
- c) Informing specific neighborhoods about maintenance projects that will affect traffic flow.

Design and Capacity Policies

The County's goal is to provide a safe, cost effective, comfortable, and reliable transportation system. The design and capacity policies are based on AASHTO's *A Policy on Geometric Design of Highways and Streets 2004*, *Guidelines for Geometric Design of Very Low-Volume Local Roads* (ADT \leq 400), WSDOT Design and Construction Manuals, and other proven standards that define criteria for:

- Design
- Maintenance
- Safety standards
- Roadway adequacy
- Transportation system needs
- Demand management strategies

7. Road Adequacy Policy

Road adequacy is broken down into two separate considerations, congestion and safety. Mason County will strive to provide a safe road network, which operates at an LOS that reflects the preference of the community. The County will consider development of a plan for the future transportation network to guide both private and public transportation development. This planning should address issues in a multi-model fashion and be coordinated with other planning processes, in particular the Mason County Master Trails Plan. The plan should address location, design, and financial issues. Financial issues should include when public/private partnerships or other financing mechanisms might be appropriate.

Roads

The County will construct and maintain the road network in accordance with safety standards established by AASHTO, WSDOT and the MUTCD. Upgrading existing deficiencies will be accomplished on a priority evaluation that considers collision occurrence, traffic volumes, and compliance to design standards.

An LOS for the road system is based upon definitions in the 2000 edition of the Highway Capacity Manual. The County has adopted LOS C for peak hour flow (congestion) on all rural County roadways and LOS D for roadways lying inside designated UGAs.

Transit

To be coordinated with Mason County Transit Authority policies.

Pedestrians

Pedestrian walking areas shall be provided, terrain permitting, on all of the County's collector road system as these roads are improved or reconstructed. This may be accomplished through the use of shoulder areas, separate walkways, or sidewalks, depending on the area needs.

Bicycles

Bicyclists will be accommodated in a similar manner as pedestrians. Facilities will be provided, terrain permitting, on County collectors designated as bikeways in the Bicycle Plan as these roads are improved or reconstructed. The extent of the bicycle facilities will be dependent on the classification of the facilities as defined in the Bicycle Plan. For example, on the routes that are on the collector road system, a minimum 4-foot shoulder should help provide an area which pedestrians and bicyclist can utilize.

8. Functional Classification Policy

Mason County classifies the road network according to Federal, regional, and local guidelines based on the following:

- a) State routes will maintain designations as mandated by *RCW 47.05.021*.
- b) County roads will follow the specified functional classification system in TABLE VIII.2-1.
- c) The designation for "primitive roads" (as defined by *RCW 36.75.300*) will be used when appropriate.

Mason County Public Works uses the Federal Function Classes (FFC), as approved by the Federal Highway Administration, for departmental funding, design, and planning. The FFCs were last updated in December 2003, based on the required Urban Area Update based on the 2000 US Census. The FFC determines which roads are eligible for federal and state funding programs, and determine the design standards that will be used.

The County supports the Port of Shelton's goals and policies, as outlined in their *Shelton Airport Master Plan* and their designation under the Federal Aviation Administration's classification system for airports.

TABLE VIII.2-1 Functional Classification Categories
State Routes: Roads owned and operated by the Washington State Department of Transportation (WSDOT). These highways provide for regional and inter-regional travel.
Major Collectors: Roads that provide for regional and inter-regional travel, typically carrying large volumes of through-traffic, with limited direct access to abutting properties.
Minor Collectors: Roads that connect neighborhoods and commercial areas to major Collectors and State highways operated by WSDOT. They provide access to major adjacent land uses and generally carry moderate volumes of traffic.
Local Collectors: Roads that collect and distribute traffic between neighborhoods, business areas, and the rest of the collector system. They provide for easy and direct access to abutting properties and carry low to moderate volumes of traffic.
Local Roads: These facilities provide direct access to abutting property and carry traffic to the collector system. Local roads typically carry low volumes of traffic at low speeds.

8a. Airport Designations

Mason County supports the preservation of air navigation resources and facilities in the County by:

- a) Providing compatibility with surrounding land uses.
- b) Preventing encroachment by development that negatively impacts airport operations through a coordinated review process for proposed land development located within the airport influence zone.
- c) Supporting adequate ground transportation to move people and goods to and from the airport.

9. Functional Design Policy

Functional design ensures adequate and safe access to property via a system of public and private roads.

A range of design and construction standards adopted in *Mason County Title 16* shall be used for secondary roads and roads within developments. Standards for Collectors shall meet the current edition of WSDOT's *Local Agency Guidelines Manual* (LAG Manual). These standards include roadway alignment and location, roadway sections, and right-of-way. All roadway design will be coordinated with Mason County, the City of Shelton,

Washington State Department of Transportation, and the Federal Highway Administration to achieve compatible design standards. These standards will be:

- a) Linked to the level and type of land development served by the transportation facilities.
- b) Consistent with the collector road functional classification.
- c) Compatible between jurisdictions.
- d) In compliance with Federal (AASHTO) and State (LAG Manual) design criteria..

10. System Integration Policy

Mason County strives to maintain an interconnected network of roads with appropriate pedestrian and bicycle facilities to serve the citizens' travel needs. This is achieved by the following:

- a) The present road system is the foundation which meets the majority of the County's current transportation needs.
- b) New routes designed to serve either new development or to reduce congestion and conflicts will be established after thorough review of economic, environmental, and public interests.

11. Safety

The goal of the County is to provide a safe roadway system maximizing the use of existing facilities and prioritizing the improvement program with special consideration of safety issues:

- a) Incorporate safety features into all facets of the transportation system; AASHTO and the LAG Manual will provide guidance in the application of these safety features.
- b) Monitor high-collision locations and evaluate these areas to provide solutions for corrective action.
- c) Pursue grants for safety improvements from State and Federal sources.
- d) Maintain a sign inventory and monitor sign condition for compliance with the MUTCD.

12. Aesthetic Design Policy

The design and maintenance of the roadway system will include attention to aesthetic qualities. Special consideration will be given to maintaining the natural and manmade amenities of the community:

- a) Establish cooperative programs to enhance the roadway appearance (i.e., Adopt-A-Road Program).
- b) Preserve the scenic character of road corridors with designs that follow as much of the old alignment as possible. Realignment and major changes to the original corridor will be topics specifically addressed with area residents in the planning phase of the project.
- c) Maintain standards for erosion control, which encourage retention and restoration of native vegetation, and naturally occurring landscaping for roadway projects.
- d) Coordinate with other agencies and local communities to consider the establishment of design guidelines and/or standards for urban gateway areas. The intent of the review is to determine how best to guide both private and public development in corridors identified as important gateways to the urban growth areas.

13. Transportation System Management (TSM) Policy

Promote efficient operation of the transportation system through TSM strategies which will maximize the efficient use of existing systems without major changes to the overall road configuration. Considerations will include:

- a) Access control for major and minor collectors to minimize disruptions in traffic flow.
- b) Geometric improvements to improve traffic flow and capacity.
- c) The use of traffic signalization and other intersection treatments to control traffic flow as these systems become warranted.

14. Pedestrian and Bicycle Policy

Encourage and provide a safe means of travel for pedestrians and bicyclists on the County road network. Mason County will provide facilities for non-motorized travel by:

- a) Incorporating improvements for non-motorized travel into programmed road improvement projects. The most appropriate design for these facilities will be determined on a case by case basis.
- b) Exploring opportunities to provide low-cost improvements within the existing public right-of-way that improves conditions for non-motorized travel modes.
- c) Developing a Bicycle Plan and Pedestrian Plan in coordination with the Mason County Master Trails Plan and the Future Transportation System Network Plan.

Improved shoulders, off-street trails, and off-street paved corridors are examples of typical improvements, which will accommodate non-motorized travel.

15. Maintenance Policy

The County will maintain the road network to provide safe, reliable, and effective movement of people and goods. Specific maintenance considerations will include:

- a) Emergency repairs required for public safety will receive the highest priority.
- b) Provide safe and reliable roadway surfaces through pavement patching, sealing and surface treatments.
- c) Maintain visibility of traffic control and safety devices.
- d) Maintain drainage facilities in proper working order.
- e) Maintain roadside vegetation to meet safety requirements. If possible, this will be done in a manner compatible with the natural character of the land.
- f) Provide traffic control for maintenance work in accordance with Part 6 of the MUTCD.

16. Access Policy

The County will provide (or limit) access to the road network in a manner consistent with the function and purpose of each roadway. The County will strive to consolidate access points on State highways, major and minor collectors in order to reduce interference with traffic flow on the collectors and discourage through-traffic on local access streets. To achieve this, the County:

- a) Supports the State's controlled access policy on all State highway facilities.
- b) Encourages and may possibly assist landowners cooperative efforts in preparing access plans that emphasize efficient internal circulation and discourage multiple access points to major roadways. Special design features (Traffic Calming) may be used to discourage excessive through-traffic on local access roads such as geometrics (roadway layout), signing, traffic circles, and pavement treatment.
- c) Encourage access to private developments through a system of local collectors and local access streets, thus limiting direct access onto the arterial (State) and primary County network.
- d) Encourages consolidation of access in developing commercial and higher density residential areas through frontage roads, shared use driveways, and local access streets, which intersect with collectors at moderate to long spacing.

17. Private Roads Policy

The County shall permit and promote construction of safe private roads accessing private properties.

The County requires private roadways to meet the minimum design standards required by the Mason County Fire Marshal per the *Uniform Fire Code*. These standards can be found at the Public Works Department, the Building Department, and Department of Community Development. Private roads which are intended to be someday adopted into the County's road system must meet the minimum standards found in the *Mason County Title 16* per Policy 9—Functional Design Policy.

18. Emergency Response Needs Policy

Police, fire protection, and medical response services are critical uses of the roadway system. The County will coordinate and integrate emergency response needs into the transportation program. This will include:

- a) Coordination of maintenance and construction work with emergency response agencies.
- b) Review elements of the roadway system that support emergency response services to help determine where improvements can serve to enhance emergency response capabilities.

19. Transportation Demand Management (TDM) Policy

The County will encourage the implementation of a TDM system through the following strategies, as mandated by Washington State law. TDM encourages alternate modes of transportation to reduce the numbers of single-occupancy vehicles. These include:

- a) Encouraging the use of high-occupancy vehicles (HOV)—bus, carpool, and vanpool programs—through both public and private programs under the direction of the MTA.
- b) Encouragement and support for non-motorized travel.
- c) Promoting flexible work schedules to encourage use of transit, carpools, or vanpools.
- d) Encouraging employers to provide TDM measures in the work place through such programs as preferential parking for HOVs, improved access for transit vehicles, and employee incentives for using HOVs. This will coordinate with the Washington State law considering trip reduction programs for major employers.

Land Use, Environment, and Economic Policies

The transportation system will support development in accordance with the *Mason County Comprehensive Plan*.

20. Land Use Policy

The County transportation system is a critical component of land use planning. The relationship between the transportation system and land use is based on mobility and access needs. Land use creates the transportation demand and the road network serves to provide circulation between the land use elements. Compatibility between transportation services and land uses is critical to the success of the County's comprehensive plan.

- a) Mason County will strive to maintain the rural character of the road system with designs that emphasize safe road networks and aesthetic qualities that make the County unique.
- b) The existing and future land use plans shall provide the basis for access needs.
- c) The transportation system shall support the County's needs resulting from population and economic growth.
- d) To meet future travel needs, transportation corridors shall be preserved by obtaining sufficient right-of-way and controlling access to the road network.
- e) To meet future travel needs, the County will consider developing a future transportation network plan. The plan will help guide the establishment of new or improved roads and other transportation facilities during private or public development. The plan should support the Mason County Comprehensive Plan and be coordinated with the Mason County Master Trails Plan.

21. Environmental Policy

The design of transportation facilities within the County shall minimize adverse environmental impacts resulting from both their construction and operation.

- a) Environmentally sensitive areas shall be protected and, if unavoidable impacts occur, appropriate mitigation shall be implemented. Special attention will be given to wetlands, aquifer recharge areas, fish and wildlife habitat, floodplains, and geologically hazardous areas.
- b) The construction and maintenance of the roadway system shall strive to be compatible with the natural characteristics of the area. Erosion control, water quality, and re-vegetation methods will be applied where appropriate.

- c) The transportation improvement program shall coordinate with the State and Federal resource agencies to ensure compliance with regulations and best design practices to minimize impacts on the environment.

22. Economic Policy

The transportation system shall be compatible with the economic and development goals of Mason County. County emphasis will be based on:

- a) Safe and convenient service to existing business and industry which minimizes impacts to residential areas.
- b) County goals for the transportation system will be consistent with economic growth and private development.
- c) The County shall establish and maintain a process to assess the traffic impacts of new development.

Priorities and Financing

The County will continue to develop a transportation system that distributes costs and benefits equitably to the citizens. The maximum return from expenditures of County funds will be accomplished through wise use of the limited resources (such as land, fuel, and money). The County has the responsibility and challenge to make the best use of the limited funds available to finance transportation projects. It is the intent of Mason County to secure funding and allocate these funds in a consistent and equitable method.

23. Project Priority Policy

- a) A standardized, well documented, and objective process shall be used to establish priorities for transportation expenditures.
- b) The prioritization process shall include, as a minimum, the following factors:
 - Traffic Volumes
 - Traffic Collisions
 - Roadway Width
 - Horizontal Curvature
 - Grade
 - Sight Distance
 - Clear Zone Criteria
 - Fund Leveraging Ability
 - Structural Adequacy
 - Drainage Adequacy
 - Bicycle and Pedestrian Plan
 - Current Service Rating (Economic, Recreation, Commercial, Civic)

- Future Service Rating (Opportunities for expansion of the transportation network or implementation of the network system plans in cooperation with private development or improvement projects.)

Note: These considerations are not listed in their order of their importance and are not necessarily comprehensive.

24. Financing Policy

- a) Establish a procedure that maximizes the available funding from State and Federal grant programs.
- b) May require traffic impact mitigation from new development in accordance with the County's concurrency management policy.
- c) Encourage the use of Local Improvement Districts (LIDs) by property owners to upgrade roads to meet County standards.
- d) Maintain a capital improvement program that balances expenditures for the transportation system with available funding resources.

25. Concurrency Management Policy

As required by the *Washington State Growth Management Act*, the transportation element of the County's comprehensive plan must contain a concurrency policy (*RCW 36.70A.070.6e*). This policy requires new development to mitigate traffic impacts, which reduce the LOS or safety below the County's adopted standards. Mitigation measures are required to be implemented concurrently with the proposed development to accommodate or offset the impacts which the proposed development may have on public facilities. If impacts cannot be properly mitigated, the new development may be denied. It is not the intent of this policy to adversely impact an individual property owner who wishes to short plat a single tract of land. However, it does recognize the need to analyze those areas, which have the potential for providing dense growth due to a single subdivision and/or several consecutive subdivisions. The result of such an analysis may require contributions toward improvement costs of roads which cannot support additional traffic volume resulting from new subdivisions. Short plats established in the same locality within a six-year time frame may be considered as one contiguous development if there is a substantial cumulative impact to the area.

- a) The County may require construction or financial commitment for significant traffic impacts on County roads.
- b) A Latecomers Agreement Program may be drafted and administered by the County. This type of agreement will help landowners recover some costs associated with road construction which directly benefits a future developer.
- c) Improvements shall conform to County road standards.

REFERENCES

X Mason County Code

Highway Capacity Manual, 1997, *Transportation Research Board*, Washington D.C.

Local Agency Guidelines, *WSDOT Highways and Local Programs Division*, Olympia, WA

Manual of Uniform Traffic Control Devices, 2000, Revision 3, *American Traffic Safety Services Association*, Fredericksberg, VA

Mason County Title 16 Plats and Subdivisions, 1991, *Mason County Code*

Policy on Geometric Design of Highways and Streets, 2004, *AASHTO*, Washington D.C.

Guidelines for Geometric Design of Very Low-Volume Roads (ADT \leq 400), 2001, *AASHTO*, Washington D.C.

PRTPO Comprehensive Plan, 1995, *Clallum, Jefferson, Kitsap, and Mason Counties*

Revised Code of Washington 35.72 and 35.91 - Latecomers Clause

Revised Code of Washington 36.75.300 - Primitive Roads

Revised Code of Washington 36.78 - Growth Management Act

Revised Code of Washington 36.81.121 - 6-Year TIP

Revised Code of Washington 47.05.021 - State Route Classification

Revised Code of Washington 47.40 - Adopt-a-road

Uniform Fire Code, 1994, *International Fire Code Institute*, Austin, TX
Adopted by Washington State - June, 1995
Adopted by Mason County - March, 1996

VIII.3 SYSTEM PLAN

The Mason County transportation system is comprised of the State Routes, Major Collectors, Local Collectors, Local Access Roads, transit, railroads, and bicycle/pedestrian routes. The backbone of the system is the collector roadways that serve the majority of travel in and through the County.

Functional Classification Plan

The functional classification system is a uniform method of defining the collector roads that is accepted by local, State, and Federal agencies. The purpose is to classify roads by their primary use in serving traffic as through-trips or varying degrees of access to adjacent property. FIGURE VIII.3-1 shows the Mason County functional classification system for use in GMA planning and analysis.

State Routes

The principal state routes serving Mason County are US 101, SR 3 and SR 106, SR 108, SR 119 and SR 302. The purpose of these highways is to provide for regional and inter-regional travel and provide connections to recreational and population areas.

State Route (SR)	From	To
SR 3	SR 101	Kitsap County Line
SR 101	Jefferson County Line	Thurston County Line
SR 102 (Dayton Airport Rd)	SR 101	Dayton Airport Road
SR 106	SR 101	SR 3
SR 108	Grays Harbor County Line	SR 101
SR 119 (Lake Cushman Rd)	SR 101	Staircase Road
SR 300	Belfair State Park	SR 3
SR 302	SR 3	Pierce County Line

Major Collectors

Major Collectors are roads that have a primary function of carrying traffic to and from major traffic generators. Some local access is provided, but the primary function is for through-trips. These Collectors typically have speed limits between 35 and 45 miles per hour (mph) and many connect to freeways.

Minor Collectors

Minor collectors serve as connecting roads between neighborhoods and provide some through-trips with additional local access. The minor Collectors also provide access to major community-wide traffic generators (i.e. hospitals, schools). Speed limits are between 30 and

45 mph and they typically connect to major collectors.

The prime transportation routes through Mason County are U.S. Route 101 running north and south. The northern section of this highway is on the eastern side of the Olympic Peninsula along Hood Canal. The southern section of this highway passes through Shelton and connects with Olympia. SR 106 extends easterly from U.S. 101 at the Skokomish Indian Reservation and runs along the southern side of Hood Canal. SR 106 intersects SR 3 south of Belfair. SR 3, from Bremerton and other points on the Kitsap Peninsula, enters Mason County at the Belfair area and runs in a southwesterly direction past Mason Lake to Shelton. SR 300 provides access to the southern tip of the Tahuya Peninsula from its intersection with SR 3. SR 302 branches off SR 3 toward northwest Pierce County. SR 108 south of Shelton intersects with U.S. 101 at Kamilche and continues southwesterly to McCleary (in Grays Harbor County), providing connections with Aberdeen and points along the Pacific Ocean. SR 119 (Lake Cushman Road) extends east-west from US 101 in Hoodspport.

TABLE : Collectors in Mason County		
Collector	From	To
<u>Major Collectors</u>		
Arcadia Road	SR 3 -	Binns Swiger Loop
Belfair Tahuya Road	Elfendahl Pass Road	SR 300
Brockdale Road	Shelton City Limits	McReavy Road
Grapeview Loop Road	Stadium Beach Road	SR 3
Harstene Bridge Road	Bridge	
Johns Prairie Road	Brockdale Road	SR-3
Old Belfair Highway*	SR 300 - Milepost 1.4	County Line
Pickering Road	SR 3	Harstene Bridge
Shelton-Matlock Road	City Limits	Mile Post 10.76
<u>Minor Collectors</u>		
Agate Road	SR 3	Pickering Road
Cole Road	Shadowood Road	Craig Road
Crestview Drive	Agate Road	Parkway Boulevard
Harstine Island South Road	Island Shore Road	County Line
Kamilche Point Road	Old Olympic Highway	County Line
Lynch Road	SR 3	Milepost 1.10
Mason Lake Road	SR 3	McEwen Prairie Road
McEwen Prairie Road	Mason Lake Road	Brockdale Road
Sand Hill Road	SR 300	Transfer Station

Roads of Regional Significance

The PRTPO has identified roadway of regional significance in Mason County.

Local roads that are not classified under the Mason County functional classification system but have regional significance are:

Roadway	From	To
Dayton Airport Rd	Shelton Matlock Road	SR 102
Hurley-Waldrup Rd	SR 108 Junction	SR 101 Junction
McReavy Road	SR 106 Junction	Blockdale Road
Purdy Cutoff Road	SR 101 Junction	SR 106 Junction
Old Olympic Highway	SR 101	SR 101
Clifton Lane	SR 3 Junction	SR 300 Junction

Mason County's road system consists of major and minor collector roads. Information concerning the collector system was provided by the Mason County Public Works Department.

As FIGURE VIII.1-3 illustrates, Pickering Road, Brockdale Road, Arcadia Road, Mason Lake, and Agate Road are some of the Collectors which have an ADT in excess of 2,000. These volumes indicate that currently County Collectors operate at a satisfactory level, with very little capacity problems.

Mason County Public Works uses the FFC system in their planning activities. Eligibility for state and federal grants and funding programs is based on the FFC of the road. In order to maximize the amount of state and federal funding Mason County roads receive, their road planning processes, priority array, and analyses include all roads that are classified as arterials and collectors in the Federal Function Class system. The FFC of a road also dictates the design criteria to be used when a road is improved. FHWA administers the establishment of and approves the FFC in each state. Proposed updates to the FFC system can be made at any time as the functionality of roads change over time.

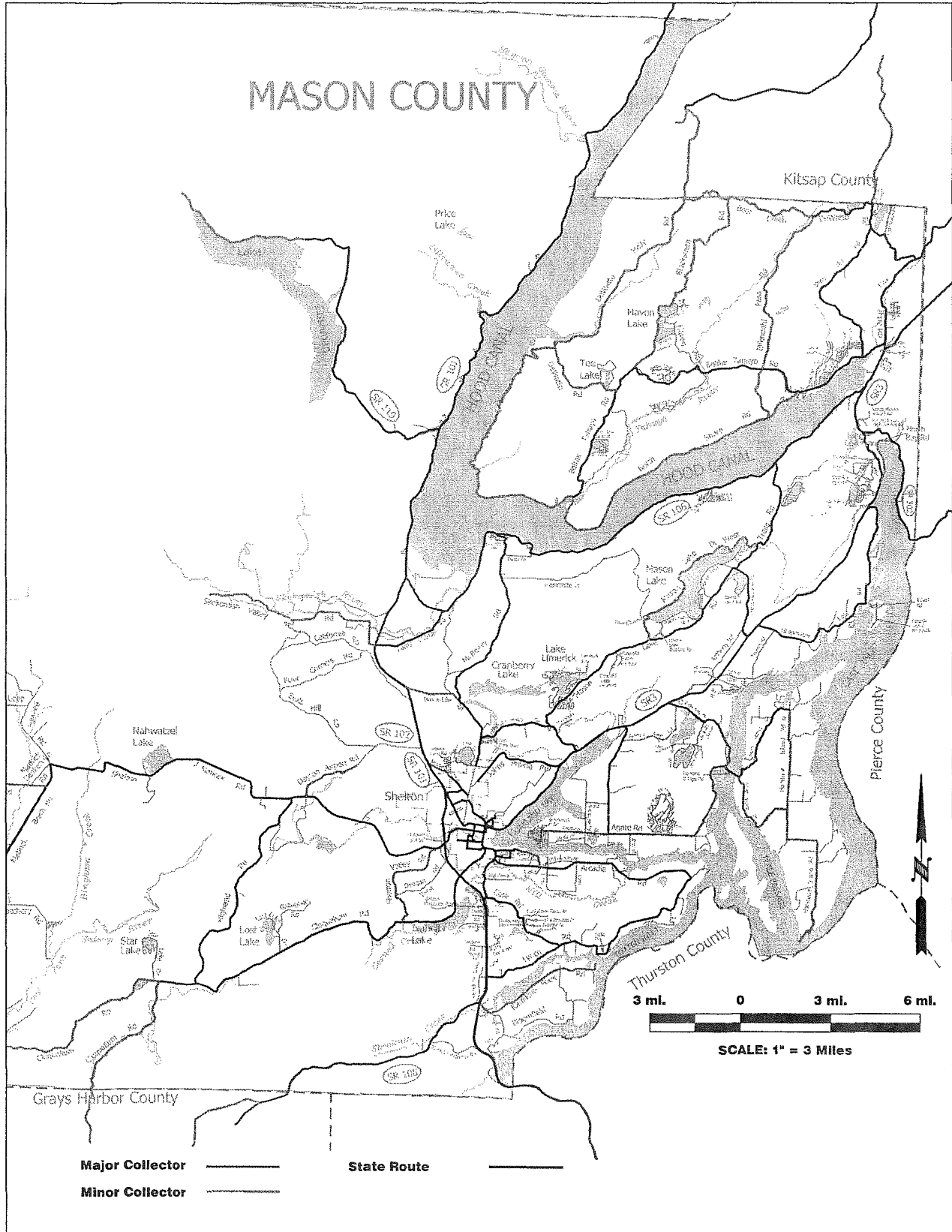


Figure VIII - 3-1
Mason County Transportation Element
Functional Classification

Nov 2005



Mason County Draft Comprehensive Plan - November 2005

FFC Roads		
Road Name	From Location	To Location
Rural Major Collector	FFC 07	
Agate Road	SR-3	Timberlake Drive
Arcadia Road	SR-3	Lynch Road
Bear Creek-Dewatto Road	Elfendahl Pass Road	Old Belfair Highway
Belfair-Tahuya Road	North Shore Road	SR-300
Brockdale Road	Batstone Cutoff Road	McReavy Road
Clifton Lane	SR-3	SR-300
Cloquallum Road	Shelton City Limits	Satsop-Cloquallum Road
Cole Road	Lynch Road	Craig Road
Craig Road	SR-3	Cole Road
Dayton Airport Road	Little Egypt Road	SR-102
Grapeview Loop Road	SR-3	SR-3
Harstine Bridge Road	Pickering Road	South Island Drive
Harstine Island North Road	Harstine Island South Road	North Island Drive
Highland Road	Shelton-Matlock Road	Cloquallum Road
Johns Prairie Road	Shelton city Limits	SR-3
Lynch Road	SR-101	Arcadia Road
Mason Benson Road	SR-3	Mason Lake Drive East
Mason Lake Road	SR-3	Trails Road
Matlock-Brady Road	Shelton-Matlock Road	Grays Harbor County Line
McEwan Prairie Road	Mason Lake Road	Brockdale Road
McReavy Road	SR-106	Brockdale Road
North Island Drive	South Island Drive	Harstine Island North Road
Old Belfair Highway	SR-300	Kitsap County Line
Pickering Road	SR-3	Harstine Bridge Road
Purdy Cut-Off Road	US-101	SR-106
Sand Hill Road	SR-300	Bear Creek-Dewatto Road
Shelton-Matlock Road	Shelton city limits	Matlock-Brady Road
South Island Drive	North Island Drive	Harstine Island South Drive
Trails Road	SR-106	Mason Lake Road

Rural Minor Collector	FFC 08	
Agate Road	Timberlake Drive	Agate Road
Bear Creek-Dewatto Road	Kitsap County Line	Elfendahl Pass Road
Boundary Road West	Matlock-Brady Road	Grays Harbor County Line
Brockdale Road	McReavy Road	US-101
Cloquallam Road	Satsop-Cloquallum Road	Grays Harbor County Line
Crestview Drive	Agate Road	Parkway Boulevard
Deckerville Road	Matlock-Brady Road	Grays Harbor County Line
Dewatto Road	Belfair-Tahuya road	Dewatto-Holly Road
Dewatto-Holly Road	Dewatto Beach Drive	Kitsap County Line
Dickinson Avenue	City Limits	Jones Road
Elfendahl Pass Road	North Shore Road	Bear Creek-Dewatto Road
Harstine Island South Road	South Island Drive	Camus Drive
Kamilche Point Road	Old Olympic Highway	90 Degree Turn North
Mason Lake Drive West	Trails Road	Mason Lake Road
North Bay Road	SR-3	SR-302
North Shore Road	Belfair-Tahuya road	Dewatto Road
Old Olympic Highway	US-101	Kamilche Point Road
Parkway Boulevard	Crestview Drive	Shorecrest Drive
Pickering Road	Harstine Island Drive	Agate Road
Satsop Cloquallum Road	Cloquallum Road	Satsop Road East
Schaefer Park Road	Matlock-Brady Road	Satsop Road East
Shelton Springs Road	US-101	Shelton City Limits
Shelton Valley Road	Shelton-Matlock Road	Cloquallum Road
Skokomish Valley Road	US-101	475 ft. West of Govey Road (DNR)
Tahuya Blacksmith Road	Bear Creek-Dewatto Road	Belfair-Tahuya Road
Urban Collector	FFC 17	
Walker Park Road	Arcadia Road	Shelton City Limits

Transit System

The MTA initiated transit service December 1, 1992 by establishing a Public Transportation Benefit Area (PTBA) Board with the following goals:

To develop a coordinated system of affordable public transportation that: operates within existing financial limitations, maximizes the use of existing transportation resources including volunteers, and is available, to some extent, in most areas of Mason County.

MTA has begun partnering with Federal, State, regional, local and private transportation entities to improve planning and coordination of services. Current service includes dial-a-ride service, scheduled route service, van pool/car pool coordination and volunteer transportation.

Dial-a-Ride Service

This service was started with a system of service zones designed to allocate operations based upon identified locations of population densities. Current service zones consist of 7 areas covering the populated areas of Mason County that can be safely accessed by bus service. Service is on reservation basis and is subject to availability.

Hood Canal West; Lake Cushman

Service is 7:30 am to 6:30 pm –Tuesday and Thursday.

Agate, Shorecrest, Timberlakes, Harstine Island

Service is 7:30 am to 6:30 pm - Monday - Friday

Dayton, Matlock

Service is 7:30 am to 6:30 pm Monday, Wednesday, and Friday.

North Mason, Grapeview

Service is 7:30 am to 6:30 pm Monday - Saturday

Tahuya

Service is 7:30 am to 6:30 pm Monday and Friday

Star Lake, Cloquallum

Service is 7:30 am to 6:30 pm Tuesday and Thursday

Mason Lake to Shelton

Service is 7:30 am to 6:30 pm Monday, Wednesday and Friday

Scheduled Route Service

Route 1 Shelton to Hood Canal and Brinnon

Service is 8:15 am to 4:30 pm Monday to Friday

Route 2 Shelton – Belfair

Route 2A via SR 3

Service is 7:05 am to 8:20 pm Monday to Saturday

Route 2B via SR 106

Service is 7:00 am to 4:55 pm Monday to Saturday

Route 3 Belfair to Bremerton

Service is 5:35 am to 7:15 pm Monday to Saturday

Route 4 Belfair

Service is 7:30 to 4:40 pm Monday to Friday

Route 5 Shelton Town Loop

Service is 7:35 to 8:15 Monday to Saturday

Route 6 Shelton to Olympia

Service is from 6:00 am to 7:40 pm Monday to Friday and
7:30 am to 6:30 pm on Saturday

Route 7 Shelton North Loop

Service is 7:55 to 5:33 Monday to Friday and
11:55 to 4:33 on Saturday

Carpool and Van Pool Services

Mason Transit coordinates carpool and vanpool services for groups of commuters traveling from Mason County to destinations outside Mason County.

Park-and-Ride Lots

There are four designated park-and-ride lots in Mason County:

Location	Capacity	Usage	Maintenance
Pickering Road and Highway 3	30	< 10%	County
Shelton-Matlock Interchange	30	0-10%	State
Highway 8 and Highway 101	20	78%	State
Cole Road and Highway 3	20	25-30%	State

Volunteer Services

Transportation services for special populations (i.e., elderly and handicapped) are provided by a number of different social service and community-based organizations. The majority of these services operate with volunteers using their own cars or vans. Organizations that are able to provide van transportation include the Area Agency on Aging for Lewis-Mason-Thurston Counties (contracting with Intercity Transit), Skokomish Indian Reservation, and Exceptional Foresters. Organizations that operate with volunteers are Harstine Island, North Mason County Chamber of Commerce, Fiercely Independent Elders, Catholic Community Services, Senior Activities, Colony Surf, and Matthew House. The availability of volunteers can be a limiting factor in an organization's ability to provide these services.

Rail Transportation

There is no passenger rail transportation in Mason County. Rail services are used primarily by the lumber and wood products industry. The main Mason County rail line follows the same general alignment as SR 3 from Shelton through Belfair. From Belfair, the line goes north to Bremerton and Bangor. The right-of-way for this segment of the railroad is owned by the U.S. Government and operated and maintained by Burlington Northern Railroad (BNRR). The line south from Shelton is owned by BNRR and runs in a southwesterly direction to McCleary and Elma in Grays Harbor County.

The Simpson Timber Company owns and operates a line from Shelton to the Dayton/Matlock area. This line is used exclusively for the timber business. While Simpson and other timber concerns had previously used rail extensively in their operations, all but this one remaining line has been closed.

Pedestrian/Bicycle Facilities

Mason County has two designated pedestrian/bicycle trails; these are: (1) on Brockdale Road from Wallace Boulevard to Island Lake Drive and (2) on Arcadia Road from SR 3 to Binns-Swiger Road. Other informal paths off the roadway may exist within neighborhoods, but otherwise bicycle and pedestrian travel is on the roadway or roadway shoulder. Much of Highway 101 has a shoulder wide enough to accommodate bicycle travel. However, SR 106 and SR 3 generally do not have sufficient shoulder width to safely accommodate pedestrian and bicycle travel and both are heavily traveled. The County's standard asphalt road provides for at least a 5-foot shoulder. This type of roadway shoulder can be used by bicycle and pedestrian travel. The factor which may disrupt continuous shoulder paving is the contour of the land—rather steep hillsides.

In September of 2004, the Mason County Board of Commissioners signed a Resolution that established a County trails committee. The work of the committee led to the development of a

Master Trails Plan. The Trails Plan developed six new policy statements that specifically address trails.

1. Destinations – Develop trails that lead to or between specific points of interest or attractions.
2. Population Center Linkages/Mobility – Develop trails that provide access and mobility to, from, or between population centers.
3. Local Circulation – Develop trails to facilitate access and transportation within urban areas or areas of intense rural development.
4. Opportunities – Develop trails that are designed or located to take advantage of existing or future opportunities.
5. Off-Road Vehicle Trails – Develop trails that either lead to parks or sites that allow ORVs; or trails that allow ORVs as an acceptable use. (Designating trails specifically for ORVs to relieve the pressure on trails designated for bicycle or pedestrian traffic.)
6. Water Resources – Develop trails that utilize, promote, and provide access to fresh and saltwater activities.

Transportation System Management/Transportation Demand Management

Strategies for efficient utilization of existing transportation systems are called transportation demand management (TDM) strategies. These strategies do not involve new road construction, but do reduce demand for new facilities. Specific strategies for future improvements should include:

Park-and-Ride Service

Remote parking lots should be located at transit stops to allow those users beyond the normal ¼ mile walking distance to drive to a transit stop.

Shuttle Systems

Short-distance transit services should provide reduced auto dependence (i.e., shuttle service from places of employment to restaurants and shopping areas).

Employment Transit Subsidies

Employers should subsidize their employees' use of transit by giving cash subsidies for purchase of transit passes.

Ridesharing

Carpooling and vanpooling offer tremendous potential for improving utilization of existing transportation facilities. Modest increases in ridesharing should produce measurable improvements.

Alternative Work Hours

Promotion of staggered work hours should spread peak period demand. An example of this concept should include flex-time, which gives employees personal choice to determine their work hours.

Parking Management

This strategy should include limiting the supply and availability of parking, preferential parking for carpools and vanpools, or reducing the amount of free parking provided to employees.

Bicycle/Pedestrian Facilities

Provision of bicycle/pedestrian facilities should be based on the type of area served and related travel needs for pedestrians and bicycles. The general types of travel by these users are recreation, school, and commuting. As part of the transportation plan route, it is important to designate pedestrian and bicycle facilities. Minimum needs to serve this type of traffic should be based on adequate safety, and convenient service. Design and provisions of facilities should implement the future transportation network system plan, bicycle plan, pedestrian plan, Master Trails Plan, or other county plans as appropriate.

It is generally felt that all collector roads should have minimum areas for bicycle/pedestrian lanes. Where appropriate, they should be separated from the road and serve the type of travel warranted for the specific area.

Transit Service

Mason County has a transit program underway that is providing service to the communities and connections between the activities centers. Some of the key elements that need to be considered in the transportation plan relating to transit service are:

- Ridership
- Service Areas
- Social Needs
- Cost of Service
- Special Areas
- Route Structure

The Mason County Transportation Authority is providing planning for the transit system. The Mason County Transportation Plan will coordinate with this agency's work to ensure that the two plans are compatible.

VIII.4 ROAD DESIGN STANDARDS

The adopted design standards for roads in Mason County have been developed to provide cost-effective design that is consistent with the road users' driving expectations and meets the public safety needs. The needs of motor vehicles, bicycling, and pedestrians are all elements of the transportation system.

The application of design standards creates the basic geometric configuration of the roadway. However, the philosophy of design establishes the character of the roadway by integrating sensitivity to the terrain, environment, and visual appearance. Mason County's philosophy is to design new or improved roadways in a manner that retains a natural and rural character consistent with the prudent use of resources. The use of curvilinear horizontal and vertical alignment can give a more interesting and changing visual effect while not sacrificing safety, convenience, or economy. Retaining and restoring natural vegetation to the graded areas of the roadway will enhance the visual appearance while minimizing erosion.

Principles of Design Standards

The design standards for Mason County roads incorporate:

- *Local Agency Guidelina City and County Design Standards*, Washington State, November 2004
- *A Policy on Geometric Design of Highways and Streets*, AASHTO, 2004

These standards cannot provide for all situations. Specific conditions may require deviations from adopted standards, but must be done using professional judgment to obtain a design that is justified and considers economic, environmental, and public welfare.

The design standards are intended to achieve the following principles:

- The roadway meets the needs of safe, economic, and convenient transportation for the public.
- The roadway design shall be sensitive to the environment and rural character of Mason County.
- The design will balance the life cycle costs of construction, maintenance, and resources.

Collector Road System

The Mason County collector road system design standards will conform to the guidance and standards in the *Local Agency Guidelines City and County Design Standards*, Washington State, November 2004. The geometric standards of the roadway sections are shown in TABLE VIII.4-1. FIGURE VIII.4-1 shows the definition of roadway section elements.

The County desires to retain and enhance the natural environment and rural character of the collector road system. To accomplish this, special considerations are necessary for the design and maintenance of the roadways.

New Construction

Road construction that involves new location, significant realignment, or major widening will consider:

- Natural terrain to minimize grading requirements for cuts and fills
- Retention of natural drainage courses, water bodies, and wetlands
- Retention and enhancement of natural vegetation

Maintenance

Roadway maintenance is to be accomplished to retain the areas adjacent to the roadway (clear zone), kept clear of fixed or non-traversable objects, and provide a surface that is safe for use by errant vehicles. This area will be maintained with low-growing vegetation that serves as erosion control as well as providing a natural appearance.

Low-Volume Local Access Roads

To maintain the rural character of Mason County's low-volume roads, the following principles will apply:

- Paved roadway surface will be minimized to reduce drainage requirements and lower maintenance costs.
- Disturbance or removal of vegetation and trees will be minimized.
- Disturbance of soil will be minimized to reduce potential scarring of hillsides and erosion.

TABLE VIII.4-1: Geometric Cross-Section for Two-Way Collector Roads									
Minimum Design Elements	Collector								
	Principal ⁽⁴⁾		Minor ⁽⁴⁾			Local ⁽⁴⁾			
	DHV ⁽⁵⁾ Below 200	DHV ⁽⁵⁾ 200 and over	DHV Below 100	DHV ⁽⁵⁾ 100 to 200	DHV 201 and Over	ADT ⁽⁶⁾ 400 to 750	ADT ⁽⁶⁾ 751 to 1,000	DHV ⁽⁵⁾ 100 to 200	DHV 201 and Over
Right-of-Way	60 Feet Minimum								
Roadway Width ⁽¹⁾⁽³⁾	36'	40'	32'	36'	40'	26'	28'	34'	40'
Intersection									
Lane Width:									
- Exterior ⁽¹⁾	12'	12'	12'	12'	12'	10'	10'	11'	12'
- Interior Thru ⁽¹⁾	11'	11'	11'	11'	11'	10'	10'	11'	11'
- 2-Way Left Turn ⁽¹⁾	11'	11'	11'	11'	11'	10'	10'	11'	11'
- Exclusive Turn ⁽¹⁾	11'	11'	11'	11'	11'	10'	10'	11'	11'
Shoulder Width ⁽²⁾⁽³⁾	6'	8'	4'	6'	8'	3'	4'	6'	8'

Notes:

- (1) May be reduced to minimum allowed by AASHTO
- (2) When guardrail is necessary, provide 2 feet of widening or longer posts to ensure lateral support
- (3) For roads with traffic volumes less than 400 ADT, the low volume road and street standards may be used
- (4) Federal functional classification defined by WSDOT (Strategic Planning & Programming Division)
- (5) Design Hourly Volume
- (6) Average Daily Traffic

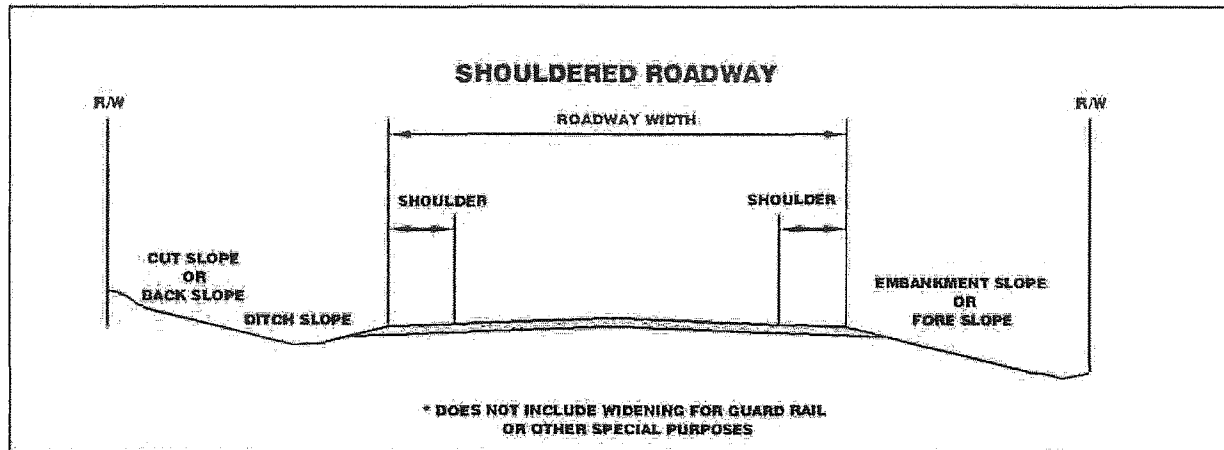


FIGURE VIII.4-1: Definition of Roadway Elements. Shoulder Roadway
(Does not include widening for guardrail or other special purposes)

Low-Volume Local Access Roads (continued)

- Roadways will provide access to property at a minimal disruption to the natural environment.
- Where appropriate and safe, curvilinear alignments will be used.

These principles will apply on local access roads forecasted with less than 400 vehicles per day traffic volume. Collisions on these roads are less than 50 percent of the average collision rate for Mason County. The result of collisions is property damage only with limited injuries. A non-continuous street will not exceed 700 feet in length without an adequate turn around. Truck traffic will be limited to serving the local property owners only.

Private Road Section

The Uniform Fire Code specifies that there will be 20 feet of unobstructed access to any building. A 2-foot shoulder is required for a total roadway width of 24 feet. A 2 percent cross slope must be provided to ensure removal of water from the roadway surface. Private fire apparatus access standards are shown in Table VIII.4.2.

Geometrics

The minimum design speed for determining horizontal and vertical curves and maximum grades will be 25 mph. This may not be the posted speed, so warning signs must be integrated into the design. Stopping sight distance will be designed for 30 mph to provide an unobstructed view of the roadway for 200 feet in front of each vehicle. Passing sight distance

and intersection sight distance will be controlled by appropriate signage and striping. No bicycle or pedestrian facilities are required unless a part of the bicycle/pedestrian plan or near school/commercial/industrial areas.

Clear Zone

Drainage facilities provided through borrow ditches will be a part of the clear zone. Utilities and other obstructions (i.e., culvert head walls) will be located on the outside of drainage facilities as much as possible. Tree and vegetation removal will be minimized except to remove an obvious hazard/obstruction on the outside of a curve or to provide stopping sight distance on the inside of a curve.

TABLE VIII.4-2: Private Fire Apparatus Access Road Standards							
Dwelling Units	Min Easement Width***	Roadway Section	Max.*** Grade	Min. Sight Distance	Curvature Max Degree/ Min Radius	Structural * Capacity (Bridge)	Cul-De-Sac and Turn Around
1-2	30'	12' **	14%	200'	90 Deg in 50'	NONE	NO****
3-4	40'	20'	14%	200'	38 Deg/ 150'	H-20	YES
5-9	40'	20'	14%	200'	38 Deg/ 150'	H-20	YES
10-20	60'	20'	12%	200'	20 Deg/ 287'	H-20	YES
21-100	60'	26' (3'shldrs)	12%	200'	20 Deg/ 287'	H-20	YES
NOTE: A MINIMUM VERTICAL CLEARANCE OF 13 FEET 6 INCHES MUST BE MAINTAINED ON ALL ROADS							
* HS-25 IF ACCESS IS NEEDED TO AREAS WHICH MAY PROVIDE HEAVY LOADS. Licenced Engineering Required.							
** SEE THE SECTION FOR DRIVEWAY STANDARDS ON PAGE 5.							
*** THE MAXIMUM GRADE OF 12% AND THE 60' EASEMENT MAY APPLY TO THOSE DEVELOPMENTS OF LESS THAN 10 DWELLING UNITS, IF THE POTENTIAL DENSITY SERVED BY THE ACCESS ROAD COULD EXCEED 10 DWELLING UNITS.							
**** ENOUGH OPEN SPACE MUST BE PROVIDED TO ALLOW EMERGENCY VEHICLES ROOM TO TURN AROUND AT THE END OF THE DRIVEWAY.							

VIII.5 SYSTEM MANAGEMENT PLAN

The Mason County Transportation System Management Plan provides a process to control, prioritize, and finance the transportation improvement program. FIGURE VIII.5-1 graphically shows the process for managing the County transportation system. The key elements are:

- Priority analysis
- Financial plan
- Transportation improvement plan
- Concurrency management system

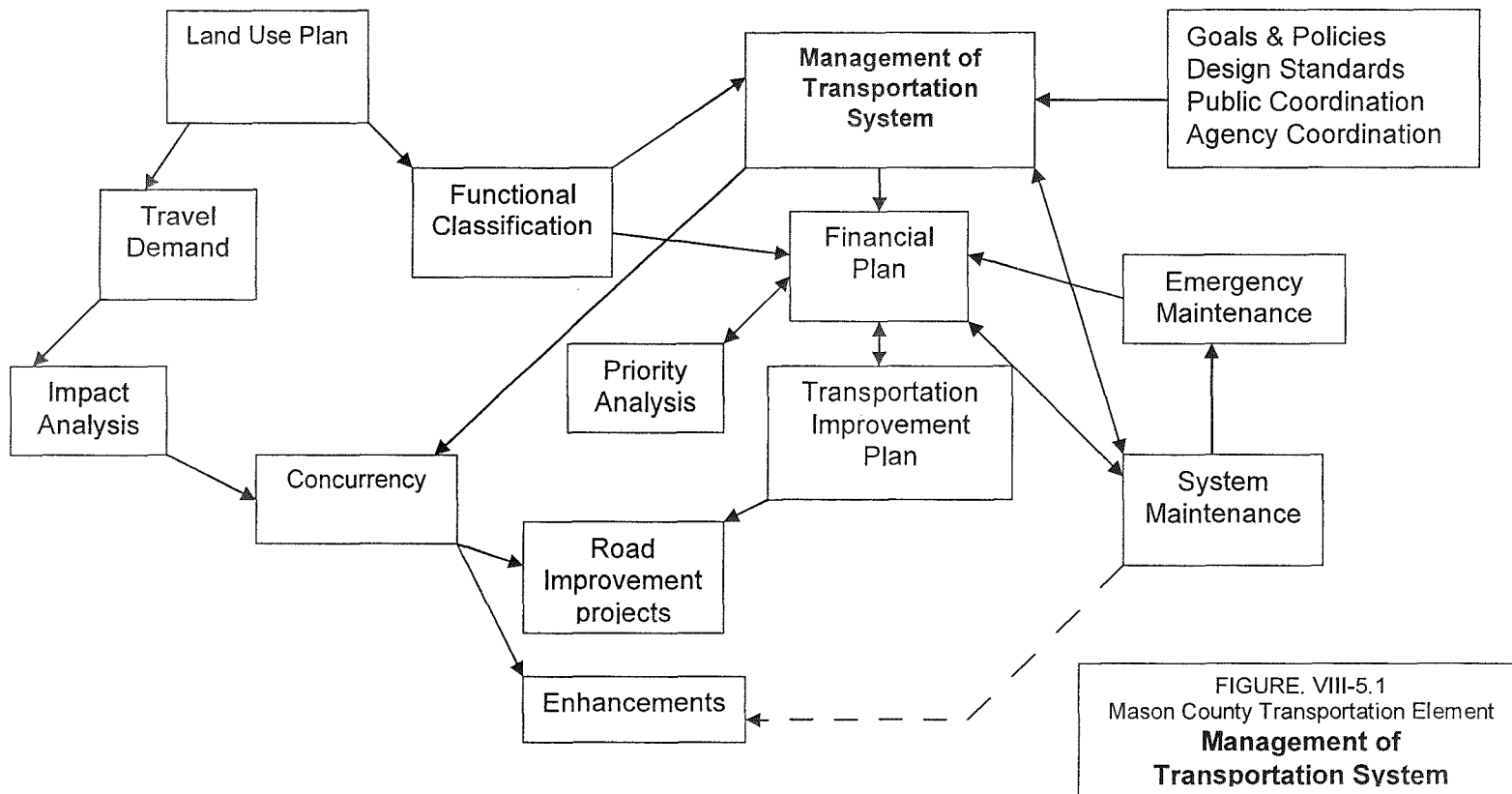
This report provides an evaluation of the existing system and identifies deficiencies in pavement and shoulder width, horizontal and vertical alignment, and safety. These deficiencies have been prioritized into a six-year and twenty-year transportation improvement program (TIP).

Priority Analysis

Transportation improvements are selected for construction by the County Commissioners using the goals and policies, local knowledge, and an evaluation of physical and operational criteria. The criteria include pavement width, shoulder width, alignment characteristics, and safety. The evaluation of physical and operational criteria provides priority analysis. This is coupled with the other selection considerations to develop the transportation improvement program.

Mason County's Collectors were rated using the physical and operational criteria established in Section VIII.1. The Collector and Arterials that are already included in the Transportation Improvement Program (TIP) are given the highest priority. That is, a roadway having the highest total score was given the highest priority and roadways with lower scores were given lower priority. The list of projects was subsequently divided into six-year improvement programs (TIPs) based on current and future funding availability. The financial plan over the 20-year period is discussed in the next section.

FIGURE VIII.5-1



Financial Plan

Funding a transportation system involves incorporating the resources from county, state, federal, and private sources. The blending of these resources is dependent upon the needs of the jurisdiction, as well as the political philosophies of the responsible governmental units. The following provides a discussion of funding resources.

County Funds

A county has the ability to utilize revenue from the following sources:

General Funds

Tax revenues that are not dedicated to specific use can be used by a county for the transportation system.

County Road Fund – Portion of Property Tax

Property tax up to \$2.07 per \$1,000 assessed valuation can be used for roads in unincorporated county areas. This funding source makes up almost half of the County's road budget. A portion of this budget, limited by RCW 36.33.220, can be diverted to other sources for services rendered to Public Works such as law enforcement for traffic and work site operation.

Fuel Tax

The county's portion of the tax received from fuel sales is distributed by the state to the various counties based on population and road mileage in accordance with a standard formula.

Vehicle License Fee

A vehicle license fee up to \$15 can be applied by a county for general transportation. This is subject to referendum. These fees are not currently used by Mason County.

Special Fuel Tax

Based on voter approval, a 10 percent fuel tax can be added for highway construction by a county. This tax is not currently utilized by Mason County.

Transportation Benefit Districts

A special taxing district can be formed for transportation purposes to issue voter-approved general obligation bonds, revenue bonds, special property taxes, and Local Improvement Districts (LIDs). These districts can range in area from an entire region (special property taxes) to a neighborhood LID.

State and Federal Assistance

Transportation Equity Act for the 21st Century (TEA-21)

The Transportation Equity Act, 2005, updates and continues the TEA-21 passed in 1998. Funds are made available to the State of Washington and local agencies from federal revenue sources.

The Transportation Equity Act, 1998, provides funds that are made available to the State of Washington and local agencies from federal revenue sources. This program incorporates a number of special programs such as bridge replacement, railroad/highway crossing, and hazard elimination projects.

Intermodal Surface Transportation Efficiency Act (ISTEA)

This Federal Transportation Act of 1990 was the predecessor TEA-21 and operated under the same general guidelines. Mason County still has a few projects in the 6-Year TIP which were funded under this program.

Federal Forest Funds

Based on the Federal forest lands within a county, funds are provided to construct and maintain roads within these Federal areas.

Transportation Improvement Account (TIA)

This is a State-funded program for local agencies to alleviate and prevent traffic congestion caused by growth. This program has been established from revenue obtained from Washington State's gas tax.

Urban Arterial Trust Account (UATA)

This is also a State-funded program for traffic improvements to alleviate congestion. It is funded by Washington State's gas tax and allocated to communities based on priority evaluation of needs.

Rural Arterial Program (RAP)

This is a State-funded program for counties to improve rural collector roads.

County Arterial Preservation Program (CAPP)

This is a program with Washington State funding to counties to preserve existing paved county Collector roads.

Community Economic Revitalization Board (CERB)

This program provides low-interest loans and occasional grants to finance access roads for specific sector development.

Public Works Trust Fund (PWTF)

This is a low-interest loan program for public works improvements.

Private Sources

Based on State and Federal legislation of *The Growth Management Act*, *The State Environmental Protection Act*, and *The National Environmental Protection Act*, mitigation for new development can be assessed based on the requirements to serve the traffic demand generated by the new development.

Revenue Forecast

Mason County has used a wide range of funding sources for their transportation program. Using this past history of funding and estimating how it may change in the future, a revenue forecast has been prepared. TABLE VIII.5-1 shows the analysis of future revenues. This information was developed using the average revenue the County applied to the transportation system in the past. This was then used to create a base year amount for each funding source. The base year was then expanded using estimated percentage annual increases considering the growth of the County, changes anticipated in funding sources, and economic conditions. It is important to note that the revenues and construction costs have not been adjusted for inflation. The changes are only the result of growth.

Source	2004	2005	2006	2007	2008	2009
Property Tax	\$7,335,180	\$7,753,285	\$8,195,223	\$8,662,350	\$9,156,104	\$9,678,002
Forest Excise	\$475,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
Real Estate Excise	\$75,000	\$75,000	\$75,000	\$75,000	\$750,000	\$75,000
Fed Forest Funds	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000
Fed – STP;BIA	\$429,000	\$60,000	\$591,500	\$0	\$285,900	\$0
CAPP	\$282,800	\$275,000	\$275,000	\$275,000	\$275,000	\$275,000
RAP	\$720,000	\$690,000	\$800,000	\$0	\$818,500	\$976,000
Motor Veh Fuel Tax	\$2,055,500	\$2,115,110	\$2,176,448	\$2,239,565	\$2,304,512	\$2,371,343
Other Sources	\$142,500	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000
Carry Over Balance	\$3,500,000	\$459,580	\$3,375	\$870,259	\$112,942	\$472,192
Total Funds	\$15,264,980	\$12,327,975	\$13,016,545	\$13,022,174	\$13,930,808	\$14,747,537

Transportation Plan and Improvement Program

A Transportation Plan for the 20-year period was developed for Mason County utilizing the priority analysis and financial plan as previously discussed. The recommended plan for the Collector road system is shown in FIGURE VIII.5-2. Projects scheduled to be funded in the next six years are listed in the 2006-2011 Transportation Improvement Program shown in FIGURE VIII.5-2A. The revenue forecast indicates that adequate funds are available to fund the projects contained in the next six year Transportation Improvement Program. TABLE VIII.5-2A shows the list of projects over the 20-year period.

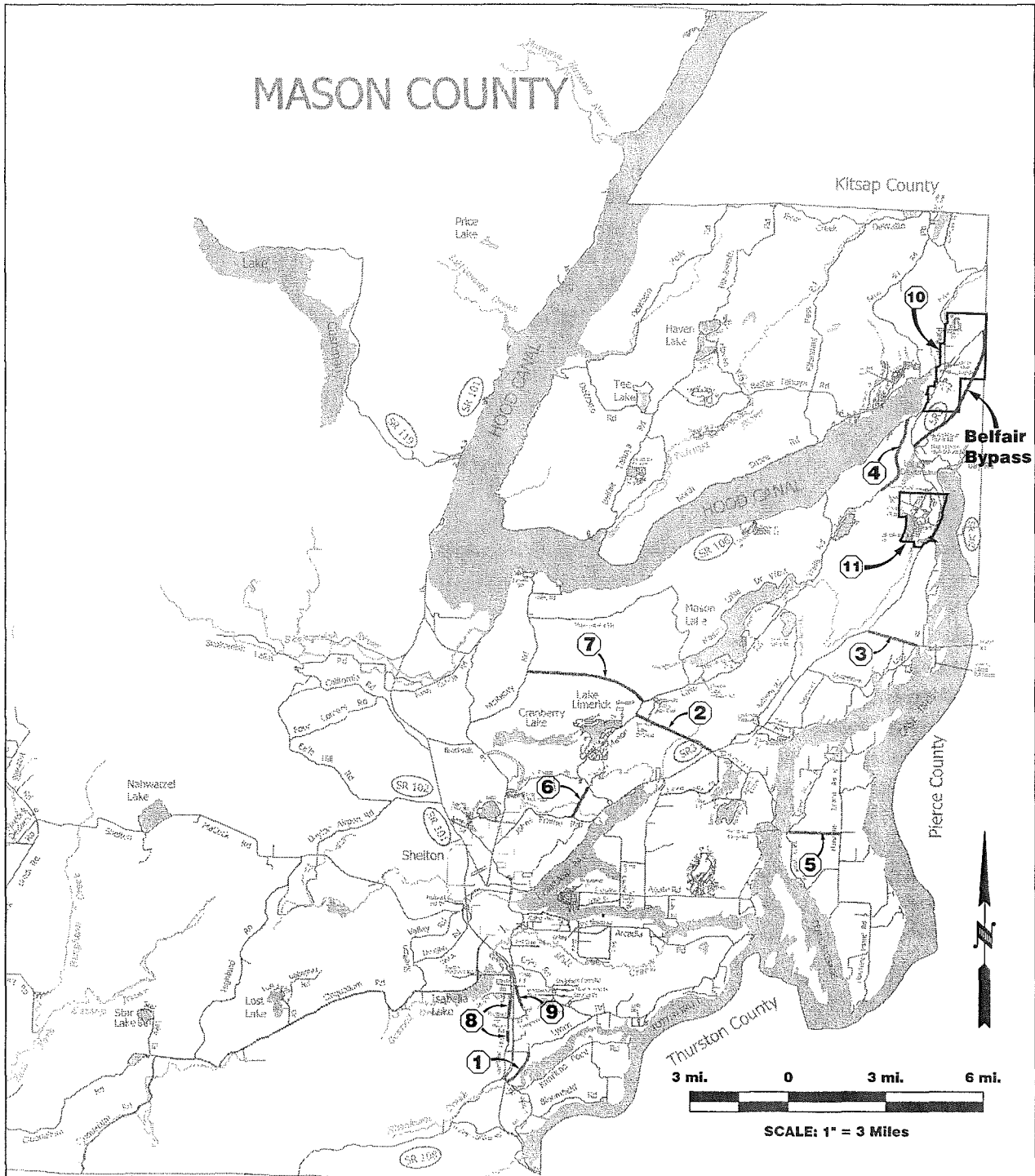
Concurrency Management System

The *Washington State Growth Management Act* (GMA) specifies that a transportation element of a city or county comprehensive plan must incorporate a concurrency management system (CMS) into their plan. A CMS is a policy designed to enable the city or county to determine whether adequate public facilities are available to serve new developments. This process is shown in FIGURE VIII.5-3.

The transportation element section of the GMA defines the CMS as follows:

“Local jurisdictions must adopt and enforce ordinances which prohibit development approval if the development causes the LOS on a transportation facility to decline below the standard adopted in the transportation element of the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development.”

“Concurrent with development implies that public infrastructure improvements and strategies that are required to service land development be in place, or financially planned for, within six years of development use.”



- ① Simmons Road Extension
- ② Pickering Connection
- ③ Grapeview Loop Cutoff
- ④ Raser Road North

- ⑤ Harstine Bridge Road - Harstine Island Drive
- ⑥ John's Prairie Road - Mason Lake Road
- ⑦ McReavey Road - Mason Lake Road
- ⑧ Fredson Road Connection

- ⑨ Ryan Road Connection
- ⑩ Belfair Urban Growth Area
- ⑪ Allyn Urban Growth Area

NOTE: The numbers have no significance other than to show the general location of the potential route.

Figure VIII - 5-2
Mason County Transportation Element
Potential New Roads

Nov 2005



Table VIII.5-2 Transportation Improvement Plan 2006 - 2011																										
PRIORITY		Project	BMP	EMP	PE	2006			2007			2008			2009			2010			2011			Project Total		
2004	2005					R	W	Constr	PE	R	W	Constr	PE	R	W	Constr	PE	R	W	Constr	PE	R	W		Constr	PE
1	1	ACP Overlays (maintenance)	-	-	3			300	3			300	4			475	4			475	4			475	2,447	
2	2	BST on Gravel (maintenance)	-	-				100								200				200				200	1,000	
3	3	Safety (maintenance)	-	-	7	3	100	7	3	100	15	5	200	15	5	200	15	5	200	15	5	200	15	5	200	1,100
4	4	Minor Const (maintenance)	-	-	10	5	100	10	5	100	21	9	200	21	9	200	21	9	200	21	9	200	21	9	200	1,150
5	5	Large Culverts (maintenance)	-	-	129	52	1,277	183	75	1,863	95	39	921	57	23	500	57	23	500	57	23	500	57	23	500	6,374
6	6	Grapeview Loop - 3	3.50	6.93			3,000																		3,000	
7	7	Skookum Creek Bridge	0.42	0.44	18	7	1,000																		1,025	
16	8	Lynch Rd / SR 101 Improvements	0.00	0.10	250	250				1,850															2,350	
8	9	North Shore Road Erosion Repairs	var	var	25				107	43	505	107	43	1,275	107	43	1,650	107	43	1,460	107	43	250		5,915	
14	10	Johns Prairie Rd	2.52	3.45	200									916											1,316	
10	11	McLane Cove Bridge	2.41	2.45	75									1,000											1,075	
9	12	Grapeview Loop Road - 2	1.61	3.50	126	51			57	23	100			500			1,656								2,513	
11	13	Johns Prairie Walkway	2.52	3.45	50				70	30				550											700	
13	14	Bear Creek Dewatto - 2	7.59	10.00	50				115	52				150	67			600						2,292	3,326	
15	15	Shelton-Matlock Rd - 2	14.50	15.50								64	26		64	26								1,200	1,380	
17	16	Trails Rd -2	0.40	1.59											107			77	30					1,428	1,642	
18	17	Rock Creek No. 1 Bridge	5.83	5.87											54			54						720	828	
19	18	Matlock Brady Road - Phase 1	23.53	28.79											236			236						2,630	3,102	
20	19	Cloquallum Road - 3R	5.83	6.83											50			50						900	1,000	
21	20	Arcadia Road	5.50	7.07														142						142	284	

22	21	Hunter Creek Bridge	1.73	1.80													100			100			200	
23	22	Pickering Rd -3	3.35	4.45																100			100	
24	23	Shelton - Matlock Rd - 1	0.91	1.38																25			25	
25	24	Befair - Tahuya Rd - 1	0.00	1.15																25			25	
26	25	North Island Dr - 1	0.31	1.31																25			25	
27	26	South Island Dr - 1	0.00	1.80																			25	
28	27	Matlock Brady Road - Phase 2	16.86	23.53																25			25	
29	28	Cloquallum - 2	4.58	5.23																25			25	
30	29	Deckerville Road - 1	0.00	1.86																25			25	
31	30	Island Lake Drive	0.44	1.18																25			25	
		Misc. Engineering & ROW Costs				150			150			150			150			150		150			900	
		SUBTOTAL				1,093	368	5,877	702	231	6,118	606	189	5,162	865	106	5,481	1,013	110	6,527	896	80	7,503	42,927
		TOTAL ESTIMATED EXPENDITURES						7,338			7,051			5,957			6,452			7,650			8,479	42,927

NOTES:

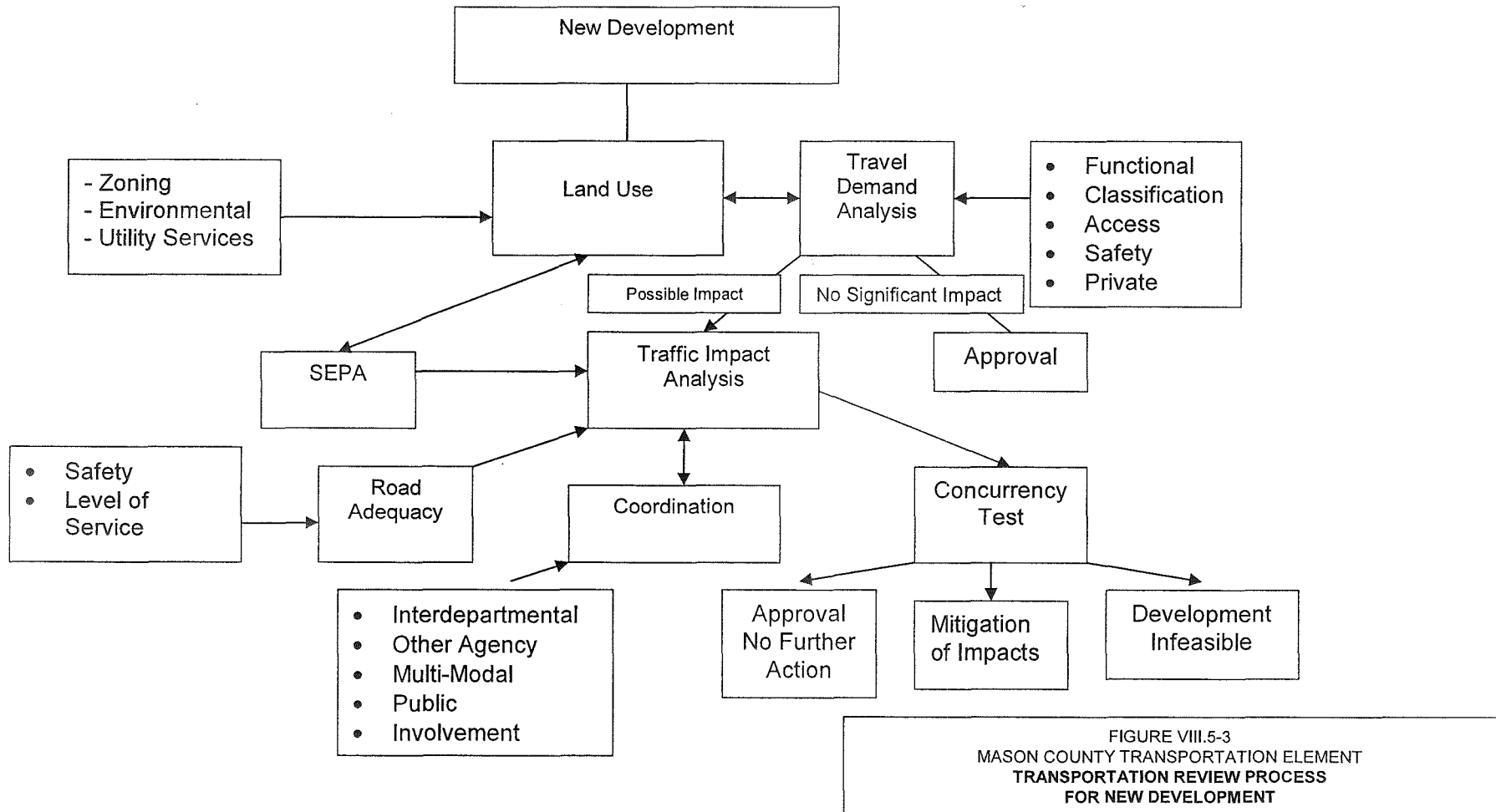
- (1) All dollar figures in thousands
- (2) PE = Preliminary Engineering
- (3) RAW = Right of Way
- (4) Constr = Construction

TABLE VIII.5-2A: Transportation Improvement Plan 2012 through 2029 (County Collectors Only)				
<i>Project I.D.</i>	<i>Milepost</i>	<i>Beginning Milepost Location</i>	<i>Recommended Improvement</i>	<i>Cost (\$1000)</i>
Bear Creek Dewatto Road - 1	6.57-7.45	0.07 mi. East of Panther Lake	Realign and Regrade	300
Belfair-Tahuya Road - 1	0.00-1.85	At North Shore Road	Horizontal & Vertical Alignment	1034
Bear Creek-Dewatto Road - 2	7.45-8.45	0.16 mi. East of Gold Creek Rd.	Realign and Regrade	333
Johns Prairie Road/SR 3	3.8-3.9	Intersection with SR 3	Install New Traffic Signal	156
Sandhill Road - 2	2.66-3.94	At Transfer Station	Realign and Regrade	380
North Island Drive - 2	1.31-3.09	0.44 mi. North of Fox lane	Realign and Regrade	593
Grapeview Loop Road - 4	4.43-5.9	At Grapeview Store	Realign and Regrade	481
Pickering Road - 4	4.51-5.35	At Scenic View Road	Realign and Regrade	277
New Road: Razor Road	N/A	Approximately Trails End Drive	New Construction	1600
Grapeview Loop road - 5	6.1-6.93	At Cronquist Road	Realign and Regrade	254
Pickering Road-5	5.35-6.24	At Schneider Road	Realign and Regrade	315
North Shore Road	9.63-10.63	0.68 mi. South of pokes Road	Realign and Regrade	333
Elfendahl Pass Road - 1	0.00-1.85	At North Shore Road	Realign and Regrade	616
Sandhill Road - 3	3.94-5.82	At Delmore Road	Realign and Regrade	624
Shelton Matlock Road	0.91-1.38	At City Limits	Realign and Regrade	792
New Frontage Roads (Belfair Bypass)	Approx. 3 mi.	Vicinity of Belfair Bypass	New Construction	300
Johns Prairie Road - 2	3.42-3.90	At Capitol Hill Road	New Construction for New Alignment	441
Grapeview Loop Road - 2	2.78-3.5	At Murray Road South	Realign and Regrade	315
Grapeview Loop Road - 1	1.62-2.78	At Stadium Beach Road	Realign and Regrade	386
Bear Creek-Dewatto Road - 7	6.63-7.45	105 ft. East of Public Access Area	Hor. & Vert. Align., Widen Shoulder	369
Shelton Valley Road - 2	2-3.85	.67 mi North of Deegan Road West	Realign and Widen Shoulder	832.5
Shelton Valley Road - 1	0-2	At Shelton-Matlock Road	Realign and Widen Shoulder	900
Elfendahl Pass Road - 1	0-1.85	At North Shore Road	Realign, Widen Shoulder & Pavt.	832.5
Belfair-Tahuya Road - 1	1.85-4.61	.25 mi. South of Lakeshore Drive South	Realign, Widen Shoulder & Pavt.	1,242
Bear Creek Dewatto Road - 8	9.6-9.75	.78 mi East of Tiger Mission Road	Hor. & Vert. Align., Widen Pavt.	67.5

<i>Project I.D.</i>	<i>Milepost</i>	<i>Beginning Milepost Location</i>	<i>Recommended Improvement</i>	<i>Cost (\$1000)</i>
Bear Creek Dewatto Road - 4	1.68-3	At 45 Degree Curve Left	Realign and Widen Shoulder	594
Bear Creek Dewatto Road - 5	3-5.09	.97 mi. SE of 40 Degree Curve Right	Realign and Widen Shoulder	940.5
Cloquallum Road - 3	4.6-5.85	At Shelton Valley Road	Widen Shoulder and Pavement	562.5
Elfendahl Pass Road 3	3.5-7.9	1.03 mi S. of Pvt. Rd. (Goat Ranch Rd.)	Realign, Widen Shoulder & Pavt.	1,980
Kamilche Point Road - 1	0-2.8	At Old Olympic Hwy.	Widen Pavement and Shoulder	1,260
Satsop-Cloquallum Road	0-1.68	At Cloquallum Road	Realign, Widen Pavt. & Shoulder	756
Tahuya Blacksmith Road - 1	0-2.5	At Bear Creek Dewatto Road	Realign, Widen Pavt. & Shoulder	1,125
Shelton-Matlock Road - 2	7.2-7.5	At Little Egypt Road	Widen Shoulder and Pavement	135
Bear Creek Dewatto Road - 6	5.09-7.98	At Elfendahl Pass Road	Horizontal & Vertical Align.	693
Cloquallum Road - 4	5.85-7.98	At Rock Bridge #1	Widen Shoulder & Pvt.	958.5
Crestview Drive	2.02-3.16	At Hillcrest Drive	Widen Pavement	513
Elfendahl Pass Road - 2	1.85-3.5	At Belfair-Tahuya Road	Realign, Widen Shoulder & Pavt.	742.5
Shelton-Matlock Road - 7	16.86-20.91	At Matlock-Deckerville Road	Widen Pavement	1,822.50
Shelton-Matlock Road - 8	20.91-23.22	At Ford Loop Road	Widen Pavement	1,039.50
Shelton-Matlock Road - 9	23.22-26.38	210 ft NE of Ever's Bridge	Widen Pavement	1,422
Shelton-Matlock Road - 10	26.38-27.81	55 ft West of Boundary Road	Widen Pavement	643.5
Cloquallum Road - 5	12.4-14.09	0.5 mi East of Highland Road	Widen Shoulder and Pavement	760.5
Highland Road - 1	0-2.43	At Shelton-Matlock Road	Realign, Widen Shoulder	1093.5
Kamilche Point Road - 2	2.8-4.2	At Bloomfield Road	Widen Pavement and Shoulder	630
Tahuya Blacksmith Road - 2	2.5-5.64	0.98 mi South of 4-H Camp	Realign, Widen Pavement	1413
Arcadia Road - 1	4.96-6.33	0.24 mi East of Mill Creek Bridge	Widen Shoulder	616.5
Arcadia Road - 2	6.33-7.07	0.74 mi Northwest of Lynch Road	Widen Shoulder and pavement	333
Shelton-Matlock Road - 6	15..56-16.86	At Bingham Creek Bridge	Widen Shoulder and Pavement	585
Highland Road - 3	4.43-6.43	0.5 mi South of Panhandle Lake	Widen Pavement and Shoulder	900
Trails Road - 3	3.35-4.6	At Mason lake Drive West	Vertical Alignment	562.5
Shelton-Matlock Road - 1	1.85-3.12	At Power Lines	Realign & Regrade, Widen Shoulder	571.5
Shelton-Matlock Road - 5	14.22-15.56	0.93 mi West of Lake Nahwatzel Drive	Widen Shoulder	603
Shelton-Matlock Road - 3	9.1-10.76	210 ft North of 90 Degree Curve Right	Widen Shoulder	747
Shelton-Matlock Road - 4	11.89-14.22	0.36 mi East of Nahwatzel Beach Drive	Widen Shoulder	1049

Highland Road - 2	2.43-4.43	1.39 mi. SW of Highway Road "Y"	Realign, Widen Shoulder	900
Highland Road - 4	6.43-7.93	1.5 mi. North of Cloquallum Road	Widen Pavement and Shoulder	675
<i>Project I.D.</i>	<i>Milepost</i>	<i>Beginning Milepost Location</i>	<i>Recommended Improvement</i>	<i>Cost (\$1000)</i>
New Road	N/A	South Island Drive - Harstene Island North Road	New Construction	630
New Road	N/A	SR 101 - Brockdale Road	New Construction	744
New Road	N/A	Johns Prairie Road - Mason Lake Road	New Construction	442
New Road	N/A	Mason Lake Road - SR 3	New Construction	744
New Road	N/A	McReavy Road - Mason Lake Road	New Construction	1644
		Total 2006-2029 Transportation Improvement Plan Cost		88319

FIGURE VIII.5-3



Principal Components

The concurrency management system (CMS) for Mason County includes the following components.

- Identification and definition of facilities and services to be monitored.
- Establishment of LOS standards.
- Identification of when, in the development approval process, the concurrency test is applied.
- Responsibilities of the applicant and Mason County defined for determining capacity.

Transportation Facilities to Meet Concurrency

The Collector road system (as defined in Section VIII.3) that serves Mason County will be monitored to determine impact of new development on the established LOS standards.

The County Collector system is anticipated to meet the traffic capacity standard of LOS C through the 20-year planning period. The design standards for the Collector road system, which related to the physical features of the road (i.e., width of lanes, shoulders, etc.), will be addressed in the 20-year TIP. However, localized improvements may be required to ensure safe traffic operations of the new development facilities.

The State Highway System is an integral part of the County's Collector road system and will be monitored to determine conformance with the LOS standards established by the County. Capacity and design standards will be applied to new development that impact the State Highway System and localized improvements may be required as part of the development approval. Although the State system generally will meet capacity standards, there are areas that will not meet minimum design standards. The County will work closely with WSDOT to encourage timely completion of needed highway improvements to bring the system up to the County's design standards.

Level of Service Standards

LOS standards apply to all new development projects that generate ten or more peak hour vehicle trips during an average weekday on any segment of a Collector road or intersection. If the proposed development generates less than ten vehicle trips per hour, minimum design standards will be met as described below.

LOS will be determined based on the assumption that the existing Collector road system improvements that are included in the County's current six-year TIP are in place. Existing deficiencies that are corrected by the six-year TIP will not be considered a deficiency for the

new improvement.

Two LOS standards will be the basis of compliance with concurrency requirements: traffic capacity and design standards.

Traffic Capacity

The Collector road system will meet the LOS C. Capacity LOS is defined in the *2000 Highway Capacity Manual* and is based on peak hour traffic during the most critical or highest volume times of the day.

Design Standards

The Collector road system will meet the geometric and road section standards for the Collector classification defined in Section VIII.4—Road Design Standards. Water and sanitary sewer services will be coordinated with other project requirements.

Minimum design standards for projects that generate more than twenty vehicle trips per hour shall include:

1. A minimum 26-foot-wide street section with sufficient traffic capacity to serve the existing and project-generated traffic. The road will connect from the proposed development to the closest fully constructed collector street.
2. A paved pedestrian path that connects from the development to either an equivalent path or sidewalk on the Collectors serving the development where appropriate.

Existing Deficiencies

As per the analysis in Section VIII.1, pg VIII.1.18, Mason County does not presently have any existing LOS or traffic capacity deficiencies on the road system. Furthermore, only one road segment in the County is expected to fall below LOS C, albeit just barely, for the preferred land use alternative in the 20-year time frame. Suffice it to say that Mason County has very few capacity concerns.

Growth has caused traffic volumes to increase to a point that several roads in the County have fallen below the design standards (Section VIII.4) needed to support those volumes. Some of those roads are County Collectors and are scheduled for reconstruction in the six-year TIP. These projects correct the many of the existing deficiencies on the system.

Growth Deficiencies

Growth may cause some localized capacity concerns not anticipated in the transportation model. Overall, the County road system will provide a LOS C or better for the next 20 years.

New development may be required to mitigate impacts to the system if the proposed project will require a higher design standard to properly service the additional traffic.

Note: Mitigation will only be required if the affected road does not meet current standards.

Traffic Impact Fees and Development Review

Because of the absence of significant capacity concerns, the County sees no need for a traffic impact fee system at the present time. It has been shown that the County can financially support the needed improvements over the next 20 years.

The County may require a traffic analysis through the SEPA review process to determine whether significant, localized impacts could be expected from a new development. Any need for mitigation from the developer will be dealt with at that time (i.e., access issues, impact to design standard thresholds, etc.). If it is found that a development will cause significant impacts to the surrounding road system which cannot be mitigated, the development may be denied.

Collector Road System Compliance

The Collector road system and project funding that has been prepared for the County transportation system will provide facilities to meet capacity and design standards. The transportation improvement program has been based on prioritization of the projects and will be accomplished based on the anticipated financial resources. If development occurs that is compatible with the improvement program, there may be localized development improvements required to the collector system. At specific locations, the concentration of traffic by new development may cause a need for road or intersection improvements to provide adequate capacity or operational feature.

++++Responsibilities of Applicant

The project applicant will provide the following information for concurrency review:

1. Traffic Impacts to be performed by a qualified Traffic Engineer.
2. Recommended off-site traffic improvements.
3. Development site traffic plan to include street sections, traffic control plan, and signing.

The traffic impact studies will be prepared in accordance with the County's adopted requirements.

VIII.6 STATE TRANSPORTATION SYSTEM

Table VIII.6-1 lists a brief inventory of the state highways located within Mason County. The State Highway System Plan is a publication produced by WSDOT which provides a comprehensive review of the state system and identifies specific deficiencies and summarizes respective remedies. The State Highway System Plan establishes the LOS status of the state highways in Mason County and the surrounding region. For highways of statewide significance, the LOS thresholds are as follows:

Urban Areas: LOS "D"
Rural Areas: LOS "C"

Copies of this State Highway System Plan are available for distribution at:

Washington State Department of Transportation
Washington State Transportation Plan
P. O. Box 47370
Olympia, WA 98504-7370
360-705-7962

Mason County regularly coordinates with WSDOT, both directly and through active participation with, the Peninsula Regional Transportation Planning Organization (PRTPO). It is through these joint efforts that Mason County maintains consistency with the State and the surrounding jurisdictions.

Route	BMP	EMP	From Location	To Location	Lanes	Length	LOS
SR 101	314.63	331.74	Mason/Jefferson County Line	SR 119 Jct/Hoodsport	2	17.11	B
SR 101	331.74	343.44	SR 119 Jct/Hoodsport	SR 102 Jct/Dayton-Airport Rd.	2	11.70	C
SR 101	343.44	349.16	SR 102 Jct/Dayton-Airport Rd.	SR 3 Jct	2	5.72	C
SR 101	349.16	353.05	SR 3 Jct	SR 108 Jct/Squaxin Casino	4	3.89	B
SR 101	353.05	356.92	SR 108 Jct/Squaxin Casino	Mason/Thurston Co. Line	4	3.87	B
				Total		42.29	
SR 3	0.00	1.19	SR 101/SR 3 Jct	Shelton City Limits (So.)	2	1.19	C
SR 3	1.19	3.58	Shelton City Limits (So.)	Shelton City Limits (East)	2	2.39	D
SR 3	23.26	24.91	SR 302 Jct in Allyn	SR 106 Jct/Enter Belfair	2	1.65	D
SR 3	24.91	26.38	SR 106 Jct/Enter Belfair	SR 300 Jct in Belfair	3	1.47	D
SR 3	26.38	28.20	SR 300 Jct	Mason/Kitsap County Line	3	1.82	D
				Total		28.20	
SR 119	0.00	10.93	SR 101 Jct. in Hoodsport	Staircase Rd.	2	10.93	B
SR 106	0.00	20.09	SR 101 Jct	SR 3 Jct	2	20.09	B
SR 102	0.00	2.86	SR 101 Jct	Dayton-Airport Rd	2	2.86	B
SR 108	4.18	11.96	Mason/Grays Harbor Co. Line	SR 101 Jct/Squaxin Casino	2	7.78	B
SR 302	0.00	5.01	SR 3 Jct in Allyn	Mason/Pierce County Line	2	5.01	B
SR 300	0.00	3.35	Belfair State Park	SR 3 Jct in Belfair	2	3.35	C
				Grand Total		120.51	

New State Routes

Belfair Bypass Road

A bypass highway would be constructed to redirect SR 3 through-traffic around the community of Belfair. The proposed alignment would begin on SR 3 at MP 23.70 near North Mason High School and continue generally in the northeasterly direction until it connects with SR 3 north of Belfair at approximately MP 28.00 near the Mason / Kitsap county line. The new State Route is largely within the Belfair Urban Growth Area.

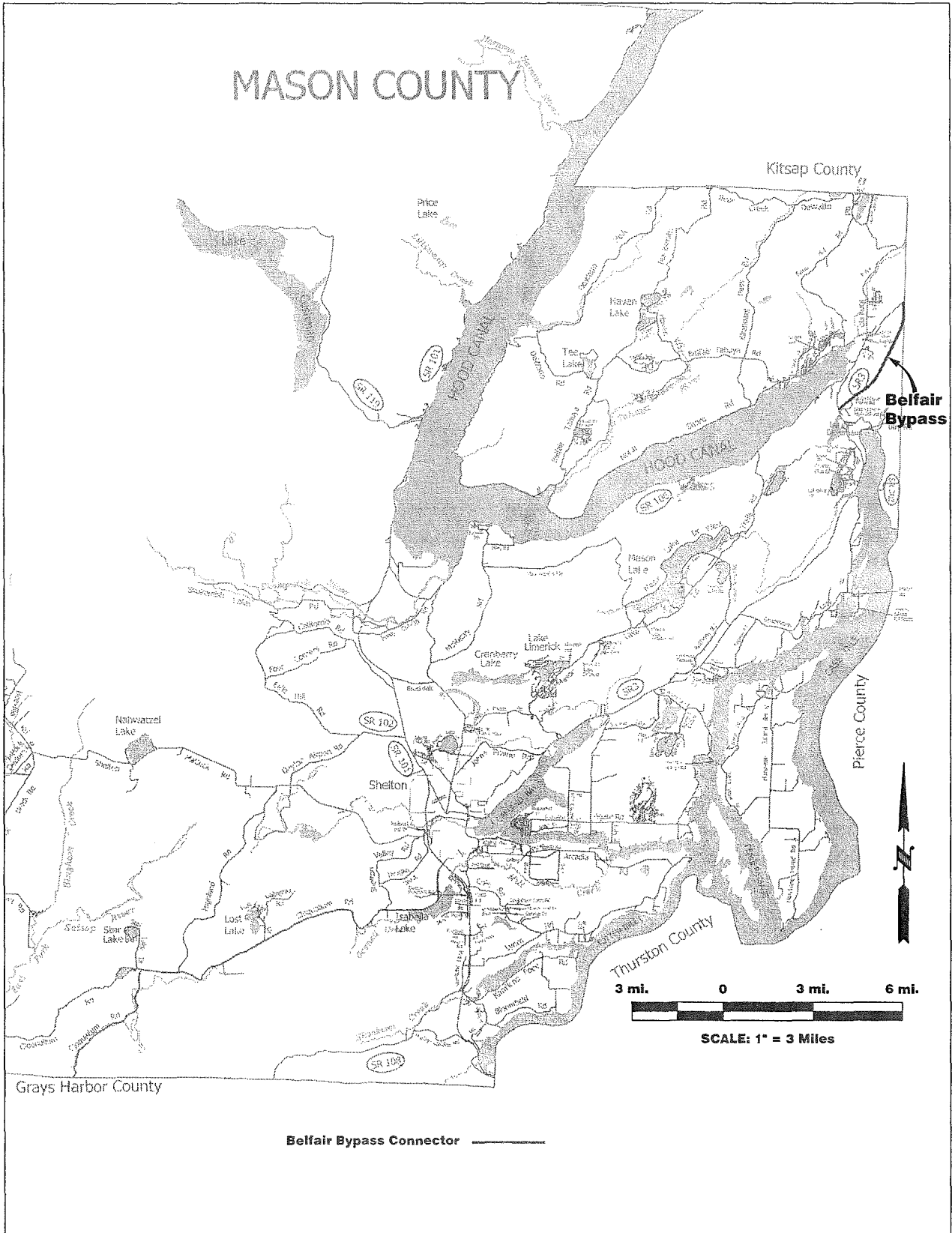


Figure VIII - 7-1
Mason County Transportation Element
Belfair Bypass Connector

Nov 2005



VIII.7 TRANSPORTATION ELEMENT DRAFT ENVIRONMENTAL IMPACT STATEMENT (E.I.S.)

Discussion of Issues

The *Washington State Growth Management Act of 1990* requires that all counties experiencing growth and development meeting the criteria of the act adopt or update their comprehensive land use plans to comply with the provisions of the Act. One requirement of the Act is for counties to develop goals and policies in the form of a transportation element that is consistent with the land use element of the comprehensive plan.

The transportation element consists of goals and policies aimed at providing a safe, cost-effective, comfortable, and reliable transportation system. As required by the Growth Management Act, it contains a concurrency policy, which prohibits development approval if the development causes the LOS or safety on a transportation facility to be reduced below a prescribed level, unless measures are implemented concurrent with construction to accommodate or offset the impacts on that facility. Other policies contained in the transportation element focus on finance, design, public and inter-governmental coordination, and system management.

Plan Objectives

It is the intent of the proposed updated comprehensive plan to provide for transportation facilities that meet the needs of Mason County residents for the next 20 years. The following objectives form the framework of this:

- Provide adequate mobility for all people, goods, and services.
- Establish an effective transportation planning process in Mason County.
- Provide a safe, comfortable, and reliable transportation system.
- Ensure compatibility between transportation facilities and surrounding development.
- Minimize negative environmental impacts on the physical and social environments so as to preserve the "rural character" of the area.

Significant Impacts and Mitigation Measures

Geology, Soils, and Topography

Affected Environment

The construction of roads involves removing or adding material, compacting soils, and spreading of asphalt or other impermeable surfaces. The transportation element has several goals and policies, which may require the construction of new roads or widened existing ones. The expansion of shoulders to accommodate bicycle lanes or pedestrian facilities will require additional asphalt surfaces. The construction of new roads in urban growth areas may be necessary to accommodate development. The construction of new facilities will be required to achieve the prescribed LOS and eliminate safety problems where deficiencies exist. It is likely that there will be environmental impacts associated with these structures.

Impacts

Grading for road construction changes topography and has a potential to divert or modify stream and surface drainage patterns. Because roads are usually long and continuous, stream flow diversion can be extensive. Modification of the natural streambeds can create unstable conditions which may cause settlement or erosion. The removal of natural vegetation can also change the stability of soil and topography. Other conditions can increase runoff with associated impacts on the soils and geology in the area.

Mitigation Factors

Preservation and restoration of vegetation will mitigate erosion impacts and provide an aesthetically pleasing experience for the motorists. Natural vegetation stabilizes soils, helps retain water runoff from road surfaces, and prevents erosion of soils. Design of drainage facilities that includes ditches and restored streambeds through the use of proper grades, construction materials, and runoff control will minimize the impacts of construction.

During the construction of new or expanded facilities, it is necessary to protect exposed areas. Siltation traps and water control techniques can retain soils during construction.

Protection of wildlife and watersheds requires that County roads be managed in accordance with the *WSDOT Highway Runoff Manual* that incorporates the Department of Ecology's Best Management Practices.

Air Quality

Affected Environment

The surface transportation system primarily affects emissions of carbon monoxide (CO) from vehicles. Other pollutants generated by traffic include the ozone precursors, hydrocarbons, and nitrate oxides. Fine particulate matter also is emitted in vehicle exhaust and generated by tire action on pavement (or unpaved areas), but the amounts of particulate matter generated by individual vehicles is small compared with other sources. Sulfur oxides and nitrogen dioxide also are emitted by space heating and motor vehicles, but concentration of these pollutants are generally not high except near large industrial facilities.

Impacts

The transportation element of the *Mason County Comprehensive Plan* will have minor impacts on air quality in the area. Increased traffic flow will increase the pollutants in the air. Construction activities can also create dust and related air pollutants.

Mitigation Measures

The transportation element introduces a variety of strategies aimed at reducing single-occupancy vehicle use and promoting alternative modes of transportation. These strategies will reduce the impacts on air quality. Traffic demand management strategies include incentives for the use of alternative transportation modes and disincentives for the use of single-occupancy vehicles. The construction of improved roads will provide more uniform traffic flow with better pavement surfaces. This will improve the efficiency of the automobile, thus reducing vehicle emissions.

Water Quality

Affected Environment

The transportation system collects, transports, and retains water that is the natural runoff. The roadways may require changes in natural drainage courses and can change the rate of runoff. The roadway is also a source of pollutants that can infiltrate the water source.

Impacts

The construction of new or rebuilt roads will result in increasing impervious surfaces which may cause adverse impacts on surface water quantity and quality. The change in runoff characteristics can have an effect on groundwater due to potentially decreased recharge area

and diminished water quality. The compaction of soils and the introduction of other impermeable surfaces reduces the soil's natural infiltration capabilities and can increase contamination of lower lying soils. Surfaces that formerly were able to absorb and moderate surface water runoff are replaced by non-absorbing surfaces that shed water. The paved surface also is a source of non-point pollution, exhaust, oil, transmission fluid, and radiator fluid from automobiles. The runoff washes these pollutants into ditches and eventually into the lower lying soils, rendering them of less quality. Loss of riparian vegetation due to pollution can increase the problem of erosion adjacent to the roadway.

Mitigation Measures

The construction of detention ponds, biofilters, settling ponds, and erosion protection will be used in design and construction of new roadways to protect surface water quality. Maintenance practices by the County will incorporate the same methods of water quality protection and enhancement.

Vegetation and Wildlife

Affected Environment

Much of the County road system is bordered by natural vegetation and wildlife habitat. Stream corridors, shorelines, and wetlands are sensitive areas that can be affected by the construction of new or expanded roadways.

Impacts

The construction of new roadways or widening of existing County roads reduces the wildlife habitat and removes natural vegetation. Increasing the number of vehicles on the County roads will increase the exposure of animals to auto-related collisions, threatening not only the animals but the motorist. Greenbelts located in proximity to open areas—like clearcuts—provide deer and other animals with shelter and food. The preservation of roadside vegetation creates a buffer for the enhancement of scenic roads that may increase the number of animals exposed traffic.

Mitigation Measures

The environmental policy of the transportation element is aimed at natural vegetation and wildlife protection. Avoidance of wildlife habitat, stream corridors, wetlands, and shorelines will retain wildlife habitat and reduce impact on natural vegetation. Technologies are currently being developed to deter large animals such as deer and elk from entering a road corridor. Use of these types of measures could be implemented in wildlife corridors which come in contact

with major roadways. Public awareness beyond the usual deer crossing sign can help inform the public of the hazards of automobile and animal collisions.

Energy and Natural Resources

Affected Environment

The transportation system creates demands on energy and natural resources. The powering of vehicles requires energy and the roadways require space that affect natural resource areas such as timberlands and agricultural areas.

Impacts

The primary impact of the transportation system on the energy and natural resources is the consumption of energy resources and consuming area for transportation facilities.

Mitigation Measures

The primary measures included in the transportation element of the proposed *Mason County Comprehensive Plan* would be the goals and policies which offer alternative modes of transportation and strategies which will reduce single-occupancy vehicles. Additionally, consideration of construction methods that minimize space requirements and impacts on natural areas will reduce the effects of the transportation system on energy and natural resources.

Land Use

Affected Environment

The relationship between a transportation system and land use is based on mobility and access. Land use creates the transportation demand and the road system serves to provide circulation between the land use elements.

Impacts

The transportation plan has been coordinated with the *Mason County Comprehensive Plan* and is consistent with the growth patterns and policies set forth by the County. On a local level, the timing of land use changes and the mix and density of land uses could be affected to some degree by the transportation system. However, it is assumed that community plans and area zoning would continue to exercise primary control over the location, mix, and densities and land uses. Land uses adjacent to the road network would be directly affected where right-

of-way acquisition displaces or encroaches on existing uses.

Mitigation Measures

Interlocal agreements can be used to coordinate actions on transportation issues. As community plans are prepared and updated, their visions will be coordinated with the transportation planning efforts of the County. The Mason County transportation element will be reviewed and updated regularly to respond to land use planning changes. Consistency and compatibility of the transportation and land use elements of the comprehensive plan will require continual review by the County. The County will also conform to the requirements of the *State of Washington Growth Management Act* which specifies that the transportation element will be compatible with the land use element.

Some impacts will be unavoidable. Land will be consumed as more right-of-way is needed for new construction and major widening projects. Some existing land uses will be displaced.

Developers may be required to assist the county in the provision of additional transportation facilities needed to serve new developments in proportion to the impacts and needs generated by their projects. This may make the cost of developing land more expensive than if no mitigation were required.

Land Use Alternatives:

Four land use alternatives, described in the Rural Element, were analyzed to determine their respective traffic impacts on the transportation system in Mason County. Increased population in any of these four alternatives will result in increased traffic and demand for transportation system improvements. The impacts associated with these improvements are discussed above. The degree to which a project impacts the surrounding environment will vary depending on the specific conditions associated with that project.

The impacts to the transportation system associated with congestion (a result of growth) were also studied. This analysis was performed using a transportation model (TMODEL2). The traffic forecast for the 20 year projection for each land use alternative was calculated by the model and discussed in Section VIII.1-17. Anticipated employment and housing factors were used to update the traffic analysis zones in the traffic model. The following is a summary of the results for the 20 year growth forecast:

- The findings show that there is no significant difference in the amount of traffic loaded onto the road network by any of the four land use alternatives. This implies that impacts associated with overall road usage will be relatively the same in each land use alternative.

- Traffic in the County will essentially double over the next 20 years.
- All county roads should continue to operate at a LOS C or better. A few roads may fall to an LOS D if a localized spike in the growth rate occurs in an area which concentrates traffic to a single road.
- Mason County roads are generally safe for drivers who are reasonably attentive to driving, obeying the laws, rules of the road, and the signing. Impacts associated with perceived safety deficiencies will necessitate improvements to the road network. The need for these safety improvements primarily exists on roads built before modern day design standards were put into practice. As these improvements are made over the next 20 years, collision rates may decrease.

PAC PROPOSED ADDENDUM L

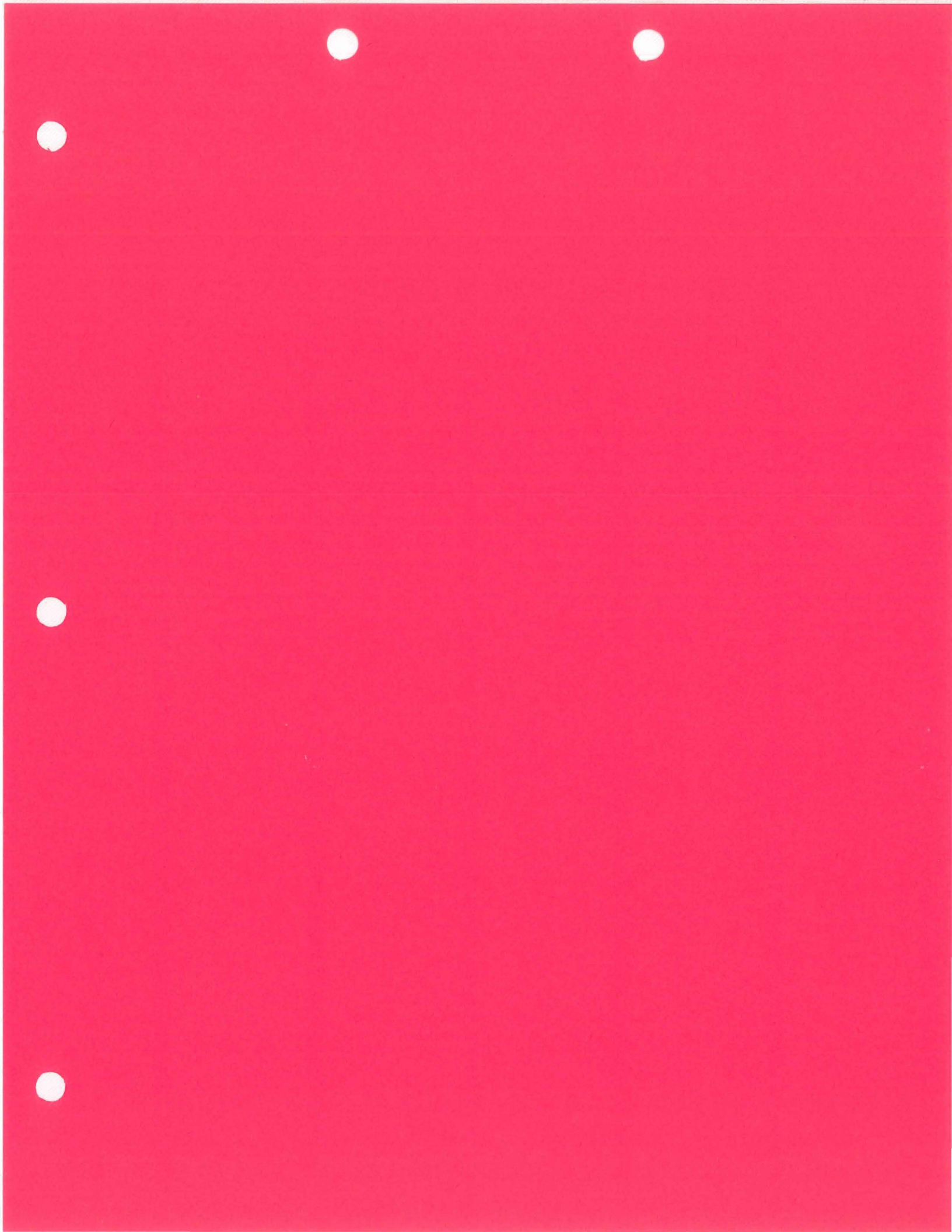
PROPOSED CHANGE

Policy 1, Public Participation Policy:

a) This transportation element was developed with the assistance of the Growth Management Advisory Committee, established specifically to help prepare the Comprehensive Plan. Mason County will continue to use a similar committee to advise and periodically update the plan. Public participation in transportation planning is encouraged through open workshops and public hearings. Citizen groups can also provide valuable insight during the planning phase of road projects.

Be revised to read:

a) ~~This transportation element was developed with the assistance of the Growth Management Advisory Committee, established specifically to help prepare the Comprehensive Plan. Mason County will continue to use a similar committee to advise and periodically update the plan.~~ Public participation in transportation planning is encouraged through open workshops and public hearings. Citizen groups can also provide valuable insight during the planning phase of road projects.



Draft – As recommended by the Planning Advisory Commission

Chapter XII

HEALTH AND HUMAN SERVICES

ELEMENT

XII-1 INTRODUCTION

The purpose of this section is to describe goals and strategies that promote a healthy living environment for the betterment of the community. A healthy community environment is influenced by many factors. Research focusing upon the interaction between health and the environment shows that health is not only affected by the direct pathological impacts of various chemical, physical, and biological agents, but also is strongly influenced by factors on broader physical and social environments. These include; urban development and transportation, safe housing, and opportunities for recreation.

XII-2 ASSESSMENT

Mason County has one incorporated city (Shelton), and two Urban Growth Areas (Allyn and Belfair), with most of the county population located in the extensive rural areas. Seniors and retirees choose to live in Mason County due to its proximity to large population centers and the relative affordability of local housing.

- A majority of Mason County residents live in unincorporated parts of the county (83%) as compared to 17% in the incorporated area (Shelton).
- Mason County has a larger percent (16.7%) of the population that is 65 years of age or older compared to Washington State (11.3%)
- Washington’s Office of Financial Management is forecasting the percentage of population 65 years of age and older in Mason County will increase to 27.9% by 2025.

Mason County fares poorly in the death rates (age-adjusted*) from selected diseases when compared to the rest of Washington:

- Death from diseases of the heart: Mason County rate of 2.23/1,000 people compared to state rate of 1.90/1,000
- Death from major Cardiovascular Disease: Mason County rate of 2.97/1,000 people compared to state rate of 2.73/1,000.

- Death from Influenza & Pneumonia: Mason County rate of **25.7/1,000** people compared to state rate of **18.5/1,000**.
- Death from Chronic Lower Respiratory: Mason County rate of **58.2/1,000** people compared to state rate of **46.2/1,000**.
- Death from Chronic Liver Disease: Mason County rate of **17.0/1,000** people compared to state rate of **9.2/1,000**.

*age-adjusted rate; rate per 1,000 age-adjusted to US 2000 population.

Mason County also fairs poorly in terms of death rates for all adults, and life expectancy when compared to the other 38 Washington counties:

- Among all adults over 18 years of age, Mason County has the **10th highest** death rate in the state, with an age-adjusted rate of **1,324/100,000** people as compared to the state average of **985/100,000** people.
- Mason County has the **3rd highest** premature adult death rate in the state.
- Mason County children born in 2001 have a life expectancy of **76 years** compared to **78 years** for state. This is the **5th lowest** life expectancy rate in the state.

Mason County motor vehicle death and non-fatal hospitalization rates are high compared to state figures:

- Mason County's motor vehicle death rate is **23.5/1,000** people compared to state rate of **12.5/1,000**.
- Mason County's motor vehicle accidents non-fatal Hospitalizations rate is **88.2/1,000** compared to state rate of **47.6/1,000**.

Research shows that the health of a community is not exclusively determined the quality of the health care system; social determinants of health have been identified as most influential indicators of health. Social determinants of health are associated with income, education levels, and other social factors. On many of the social determinants of health factors, Mason County does not compare favorable to the state average.

- Mason County has the 11th lowest per capita income among Washington counties, with an average of **\$24,689** compared to a state average of **\$33,254**. (2003)
- The percentage of family households living under the poverty level in Mason County is **15%** compared to state average of **11%**. (1999)
- For Mason County family households with young children; **23%** are living under the poverty level, compared to a state average of **15%** (1999)

There have been significant changes in family structure as well. Between 1990-2000, the number of children living with “other relatives” grew at a faster rate within the county (99% increase) compared to state (56% increase). In 2000, over 12% of Mason County children under the age of 17 years were living in a household that did not include either biological parent, compared to the state average of 8%. Additionally:

- The birth rate of unmarried mothers in Mason County is significantly higher than statewide, **41.3%** to **28.0%** respectively (5-year rate 1997-2001).
- Mason County’s rate for children served by Children with Special Health Care Needs Program is nearly double the state rate, **10.2/1,000** children compared to **6.0/1,000** (2004).
- The number of accepted child abuse and neglect cases rates is greater in Mason county, **52.7/1,000** children, than the state rate of **36.5/1,000** (2004)

Although Mason County compares well to the state in percent of adult with some college education, the county does not compare favorable with regard to the percent of adults with a BA degree or higher;

- **16%** of Mason County residents have a BA degree or higher, compared to the state average of **28%**. (2000)
- Nearly **17%** of Mason County residents over the age of 25 have not completed high school or it’s equivalency, compared to a state average of **13%**. (2000)

In 2005, the National Association of Counties (NACO) through funding by the Federal Office of Rural Health Policy, completed a survey of Mason County residents to learn public opinion and useful information regarding Mason County’s health care system. The survey revealed that over **25%** of Mason County residents felt there are not enough doctors in Mason County. This affirms the findings of the US Department of Health and Human Services, which has consistently designated Mason County as a Health Professional Shortage Area (HPSA) for primary care providers, dental care providers and mental health care providers. This survey additionally revealed that:

- In the past 18 months, at least one member of over **64%** of Mason County households has been to a specialist.
- Nearly **75%** of the patients treated by a specialist cited a referral or health coverage as the reason for selecting this specialist.

Other factors related to life style behaviors (such as physical activity) can be directly influenced by the communities we live in and contribute to the overall health of the community:

- Mason County residents are more reliant of their private vehicles compared to the state: **91%** of Mason County residents use private vehicle to travel to work compared to **86%** statewide.
- Only **2%** walk or bike to work, compared to state average of **4%**.
- Only **1%** use public transportation, compared to state average of **5%**.
- **42%** of Mason County work force worked outside the county.
- **32%** have commutes that are between 30-59 minutes one-way, while **13%** travel an hour or more to get to work.

These commuting patterns are not unexpected in a rural community, but can be contributing factors in lowering the percentage of citizens exercising routinely.

XII-3 ANALYSIS

As a rural community, populations are dispersed and services are limited in many communities. As a result, most county residents are highly dependent upon the automobile as the primary means to access goods and services. This can limit opportunities for walking or bicycling as a means for exercise. The county could offset this through the development of public trails to promote walking or bicycling, and improving the quality and accessibility of county recreational facilities. The county could also increase efforts to inform the citizenry of the many opportunities for exercise and relaxation within Mason County provided by the numerous County and State Parks, and Olympic National Park.

Within the more densely populated urban growth areas, alternative modes of transportation are encouraged. However, much of the supporting infrastructure is not yet in place. The County has plans to develop a Master Parks Plan in 2006, and should integrate this plan with the XXX parks and public trails called for within the various sub-area plans of the urban growth areas. This would further support the development of walking or biking trails within the urban growth areas, and improve access to the many recreational facilities within Mason County.

Access to local, affordable, quality health care is important to promote community health. However, as in other rural communities, patients regularly travel out of the area to receive medical services and treatment. Primary reasons for this include: (1) the limited number of health care providers located in Mason County; (2) recent migrants to the county choose to retain the services of providers they are already familiar with, (3) local providers are not affiliated with the group insurance plans provided by local employers, and: (4) Northeast Mason County residents (Allyn and Belfair) are closer to emergency and urgent care providers located in Kitsap County than Mason General Hospital. Local access to medical services likely result in a greater number of residents taking advantage of these services, thus improving community health. Improving local access to medical services will be more critical as the proportion of residents over 65 years of age increases, and would support economic development objectives regarding expansion of the health care sector. Results of the NACO survey should be utilized in the

preparation of refined goals, policies, and strategies that address community needs and improve health care services within Mason County. This could include identifying and developing strategies specifically crafted to:

- Identify gaps in the health care service and delivery system in Mason County, such as the shortage of primary care providers, and identify strategies to address these gaps,
- Promote and support programs and services that meet the specific health and social needs of the range of households within Mason County,
- Study the feasibility of establishing a **Medical Savings Account Plan** for Mason County citizens, and;
- Establish a **Federal Qualified Health Clinic (FQHC)** in Mason County.

County, regional and state social programs also influence the health of families and the community. Social programs can offer a range of services, including supplying food to needy families, subsidized child care, and providing leaning aids for developmentally disabled children, to name a few. These programs respond to families and individuals in crisis; but by providing various means of support can have a profound, positive affect on the entire community. Mason County should strive to promote a community where people can balance work, family, friends and community involvement. This can be achieved in part by promoting and supporting a system of practical, functional, and accessible social programs.

It is particularly important that local groundwater and critical aquifer recharge areas are protected in Mason County, as private and small community wells are the source of drinking water for most Mason County residents. A number of policies and programs that help protect critical aquifer recharge areas and assist in the management of watershed areas are already in place and carried out at a local and state level. Group A (public water supply wells) and Group B (smaller public water supply wells) systems are required to perform periodic testing to verify delivered water meets accepted quality thresholds; however, once installed there is no requirement for periodic testing of private wells. Additionally, Group A and B wells are typically deeper than private wells, making these community wells less susceptible to contamination than the more shallow private wells. Thus, by encouraging community water supply systems, the County would increase the likelihood of residents having access to reliable, clean drinking water. Mason County may wish to consider crafting supplemental policies that would increase the quality and reliability of the water supply system by promoting community wells to reduce the need for less regulated new private wells, and reevaluating countywide storm water management policies as increased development occurs in the urban growth areas.

XII-4 GOALS AND POLICIES

General County-wide Planning Goals and Policies:

Goal 1:

Mason County shall promote and support local and regional health care planning, and ensure health care planning focuses on the primary local health care needs.

Policies:

1.1: Mason County will improve public and private sector participation in health and human service planning and implementation activities.

1.2 Mason County shall periodically conduct an update to the community health assessment.

[Refer to XII.5 A. for implementation strategies and objectives.]

Goal 2:

Mason County shall support policies and practices that promote safer drinking water.

[Refer to XII.5 B. for implementation strategies and objectives.]

Goal 3:

Mason County shall promote and support policies and programs that improve local access to public trails and recreational facilities.

Policies:

3.1: Mason County will advocate for new road development and road upgrades that will accommodate safe bike/pedestrian pathways.

3.2: Mason County will work with Washington Department of Transportation during the planning of highway upgrades to build safe bike/pedestrian pathways in desired locations.

3.3: Mason County will support policies that advocate alternative (non-automobile) access to community amenities.

3.4: Mason County shall evaluate and improve methods advising residents of the abundant county, state, and federal recreational facilities within Mason County.

[Refer to XII.5 C. for implementation strategies and objectives.]

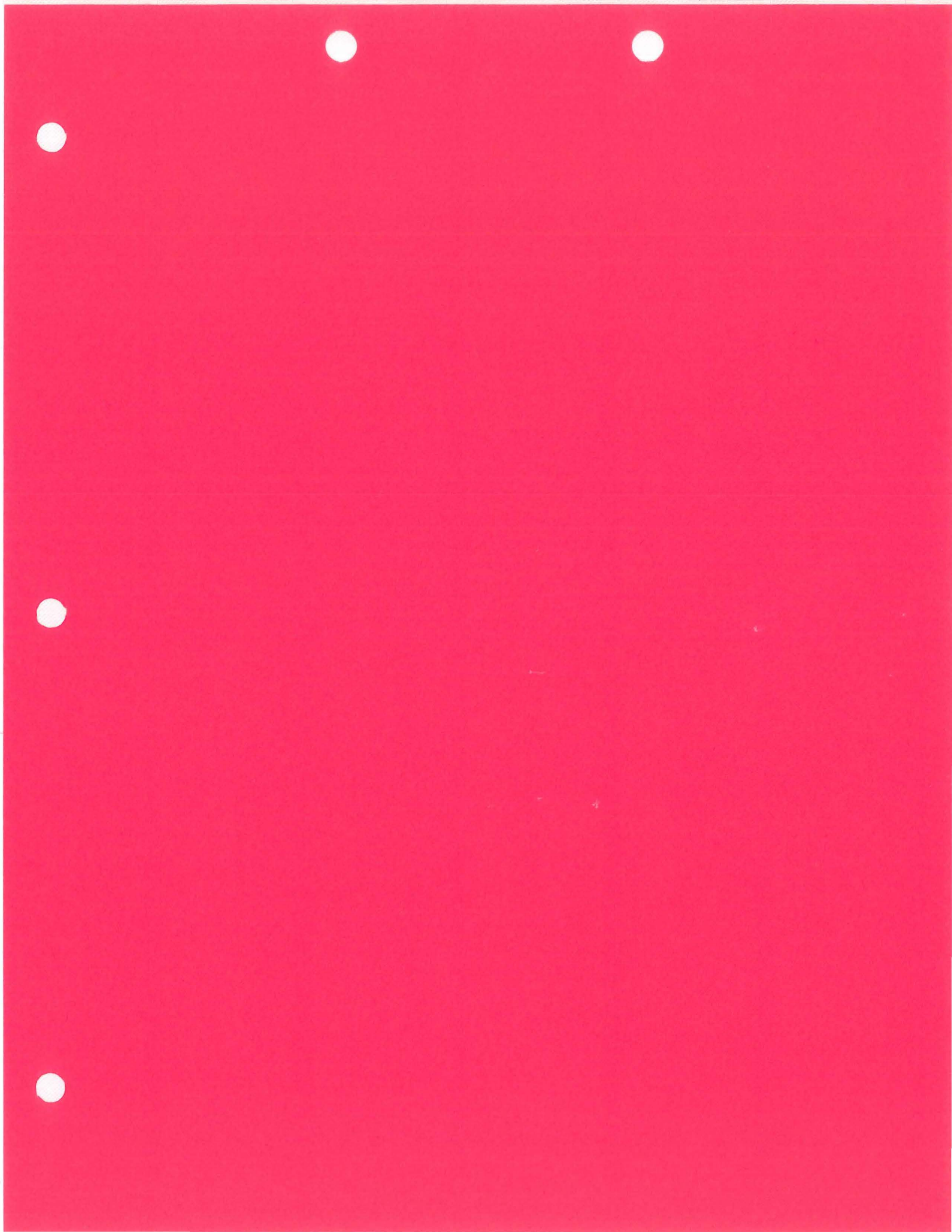
XII-5 IMPLEMENTATION STRATEGIES AND OBJECTIVES

Strategies and Objectives to promote a healthier living environment:

A. Mason County shall develop an action plan to determine which human and health-related planning processes/efforts will benefit from County participation and input, and will ensure that the County is appropriately represented in these planning activities. Methods and objectives would include:

1. To work with the community to identify gaps in health care service and delivery system, and identify strategies to address these gaps.
 2. To identify on-going planning processes, identify the lead agency, and evaluate the role of County representation in the planning process.
 3. To consider establishing a Community Health Care Task Force to address health care issues.
 4. To complete an inventory of county staff involvement in on-going health and human service planning activities.
 5. To identify the most appropriate stakeholders to represent the county, and ensure that that representative has the needed information/data to properly advocate for the community, as a whole.
 6. Mason County will use its political capital to encourage absent stakeholders and critical partners to participate in county-wide planning activities to achieve healthier lifestyles.
- B. Evaluate existing programs and policies regulating lands within critical aquifer recharge areas, consider establishing policies and programs encouraging community water supply systems, and consider updating countywide storm water management policies. Considerations would include:
1. Reducing the number of new private wells within the urban growth areas by promoting the development of infrastructure (drinking water, sewer, transportation) that is necessary to support the development of high-density housing in designated areas.
 2. Exploring strategies (policies, incentives, and/or practices) that encourage multiple-party wells.
 3. Exploring strategies (policies, incentives, and /or practices) that encourage multiple-party on-site treatment systems or community sewer systems.
 4. Consider periodic updates to the countywide storm water management policies and programs that address potential negative effects of increased urban style development.
- C. Support implementation of the Public Trails Policies and establishment of a network of pedestrian and bicycle paths within Mason County. Components may include:
1. Supporting and promoting pedestrian-oriented development that provides access to community amenities (like shopping, social/health service facilities, places of worship, schools, and recreational facilities) within designated portions of the urban growth areas.

2. Carefully consider the need and anticipated usage of trails when prioritizing county-funded trails projects.
3. Consider establishing unimproved trails (i.e. gravel or decomposed granite) and evaluating usage over a period of time prior to committing funds for paving or constructing other trail improvements.



Chapter V

HOUSING

V.1 INTRODUCTION

Relationship to the Growth Management Act

The Growth Management Act requires that comprehensive plans include a housing element. This requirement grew out of concerns over affordability, availability, and housing condition. The public also identified environmental regulations and the infrastructure financing demands imposed by GMA as potentially having negative impacts on housing. As a result, GMA set the following as a statewide goal for housing:

“Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.”

GMA also requires that housing elements recognize the “vitality and character of established residential neighborhoods. Further, housing elements must:

1. include an inventory and analysis of existing and projected housing needs;
2. include a statement of goals, policies, and objectives for the preservation, improvement, and development of housing;
3. identify sufficient land for housing, including, but not limited to, government assisted housing, housing for low-income families, manufactured housing, multifamily housing, group homes, and foster care facilities; and
4. make adequate provision for existing and projected needs of economic segments of the community.

Housing Policies

GMA requires Counties planning under GMA, and the cities within them, to jointly prepare countywide planning policies to guide development of their comprehensive plans. The following policies are excerpts from Mason County's Countywide Planning Policies. They represent policies that both Mason County and the City of Shelton will use to prepare the Housing Elements of their respective Plans.

- 6.1 Encourage the availability of affordable housing to all economic segments of the population, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.

- 6.2 Define and establish the need for affordable housing through development of a Housing Plan.
- 6.3 Encourage affordable housing through innovative land use techniques such as clustering, planned unit development, infill housing incentives, density bonuses, etc.
- 6.4 The housing and land use elements of the Comprehensive Plans for Mason County and its Urban Growth Areas will include an assessment of land availability and general criteria for siting special purpose housing within the Urban Growth Areas to ensure that such housing can be accommodated.
- 6.5 Within the Urban Growth Areas, a wide range of housing types, densities, and mixtures will be encouraged.
- 6.6 As part of a comprehensive program to address the affordability issue, examine current local regulations and policies for impacts on housing cost. Prior to adoption of any new ordinance or regulation affecting home building, evaluate the impact on the provision of affordable housing options.
- 6.7 To avoid tightening of the urban land supply and rising housing cost, Growth area boundaries may be drawn to accommodate a county-wide population greater than Office of Financial Management (OFM) projections. It is recognized that growth will occur outside of Growth Areas.
- 6.8 Affordable housing should be convenient to public transportation, major employment centers, and public services.
- 6.9 Affordable housing needs will be examined in both city and rural contexts. Strategies to address housing affordability will reflect local definitions of affordable housing, urban and rural values, cost and availability of land, infrastructure cost, private property rights, and broad-based citizen involvement.

Mason County Land Use Policies

The *Mason County Land Use Policies* in Chapter III, Section 8, contain a number of policies that are related to housing and are intended to implement housing goals and address housing needs. These include:

- Encouraging a range of lot sizes, development densities and housing types to meet the needs of a diverse population and provide affordable housing choices for all income levels.
- Establishing an Urban Growth Area large enough to minimize restrictions on the residential land supply that would limit access to affordable housing for numerous economic segments of the County's residents.
- Providing for clustering, planned unit developments, and other innovative techniques which will result in a greater variety of lot sizes and housing types.
- Providing for a new fully contained community, which is required to provide for variety of housing options for households with different incomes.

V.2 SEPA/GMA COMPLIANCE

Overview

The Mason County comprehensive plan was prepared using an integrated process for complying with the requirements of the Growth Management Act and the State Environmental Policy Act. TABLE V.2-1, *GMA/SEPA Housing Requirements*, identifies the elements addressed in this Housing chapter that satisfy requirements for collection of data, analysis of consistency and impacts, and mitigation in both GMA and SEPA. Under the SEPA/GMA integrated strategy, the analysis of these elements will focus on the requirements of GMA as the means to achieve compliance with both GMA and SEPA.

TABLE V.2-1: GMA/SEPA Housing Requirements		
Element/Requirement	GMA (WAC 365-195)	SEPA (WAC 197-11)
Inventories	310(1), (2)	440(6)(e)
Forecast	310(1), (2) RCW 36.70A.070(2)	444(2)(b)
Analysis	310(1), (2) RCW 36.70A.070(2)	440(6)(e) 444(2)(b)
Strategies	310(1), (2) RCW 36.70A.070(2)	440(6)(e) 444(2)(b)

V.3 EXISTING CONDITIONS

Overview

Mason County uses four sets of housing data to address housing issues within the County. They include population, affordability, housing type, and housing condition. Together, these data create a picture of existing conditions of housing within Mason County and the County's future housing needs.

- **Population** addresses the existing and forecast population of Mason County by watershed and the demand that the forecast population creates for housing countywide and within each watershed.
- **Affordability** analyzes the cost to rent or purchase housing in relationship to household income.
- **Housing Type** identifies the kind of housing available throughout the County. It describes housing in terms of single family, multifamily, manufactured homes, and group quarters.
- **Housing Condition** describes the quality of Mason County's housing stock. In 2002, a housing survey was conducted by a group of college students as part of a Housing Needs Assessment report prepared by Common Ground. The students used five categories to evaluate the condition of the housing stock. They included Category 1 - Sound, Category 2 - Good/Basically Sound, Category 3 - Needing Maintenance/Repair, Category 4 - Deteriorated, and Category 5 - Dilapidated/Uninhabitable.

Population

Mason County relies on population data provided by the U. S. Bureau of the Census and Washington States Office of Financial Management. The Washington State Office of Financial Management prepares the population forecasts.

Mason County's population reached 49,405 full time residents in 2000 according to the U.S. Census Bureau. This reflects an increase of more than 18,200 since 1980. Only 17% of this growth, however, occurred in the City of Shelton, with the majority being in the unincorporated areas of the County. Further, Mason County grew at a much greater rate (31.7%) than the state of Washington (21.1%) as a whole. A recent housing study¹ shows the geographical location of population and households in Mason County for 2000. According to this study, the highest concentrations of population are in the Shelton and along the Hood Canal and inland waterways. Population increases over the last decade can be attributed mostly to net migration. The Washington State Office of Financial Management (OFM) reports that 93.3% of the total population increase

¹ Mason County and City of Shelton Housing Needs Assessment, April 29, 2004

between 1990 and 2000 was the result of people moving into the area. The OFM further projects that county's population will increase to 75,088 by 2025, which is an approximate increase of 28.4% over the next two decades. In accordance with GMA, Mason County has considered three different forecast growth rate scenarios through 2025, the County's 20-year planning horizon. The County has selected the intermediate growth scenario for planning purposes, and anticipates that an additional 25,683 people will reside within Mason County by 2025.

Affordability

Federal and state governments define housing as being affordable when the occupants are spending 30% or less of their gross household income on housing costs. For rental housing, housing costs include rent and utilities. For owner-occupied housing, housing costs include mortgage principal and interest, property taxes, property insurance, and utilities.

Income Distribution

The government uses standard categories to classify income levels and determine eligibility for housing programs and resources. Income levels are based on percentages of the median household income within the County. The following list provides definitions for income levels commonly used to characterize housing affordability:

- **Extremely Low Income:** Below 30 percent of the median income.
- **Very Low Income:** Between 31 and 50 percent of the median income.
- **Low Income:** Between 51 and 80 percent of the median income.
- **Moderate Income:** Between 81 and 95 percent of the median income.
- **Middle Income:** Between 96 and 120 percent of median income.
- **High Income:** Above 121 percent of median income.

The 2000 census reports that the median family income in Mason County was \$44,246 in 1999. The Washington State Office of Financial Management (OFM) reports that the Mason County median household income in 2000 was \$41,273. TABLE V.3-2, *Income Distribution and Housing Costs*, illustrates the income ranges of Mason County families. It also identifies the affordable cost of housing for each of income classification.

Just over nine percent of County's residents earn incomes that place them in the extremely low-income category. This means they live on less than \$1,106 per month. Affordable housing for that nine percent of the population would have to cost less than \$331.84.

TABLE V.3-2: Income Distribution and Affordable Housing Costs - 2000	
	Households ²

² Source: Mason County and City of Shelton Housing Needs Assessment, April 2004

Income Status	Definition	Annual Income Range ³	Affordable Housing Costs ⁴	Number	Percent
					Total
Extremely Low Income	Below 30% of Median Income	Below \$13,273.8	331.84	2,005	9.36%
Very Low Income	Between 31% and 50% of Median Income	Between \$13,716.26 and \$22,123	\$342.90 to \$553.07	2,666	12.44%
Low Income	Between 51% and 80% of Median Income	Between \$22,565.46 and \$35,396.80	\$564.14 to \$884.92	3,374	15.75%
Moderate Income	Between 81% and 95% of Median Income	Between \$35,839.26 and \$42,033.70	\$895.98 to \$1,050.84	1,662	7.76%
Income above 95% Median Family Income		\$42,476.16 and above	\$1,061.90	11,715	54.67%

Source: U.S. Census 2000

Housing Needs Assessment

The U.S. Department of Housing and Urban Development (HUD) calculates housing need for every county in the nation. Households that pay more than 30 percent of their incomes for rent or housing costs are considered in need of housing assistance. Households with incomes under 50 percent of median income are eligible for most assistance programs. This analysis includes households earning between 50 and 80 percent of median income because a significant number of them also pay high proportions of their income for housing. Most households that earn above 80 percent of median income can afford rental housing.

TABLE V.3-3, *Housing Assistance Needs*, shows households in need as analyzed by HUD for Mason County as a whole. In 2000, more than 68 percent of renter and more than 67 percent of owner households in Mason County earned 30 percent or less of the median county income or paid housing costs that exceeded 30 percent of the household's income. Of the households that earned between 31 and 50 percent of median income, more than 73 percent of renter and more than 53 percent of owner households paid more than 30 percent for housing. Just over 30 percent of renter and 42 percent of owner households earned between 51 and 80 percent of median income also paid more than 30 percent of incomes for rent.

³ Annual Income Ranges derived from Census 2000 population figures; distribution percentages in "Definition" column applied to Census 2000 Median Family Income for Mason County of \$44,246

⁴ To calculate Monthly Affordable Housing Costs, it is assumed that 30% of the household income is used for housing costs (mortgage or rent), therefore the annual income was multiplied by 30% and then divided by 12 monthly payments.

TABLE V.3-3: Housing Assistance Needs - Low and Moderate Income Households 2000

Households by Income	Households	Gross Rent (% of Income)		Households	Owner Costs (% of Income)	
	Number of Renters	% with Cost Burden >30%	% with Cost Burden >50%	Number of Owners	% with Cost Burden >30%	% with Cost Burden >50%
< 30% Median Income	774	68.6	58.0	1,054	67.4	54.7
31% to 50% Median Income	705	73.6	27.5	1,066	53.4	34.0
51% to 80% Median Income	749	30.8	2.7	2,430	42.5	14.7
>81% Median Income	1,689	2.1	0.5	10,377	16.2	3.0
Total	3,917	33.6	17.1	14,927	26.8	10.8

Source: CHAS Data Report (<http://socds.huduser.org/scripts/odbic.exe/chas/reports.htm>)

According to the 2000 HUD Comprehensive Housing Affordability Strategy (CHAS), 643 renter households were at risk of homelessness, meaning that they earned less than 50 percent of median income and paid more than 50 percent of their incomes for rent.

Housing affordability is a complex and changing issue. Interest rates tend to fluctuate dramatically affecting the number of people who can afford to buy a home. As the federal government continues to reduce its role in low income housing, a greater burden will fall on local government to assist low income and special needs households.

Housing Type

Mason County had 25,515 housing units in 1999 according to the 2000 Census. Of these, approximately 70 percent were single family units. Further, 18,912 or 74 percent of these units, were permanently occupied. The remaining 6,603 units, 26 percent, consisted of seasonal residences or unoccupied units. Mason County Public Utility District No. 3 reports that the number of its seasonal customers within the County has decreased over the past few years, as more and more seasonal residents make Mason County their primary home. TABLE V.3-4, *Number of Units by Structure*, presents the number and types of housing units in Mason County as of the 2000 census. It also identifies owner-occupied and rental housing for the permanently occupied units.

TABLE V.3-4: Number of Units by Structure Type - 2000

Type of Housing Structure	Total	Percent of Total	Vacant Units	Occupied		
				Total	Owner	Renter
Single Family						
Detached	17854	69.97%	4824	13030	10979	2051
Attached	247	0.94%	77	170	78	92
Total Single Family	18101	70.94%	4901	13200	11057	2143
Multi-Family						
2 Units	328	1.28%	102	226	49	177
3 - 4 Units	205	0.80%	23	182	4	178
5 - 9 Units	241	0.94%	0	241	8	233
10 - 19 Units	93	0.36%	9	84	5	79
20 - 49 Units	226	0.89%	12	214	0	214
50 or more	58	0.23%	0	58	7	51
Mobile Home	5447	21.35%	977	4470	3616	854
Boat, RV, Van, etc.	816	3.20%	579	237	201	36
County Total	25515	100.00%	6603	18912	14947	3965

Source: United States Bureau of the Census, 2000

Housing Stock

According to the 2000 census data, owner-occupied housing accounted for 79 percent (14,947 units) of the County's occupied units. This is significantly higher than the statewide average of 65 percent. Single-family units represent the vast majority (70.94 %) of the County's 2000 housing stock. Mobile homes and trailers account for 21.35% of the housing units in the County. Multi-family units comprise approximately 4.5% of the County's housing stock. Most of the multi-family housing is located in the City of Shelton.

The total housing stock grew just over 12 percent from 1990 through 2000. TABLE V.3-5, *Existing Housing Stock*, illustrates the composition and size of Mason County's housing stock as of 2000. It shows the percent increase in numbers of units by housing type since the 1990 Census. Single-family units saw the largest percent increase, followed by mobile homes (including RV's, boats, and vans) and multi-family units. The ratio of housing types remained constant however, with single family units accounting for 71 percent, multi-family units equaling just over 4 percent, and mobile homes representing nearly 25 percent of the total units.

TABLE V.3-5: Existing Housing Stock - 2000			
Type of Housing Unit	Number of Units	Percent of Total	Percent Change 1990-2000
Single-Family	18,101	71%	13.5%
Multi-Family	1,151	4.5%	9.1%
Mobile Homes	6,263	24.5%	10.6%
Total Number of Units	25,515	100%	12.6%

Source: Washington State Office of Financial Management; U.S. Census 2000

Home Ownership

TABLE V.3-7, *Housing Units - Mason County and Surrounding Counties*, presents the rate of home ownership in Mason County as of the 2000 Census. It demonstrates that the County has a lower rate of home ownership than generally occurs in its neighboring counties and Washington State as a whole. Further, the percentage of the County's housing stock made up of mobile homes and trailers is among the highest compared with other counties and the state.

Approximately one quarter of the existing housing units in Mason County are mobile homes and trailers. These units tend to be more affordable but have a higher rate of dilapidation than other types of housing within the County. Therefore, while many of the residents of Mason County are homeowners, it should not be assumed that they are not in need of housing assistance programs. TABLE V.3-4 also identifies Mason County's relatively low concentration of multi-family units. According to 2000 Census information, the percentage of multi-family units in several surrounding counties, as well as the state, is more than double that of Mason County.

Jurisdiction	Total Housing Units	Percent Owner Occupied	Percent Single Family	Percent Multi-Family	Percent Mobile Homes‡
Mason	25,515	59%	71%	4%	21%
Clallam	30,683	64%	71%	11%	18%
Grays	32,489	57%	70%	14%	15%
Jefferson	14,144	76%	74%	8%	18%
Lewis	29,585	71%	68%	11%	20%
Pacific	13,991	75%	68%	7%	24%
Thurston	86,652	67%	66%	20%	14%
Washington State	2,451,075	65%	65%	26%	9%

‡Including RVs, Boats, Vans, etc.

Source: U.S. Census, 2000

Housing Quality

Overview

The age of a structure can indicate the amount of repair or maintenance that may be needed to maintain the safety and habitability of the structure. As a structure ages, it requires more maintenance, without which it may fall into disrepair. TABLE V.3-8, *Year Structure Built*, chronicles the age of Mason County's housing stock, the number of homes that are either renter or owner occupied, and the number of vacant units. It shows that the greatest percentages of homes in the County were built in the 1970s. Nearly 60 percent of the occupied housing units in the County are owner occupied.

TABLE V.3-8, *Year Structure Built*, also demonstrates that, with the exception of homes built prior to 1969, ownership rates are greatest for structures built in the 1970's. Ownership rates decrease consistently from 1970 to 2000: Renter rates also show a pattern of higher renter occupancy for units built in the 1970s. Both observations could be attributed to the largest number of units in the county being built between 1970 and 1979, meaning that there are more of them to own and rent.

Year Built	Total Units	Percent of Total	Vacant Units	Occupied		
				Total	Owner	Renter
1995 to 2000	3,767	14.8%	920	2,847	2,388	459
1990 to 1994	3,456	13.5%	655	2,801	2,501	300
1980 to 1989	4,857	19%	1,294	3,563	2,834	729
1970 to 1979	6,214	24.4%	1,740	4,474	3,475	999
1960 to 1969	2,984	11.7%	1,126	1,858	1,411	447
1950 to 1959	1,655	6.5%	415	1,240	875	365
1940 to 1949	1,247	4.9%	258	989	688	301
Before 1940	1,335	5.2%	195	1,140	775	365
Total	25,515	100.00%	6,603	18,912	14,947	3,965

Source: United States Bureau of the Census, 2000 Census

Housing Condition Survey

In 2002, a housing survey was conducted by a group of college students as part of a Housing Needs Assessment report prepared by Common Ground. The survey obtained a visual assessment of the overall exterior of the single-family house in Mason County. The students used five categories to evaluate the condition of the housing stock. They included Category 1 - Sound, Category 2 - Good/Basically Sound, Category 3 - Needing Maintenance/Repair, Category 4 - Deteriorated, and Category 5 - Dilapidated/Uninhabitable.

TABLE V.3-9, *Mason County Housing Condition Survey*, presents the findings of the survey. Out of the 191 housing units surveyed in Mason County, excluding Shelton, 71.2% of the County's housing stock fell within categories 1 and 2. Twenty five percent of the houses sampled fell within either category 3 or 4. Housing in category 5 was just over 4 percent.

Number of Housing Units by Rating						
Survey Areas	Rating	Rating	Rating	Rating	Rating	Total Units Surveyed
	1	2	3	4	5	
North	24	22	6	5	1	58
	41.1%	37.9%	10.3%	8.6%	1.7%	100.0%
South	26	24	4	5	3	62
	41.9%	38.7%	6.5%	8.1%	4.8%	100.0%
East & Central	11	19	22	4	0	56
	19.6%	33.9%	39.3%	7.1%	0.0%	100.0%

West	10	0	2	0	3	15
	66.7%	0.0%	13.3%	0.0%	20.0%	100.0%
Shelton	69	100	58	26	8	262
	26.3%	38.2%	22.5%	9.9%	3.1%	100.0%
Total	140	165.0	93.0	40.0	15.0	453.0
Units by Rating	30.9%	36.4%	20.5%	8.8%	3.3%	100.0%

Source: Mason County and City of Shelton Housing Needs Assessment, April 29, 2004

V.4 HOUSING NEEDS

Housing Demand

The population in Mason County is expected to increase from 53,789 in 2005 to 85,088 in 2025, (an increase of 31,299). Using 2005 figures, a population of 53,789 in a county with 25,515 housing units, approximately 1 housing unit is needed for every 2.5 people⁵. This represents a demand for approximately 12,520 additional housing units. Using the Housing Stock percentage rates from page V-3.6, single family units would increase by 8,760, multi-family units would increase by 563 units, and mobile homes and trailers would increase by 2,673⁶.

Housing Affordability

Approximately 37.55% of the housing demand (5,165 units) is a combination of purchase and rental housing that is affordable to households earning less than 80% of the County' median income. This includes 9.36% (1,287 units) for *Extremely Low-Income* households, 12.44% (1,711 units) for *Very Low-Income* households, and 15.75% (2,166 units) for *Low-Income* households. The affordability of the single-family housing is based on at least 20% of that housing being manufactured housing. This compares with the actual rate of manufactured housing at 21.35% in 2000.

⁵ $31299 \div 2.5 = 12,520$

⁶ Housing unit projection calculations: $12,520 \times 69.97\% = 8,760$; $12,520 \times 4.5\% = 563$; $12,520 \times 21.35\% = 2,673$



Chapter IV

LAND USE

IV-1 INTRODUCTION

The Washington State Growth Management Act requires counties planning under the act to adopt a comprehensive plan that includes a land use element and a rural element. The land use element identifies the proposed distribution of land uses and addresses other concerns such as the protection of groundwater quality and quantity, drainage, flooding, and storm water run-off and potential mitigation measures. The rural element addresses rural lands in the county that are not specially designated for urban growth or natural resource use. Because of the interconnection of the two elements, both elements have been included in the Land Use Chapter.

Purpose of The Land Use Element

The land use element identifies the existing land use conditions throughout Mason County, projects the land requirements to the year 2025 to meet projected growth, and determines how that growth should be accommodated, given the goals and policies developed in the plan.

Overview of the Land Use Plan

The lands of Mason County, which are within the jurisdiction of the county, have been divided into three categories of performance districts. These are urban growth areas, resource lands, and rural lands. Each of these categories is described below.

Urban Growth Areas

An urban growth area is an area where more intensive development is planned, along with the infrastructure needed to service this growth. All cities, including the City of Shelton, are defined as urban growth areas. In addition, other unincorporated areas may be designated for urban growth when additional land is needed to accommodate the expected population increases and job growth. The urban growth areas, which are designated in Mason County, include the City of Shelton, with a portion of its surrounding area, and the unincorporated communities of Allyn and Belfair. These communities currently support a mix of residential, commercial, industrial, civic, and public uses.

Within Shelton, Allyn and Belfair, residential uses provide a variety of housing choices including medium to high-density single family and multifamily. Commercial development includes retail and other business uses. Industrial uses may include light and heavy industry, production, manufacturing, and resource-based uses. In addition, a broad range of civic and public facilities such as schools, churches, libraries, parks, courts, and City and County government exist within these communities.

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Rural Lands

Rural lands are divided into several classifications. These classifications identify performance districts through which rural growth will be managed. These districts include the following:

Limited Areas of More Intensive Rural Development (LAMIRD)

- Rural Activity Centers (RAC)
- Hamlets
- Rural Commercial/Industrial Areas
- Rural Tourist/Recreational Areas

Fully Contained Community (FCC)

Master Planned Resort (MPR)

Rural Area (RA)

The Rural Activity Centers (RACs) include Hoodspout, Taylor Town and Union. Hamlets include Bayshore, Dayton, Deer Creek, Eldon, Grapeview, Lake Cushman, Lilliwaup, Matlock, Potlatch, Spencer Lake, and Tahuya. The Rural Area is divided into several different areas shown on the Future Land Use Map, page 4. These areas reflect different allowed residential densities of one dwelling per 2.5 acres, one dwelling per five acres, one dwelling per ten acres and one dwelling per twenty acres. Also among the rural lands are Rural Tourist/Recreational Areas and Commercial/ Industrial Areas that are also mapped.

In addition, the ability to designate new fully contained communities has been created in this plan. The fully contained communities are new urban growth areas that can be designated through a comprehensive plan amendment on land that was previously designated as rural land. Urban population growth may be allocated to the new communities when they are created. Criteria are established in the plan for evaluating proposals for new fully contained communities when such changes are considered.

The rural lands are described in more detail in the rural lands section of the Land Use chapter, section IV-8. Policies for rural lands are located in the Planning Policies chapter, section III-3.

Resource Lands

Resource Lands are those areas in the county that have been identified as especially important for the long-term commercial production of timber and agricultural goods or for the extraction of mineral resources. As such, they receive special protection to discourage their conversion to other uses. 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 and forest land uses elsewhere in the county.

More information on the resource lands can be found in the Land Use chapter, section IV-5.

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Policies regarding these lands are in the Planning Policies chapter, section III-4.

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.

Urban Growth Areas - Shelton

The following goals provide a statement of the intent for the City of Shelton urban growth area. The goals provide a basis for interpretation of the specific policies contained herein. These goals were developed jointly by the City of Shelton and Mason County.

1. To establish general guidelines for orderly growth within the Urban Growth area for Shelton.
2. To provide for cooperation between Mason County and the City of Shelton in planning and guiding development in the Urban Growth Area.
3. To provide landowners and the public generally with certainty about the types of land uses that will occur and or the processes that will be provided for changing those uses as the areas urbanize.
4. To provide a framework for detailed land use and service provision plans and studies that will facilitate efficient use of public funds.
5. To coordinate regulations and utility standards to minimize public and private costs.
6. To provide for land use densities and types, development standards, and provision of urban type services within the UGA that are compatible with the City of Shelton Comprehensive Plan.

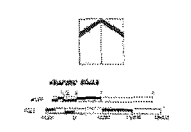
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MASON COUNTY

COMPREHENSIVE PLAN

FUTURE LAND USE

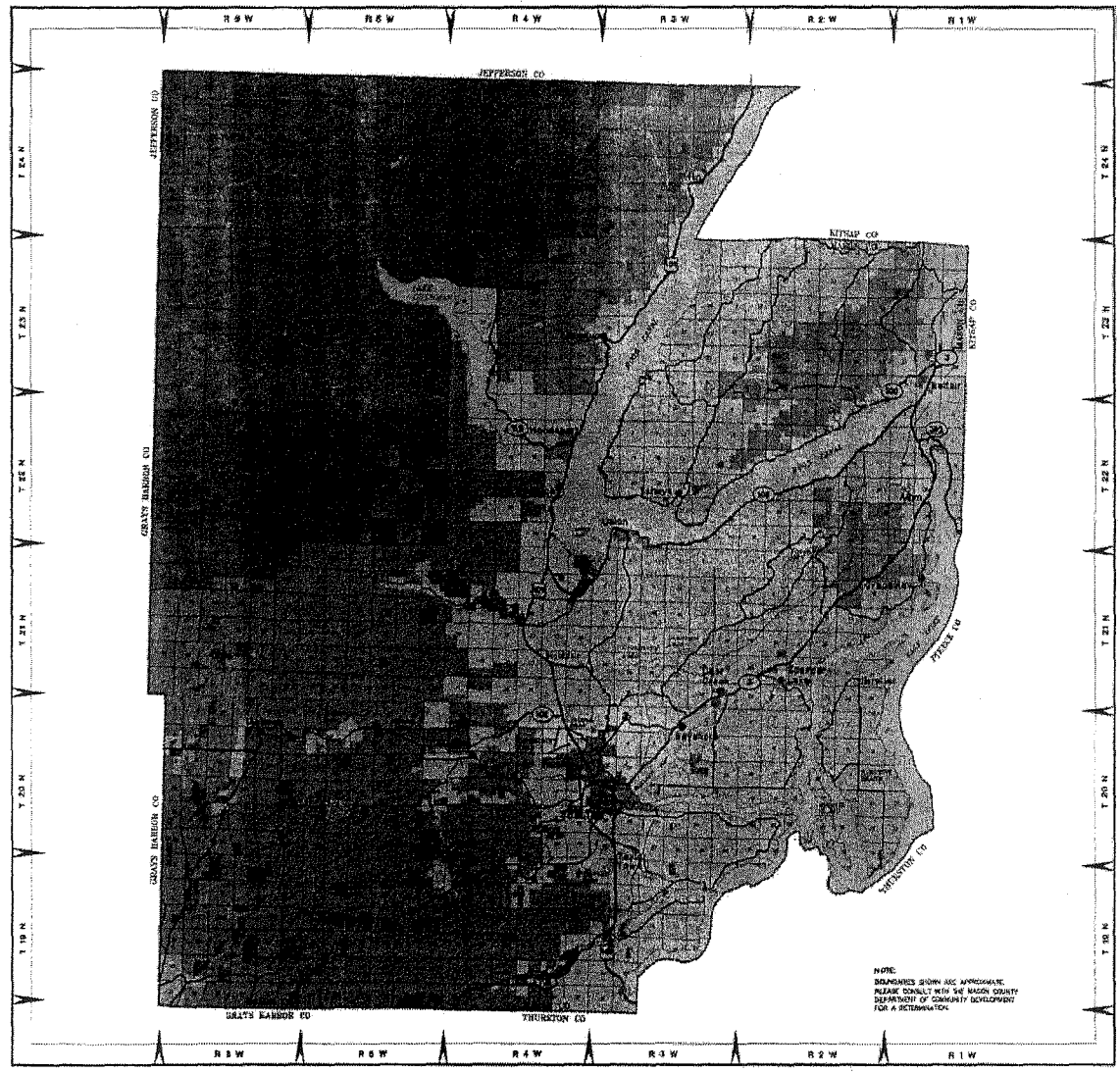
- LEGEND:
- OLYMPIC NATIONAL FOREST
 - OLYMPIC NATIONAL PARK
 - LONG TERM COMMERCIAL FOREST
 - INDIAN OWNED LANDS
 - RURAL AREAS
 - UNDEVELOPED LANDS
 - AGRICULTURAL RESERVE LAND
 - AGRICULTURAL RESERVE LAND / URBAN GROWTH AREA OVERLAP
 - URBAN GROWTH AREA
 - RURAL ACTIVITY CENTER
 - ALLEN SUBURBA PLAN
 - CITY OF BELLINGHAM
 - HAMLETS (APPROXIMATE LOCATION)



MASON COUNTY, WA
 Department of Community Development
 Bellingham, WA June 1996

FIGURE IV - 1.1

03/AMUL/PLN/FUTURE LAND USE/04P/0404



NOTE:
 BOUNDARIES SHOWN ARE APPROXIMATE.
 PLEASE CONSULT WITH THE MASON COUNTY
 DEPARTMENT OF COMMUNITY DEVELOPMENT
 FOR A REVISION.

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IV.2 POPULATION

The Mason County Comprehensive Plan was developed based on both historical trends and future projections of Mason County's population. Using this information, future development demands and appropriate ways to manage land use in the county were developed. The projections used were prepared by the state Office Financial Management in January 2002. It was estimated in the Office of Financial Management Medium Series projection that the total population for Mason County would be 64,007 by the year 2015 and 75,088 by 2025. This would mean an increase in the total population of the county of 21,299 people, or 28.4% over the 20-year period from 2005 to 2025. (Please see TABLE IV.2-5 for population projections.) While an increase in population this large sounds remarkable, the historic population growth in Mason County in the 20 years from 1970 to 1990 was 83%. In the last thirteen years, from 1990 to 2003, the population grew an additional 31%.

Population Growth: Historical Trends

In 1960 Mason County's population was 16,251, only slightly more than one third of the County's population in 2000. During the decade of 1960 to 1970, the statewide population grew by 19.6 percent, or 1.8 percent annually. At the same time, Mason County's population grew by 22.3% (an average rate of two percent annually) to reach a 1970 population of 20,918 (see TABLES IV.2-1 and IV.2-2).

TABLE IV.2-1: Population by Decade - Washington State and Mason County						
	Population					
	1950	1960	1970	1980	1990	2000
Washington State	2,378,963	2,853,214	3,413,250	4,132,353	4,866,663	5,894,121
Mason County	15,022	16,251	20,918	31,184	38,341	49,405

Source: Bureau of the Census, Washington State Office of Financial Management

TABLE IV.2-2. Population Growth by Decade - Washington State and Mason County										
	Percent Change					Average Annual Increase				
	50-60	60-70	70-80	80-90	90-00	50-60	60-70	70-80	80-90	90-00
Washington State	19.9	19.6	21.1	17.8	21.1	1.8	1.8	1.9	1.6	1.9
Mason County	8.2	28.7	49.0	23.0	28.9	0.7	2.5	4.1	2.1	2.6

Source: Washington State Office of Financial Management

The 1960's marked the start of a period of rapid County-wide population growth that has

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continued into this decade. Between 1960 and 1970, the County experienced a population increase of 28.7 percent (4,667 people), an average annual rate of 2.5 percent. By 1970, Mason County's population had grown to 20,918. During the same period, the statewide annual rate of population increase was of 19.6 percent (an average annual growth rate of 1.8 percent).

During the 1970's, both the County and the State experienced the fastest rates of population increase in recent history. The County's population rose by an average rate of 4.1 percent annually, totaling an increase of 49 percent. At the end of the decade the population had increased by 10,266 people bringing the total population to 31,184.

Meanwhile, the State's relatively stable annual rate of population growth increased very slightly from 1.8 to 1.9 percent, amounting to a population increase of 21 percent.

The rate of population growth slowed somewhat during the eighties. Between 1980 and 1990, the County's population grew by an average annual rate of 2.1 percent amounting to a ten year increase of 23 percent and a total population of 38,341. Statewide population growth during the decade totaled 18 percent (an average annual rate of 1.6 percent).

While it is commonly believed that much of the State and County's growth occurred during the 1980's, the actual rate of growth for the decade was the slowest experienced in the County since the 1950's. The 10,266 people added to the County population between 1970 and 1980 exceeds the 7,157 increase during the 1980's by approximately 43 percent.

Between 1990 and 2000, the county's growth rate took a slight upward turn with a 28.9% population increase. In addition, the number of people in Mason County increased by more than 11,000 in the past decade, the highest increase in more than 50 years.

Population Growth: Current Trends

In the past, Statewide population growth has been concentrated in the more metropolitan counties along the Puget Sound corridor. During the 1980's, 70 percent of the state's population growth occurred in King, Pierce, Snohomish and Kitsap Counties. In 1993, the previously mentioned counties accounted for only 35 percent of the State's growth. However, by 2004, these same counties accounted for more than 52% of the state's growth.

One explanation for this recent shift in population growth is what is called "rural rebound," which has been experienced throughout the western United States. Essentially, the population has migrated towards areas of the state that have a more rural character, greater availability of land, and consequently lower land costs. Additionally, the rapid technological advancements being made today allow a growing number of people to telecommute to work from home. It is increasingly more common for people to live in the more rural areas of the State while retaining jobs with companies based in the metropolitan areas.

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In the 1990s, Mason County's population grew 28.9 percent (total of 11,064) from 38,341 to 49,405. This represents an increase average of 2.6 percent annually in that period, about 30 percent higher than the state rate. By 2000, Mason County ranked eleventh in the State in population growth rate.

Population Growth: Projections for Future Growth

The Comprehensive Plan was based on the Medium Series population projection prepared by the state Office of Financial Management (OFM). The OFM prepared a reasonable range of population projections, with a Middle Series projection as that office's estimate of the most likely outcome. The decision to use the medium series projection for planning purposes was based on a recent slowing of growth rates in the county that trends toward the medium series. Growth in Mason County is still expected to be strong based on the assumptions given below:

1. The majority of Mason County's population increase comes from migration within the State, therefore the expected decrease in statewide population growth (due to a decrease in in-migration) will have a limited impact on the County's growth trends, and Mason County's population will continue to grow at a rate faster than the statewide average.
2. Technological advances make it possible to work for companies located in the more metropolitan areas along the Puget Sound corridor, while still living in rural areas. Since Mason County is in relative proximity to Olympia, Bremerton, Tacoma, and Seattle, it is a desirable location for those looking to live in a rural area while telecommuting to work in metropolitan areas.
3. Given that Mason County is a popular destination for retirees, the County is expected to experience a higher rate of population growth as baby-boomers continue to retire, and a higher conversion rate of seasonal residence to year round occupancy.

	Population				Percent of Total Growth		
	2001	2002	2003	2004	01-02	02-03	03-04
Incorporated (Shelton)	8,470	8,495	8,545	8,695	12.5	12.5	25
Unincorporated <i>Allyn*</i> <i>Belfair*</i> <i>Shelton*</i>	41,130	41,305	41,655	42,105 1,792 645 2,553	88.5	88.5	75
County	49,600	49,800	50,200	50,800	100	100	100

Source: Washington State Office of Financial Management, 2004.

*Estimated populations based on 2004 Assessor's data for residential parcels located in the UGA's. Total number of residential parcels (with an improved value of more than \$20,000) was multiplied by an estimated 2.5 persons per household.

TABLE IV.2-6 illustrates the percentage of the County's growth that is in the City of Shelton versus other areas of the County, but it does not show the rate at which each of these areas is growing. TABLE IV.2-7 shows the annual average rates of growth for both the incorporated

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and unincorporated areas, and for comparison, the County's annual rate of growth. This table illustrates that the City of Shelton had been growing at a much slower rate than the unincorporated areas of the County, which were experiencing moderate growth rates. Each of these growth rates increased in 2004 and the city of Shelton now has a more rapid growth rate than the unincorporated areas of the County.

TABLE IV.2-7. Annual Rate of Population Growth by Incorporated/Unincorporated Status 2001-2004.			
	Annual Rate of Population Increase		
	2001-2002	2002-2003	2003-2004
Incorporated (City of Shelton)	0.30	0.59	1.75
Unincorporated	0.43	0.85	1.08
County	0.40	0.80	1.19

Source: Washington State Office of Financial Management, 2004.

Factors Affecting Growth

Population trends are influenced by a number of factors. These factors include the number of births minus the number of deaths, referred to as natural increase, and net migration, which is the number of people moving to an area minus the number moving from that area. Net migration in itself is influenced by a variety of factors that may vary from year to year.

Factors Affecting Growth: Net Migration and Increase

TABLE IV.2-9 illustrates the fluctuating influence that net migration and natural increase have on both the State's and County's populations. During the 50's, all of the growth that occurred in Mason County was due to natural increase. The -77.3 percent growth due to net migration reflects that more people moved out of the County than moved in during that time period. At the same time, 81 percent of statewide growth was due to natural increase, and the remaining 19 percent were due to net migration.

During the 60's, net migration began to have a greater impact on both the State and County's populations. While the percent of growth due to net migration has experienced upswings and down turns in the State, the County has been increasingly influenced by net migration since 1960. Between 1990 and 2000, net migration accounted for 93.2 percent of all growth in the county.

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	1950 - 1960		1960 - 1970		1970-1980		1980-1990		1990-2000	
	Natural Increase	Net Migration	Natural Increase	Net Migration	Natural Increase	Net Migration	Natural Increase	Net Migration	Natural Increase	Net Migration
Washington State	384,069	90,182	305,528	254,502	245,504	473,408	365,152	369,158	392,000	635,000
Percent of Total Change	81	19	54.6	45.4	34.1	65.9	49.7	50.3	38.7	61.3
Mason County	2,179	950	1,239	3,428	1,292	8,974	1,795	5,362	750	10,310
Percent of Total Change	177.3	-77.3	26.5	73.5	12.6	87.4	25.1	74.9	6.8	93.2

Source: Washington State Office of Financial Management

TABLE IV.2-10 provides greater insight into Mason County's population growth.¹ Data regarding the number of people moving to the County from either out of State or out of County was provided by the Washington State Department of Licensing, and is a record of the number of people from elsewhere applying for driver's licenses. By comparing the figures shown for net migration, total change and people moving to the County from out of State/Country, it is possible to make a number of deductions about the growth experienced during a particular year.

For example, between 1990 and 1995, natural increase in the county was higher than it has been over the past ten years. This table also reflects that more than 90% of Mason County's growth since 1990 has been due to net migration - people moving here as opposed to being born here.

	1990-1995	1995-2000	2000-2005
Net Migration	6,024	4,256	4,110
From Out of State/Country	4,037	4,033	1,971
Natural Increase	537	247	274
Total Growth	6,561	4,503	4,384
Percent Net Migration	91.82	94.51	93.75
Percent Natural Increase	8.18	5.49	6.25

Source: Washington State Office of Financial Management and Washington State Department of Licensing. Total growth represents net migration plus natural increase. The numbers reflected in "From out of State/Country" are included in Net Migration.

¹ Minor discrepancies between data sets exist due to variations in sources and collections dates. These discrepancies are not substantial in nature and do not affect the context of the this or any other section of this element.

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Factors Affecting Growth: Seasonal Population

Mason County experiences seasonal fluctuations in population. Although seasonal residents are not included in the County's population statistics, they must be considered since there is definite increase in demand for certain types of capital facilities during the summer months when seasonal population is high and tourism is at its peak.

In order to approximate the seasonal population variation, the County has used billing addresses from both PUD #1 and PUD #3 customers. In this case, a seasonal resident is one who receives utility billings at an out of county address.

According to PUD #1 and #3 billing records, roughly 30 to 35 percent of County utilities customers are seasonal. Using this as an indication of seasonal population, the County's population increases accordingly during the summer months. This seasonal population tends to be concentrated along the County's waterfront. Thus, in 2004, the population increased from 50,800 people in the off season, to approximately 66,040 during the height of the season.

Seasonal increases in population will have a number of long term impacts on the County, particularly along the County's waterfront areas. Visitors and seasonal residents contribute to peak congestion resulting from vehicle and pedestrian traffic. Seasonal population increases will also continue to place increased demands on County services. Those services, which are designed to accommodate the average and peak demands of resident populations, are often under severe stress during seasonal population peaks.

Population Distribution in the Future Land Use Plan

The future land use plan has three Urban Growth Areas (UGAs), three Rural Activity Centers, and several Hamlets. The UGAs include the City of Shelton and the communities of Allyn and Belfair. The Rural Activity Centers include Union, Hoodspout and Taylor Town. The Hamlets include Bayshore, Dayton, Deer Creek, Grapeview, Lilliwaup, Matlock, Potlatch, Spencer Lake, and Tahuya.

In addition to those districts designated in the Comprehensive Plan, the county has also adopted the approach created in the Growth Management Act of reserving a share of projected population growth for future urban growth in Fully Contained Communities. These Fully Contained Communities are not designated and will not be allowed to develop until after they are approved by a comprehensive plan amendment. When specific proposals are identified and approved, population from the Fully Contained Community reserve will be allocated to that proposal. This approach is discussed in greater detail in other sections of the Comprehensive Plan.

The county has estimated how the future growth in population will be distributed among the different districts created in the Comprehensive Plan. TABLE IV.2-15 presents the additional population levels and the share of County growth that would be experienced in each of these areas in the year 2025.

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TABLE IV.2-15: Area Growth Projections for Mason County 1990-2005 - 2025		
Area	Share of Growth	Additional Population
Shelton Urban Growth Area	33%	10,500
Belfair Urban Growth Area	18%	5,600
Allyn Urban Growth Area	7%	2,250
Fully Contained Community Reserve	3%	1,000
RAC - LAMIRDS	1.5%	469
Rural Lands	37%	11,480
Total County	100%	31,299

County-Wide Planning Policies

In 1992, the City of Shelton and Mason County adopted the County-Wide Planning Policies to cooperatively guide each agency's GMA Planning processes. The County-Wide Planning Policies contains several provisions which address population growth and capacity. They include agreement or cooperation in determining:

1. Urban Growth Area designations around incorporated cities, based on distribution patterns of projected population growth and existing concentrations of population density;
2. Urban Growth Areas designated in other areas of the County, based on population growth and distribution patterns and existing concentrations of population.

Mason County Planning Policies

The *Mason County Planning Policies* are intended to provide the basis for future land use decisions. The policies are incorporated in Chapter II of Comprehensive Plan. The *Mason County Planning Policies* contain numerous policies intended to guide population growth and to mitigate its impacts. Those policies call for:

1. Designating an Urban Growth Area of sufficient size to accommodate projected population for the next 20 years.
2. Minimizing restrictions on the supply of urban land and offsetting rising housing costs by designating an Urban Growth Area of sufficient size to accommodate growth 25% greater than projected.
3. Planning, design and financing of facilities and services that recognize the impacts of population and provide urban levels of service in urban areas.

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IV.3 EXISTING LAND USE AND FUTURE LAND USE ANALYSIS

Introduction

This section of the Land Use Chapter identifies Mason County's current land use patterns. It describes land use on both a countywide and Urban Growth Area level. Data presented in this section was compiled from the Mason County Tax Assessor's database.

Definitions of Land Use Categories

Residential

This category includes properties that have any type of dwelling unit placed upon it, except those with an improvement value of less than \$20,000. The Assessor considers properties with improvements valued at less than \$20,000 as vacant. Residential uses include single family, multi family, mobile homes, convalescent centers, rooming and boarding houses, etc. In addition, this category includes personal properties that have a building (other than a dwelling unit) with an improvement value of greater than \$20,000.

Rural Vacant

This category includes parcels determined vacant by the Mason County Assessor's office. Additionally, this category includes Lake Cushman leasehold properties and residential and personal property with an improvement value of less than \$20,000.

Commercial

This category includes properties used for wholesale and retail trade, service industries, health care providers, and warehouses. This category also includes privately owned open spaces, such as privately owned parks and other privately owned entertainment and recreation facilities.

Agriculture/Aquaculture

This category includes all agricultural properties, tidelands, fisheries, and aquaculture related land classes.

Forestry

This category includes all properties in open space forest lands, classified forests, designated forest lands, forest-related activities, and Christmas tree farms. The Forestry category does not include Long Term Commercial Forests designated under Mason County's Resource Land Ordinance, Ordinance Number 77-93, as required by GMA.

Long Term Commercial Forests

This category includes only those lands designated as Long Term Commercial Forests under Mason County's Resource Lands Ordinance, Ordinance Number 77-93, as required by GMA.

Mineral Extraction

This category includes mining activities and mining services.

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Transportation

This category includes all parcels related to transportation uses including railroads, rights-of-way, motor vehicle transportation, mass transit, aircraft runways, and parking lots.

Utilities

This category includes all parcels used for utility related purposes including communications, electrical, natural gas, water, and sewage related uses; land fills; and pipelines.

Tax Exempt

This category includes parcels used for public purposes including government, civic, schools, business associations, professional membership organizations, and publicly owned recreation uses. This category also includes parcels owned by the City of Tacoma for hydro-electric purposes.

Distribution of Land Uses

Introduction

This section characterizes the current land use patterns in Mason County. The Mason County Assessor's Database provided the primary source of data for this section. In addition, the National Park Service provided data related to the National Park and Forest lands, and the Squaxin Island and Skokomish Tribes provided data related to tribal lands.

Countywide Land Use

Mason County includes approximately 620,063⁷ acres of land, about 972 square miles, and an additional 57,600 acres, 90 square miles, of water. Approximately 154,086 acres of Mason County lie within the boundaries of the Olympic National Park and the Olympic National Forest. The incorporated City of Shelton occupies an additional 3,900 acres of Mason County and Tribal lands account for approximately 8,187 acres of the County.

GMA requires that the Mason County Comprehensive Plan designate lands within the County by four broad classifications. Those classifications include urban, rural, resource lands, and critical areas. Mason County also has substantial Federal lands and some Tribal lands.

Within Mason County, designated long term commercial forest lands, national park lands and national forest lands are not available for development. Those two classifications combined, account for approximately 56.8 percent of the land within Mason County.

The Mason County Assessor maintains land use data under many narrowly defined land uses. For planning purposes, these uses were grouped into eleven broad categories. Those categories include Residential, Vacant, Agriculture/Aquaculture, Commercial, Industrial, Forestry, Long Term Commercial Forest Lands, Mineral Extraction, Transportation, Utilities, and Tax Exempt. The Assessor does not maintain data on Federal or Tribal lands. The comparison and analysis of land use data in this section, therefore, is based on the amount of land tracked in the Assessor's database and not the entire amount of land within the County. It also does not include land uses within the City of Shelton.

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The Long Term Commercial Forests classification includes approximately 199,590 acres of land. This classification represents the largest single land use within Mason County.

TABLE IV.3-1 illustrates the total acreage in each land use category on a countywide basis, as well as the percent of the countywide total that each land use category represents.

In addition, TABLE IV.3-1 shows the percentage of improved, unimproved, partially improved or timbered land for each land use category.

Land Use	Total Acreage	Percent of County Total	Percent of Total Acreage			
			Improved	Unimproved	Partially Improved ²	Timber
Residential	33,137	5.347.30 %	64.74%	0.79%	34.44%	0.03%
Vacant	52,656	41.608.4 9%	15.33%	73.07%	11.20%	0.4%
Commercial*	3,538	0.780.57 %	35.65%	19.41%	43.92%	0.56%
Industrial*	544	0.420.09 %	89.28%	1.24%	9.52%	0%
Agri/Aquaculture	9,845	2.171.59 %	86.94%	5.73%	7.32%	0%
Forestry	139,556	30.7522. 51%	0.03%	6.17%	7.61%	87.63%
LTCF	199,590	43.9832. 19%	0.36%	23.29%	0%	76.35%
Mineral Extraction	152	0.030.02 %	63.79%	12.76%	23.68%	0%
Transportation	2,368	0.520.38 %	88.38%	11.23%	0.4%	0%
Utilities	2,079	0.460.33 %	10.97%	84.84%	4.21%	0%
Tax Exempt	10,429	2.31.68%	28.81%	67.67%	3.49%	0.03%
Olympic National Forest	154,086	24.85%				
City of Shelton	3,900	0.63%				
Tribal Lands	8,187	1.32%				
Total	<u>620,0674</u> 53,864	100%	10.14%	22.96%	6.78%	60.57%

Source: Mason County Assessor's Office, 2004, and Mason County Department of Community Development

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

² Parcels are classified by the Assessor's office as improved, unimproved, timber, or a combination of all three. Partially improved parcels contain improved acres as well as unimproved and/or timber acres.

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TABLE IV.3-2 shows the number of parcels and acreage that are improved, unimproved, partially improved, or timbered within each land use category.

Land Use	Improved		Unimproved		Partially Improved			Timber		
	Parcels	Acres	Parcels	Acres	Acres			Parcels	Parcels	Acres
					Imp.	Unimp.	Timber			
Residential	19,564	21,454	100	262	8,091	3,288	33	1,732	2	9
Vacant	4,400	8,072	16,297	38,478	1,608	4,252	36	815	5	209
Comm'l	509	1,277	25	686	325	1,228	1	53	1	20
Industrial	40	486	2	7	20	31	0	7	0	0
Agri/Aqui-culture	617	8,560	244	564	405	102	213	26	0	0
Forestry	3	39	245	8,605	1,883	357	8,382	286	2,380	122,290
LTCF	12	710	174	46,507	0	0	0	0	727	152,373
Mineral Extraction	6	97	2	19	6	30	0	1	0	0
Transp.	417	2,093	61	266	4	5	0	4	0	0
Utilities	204	228	69	1,764	12	73	3	4	0	0
Tax Exempt	625	3,005	247	7,057	151	212	1	22	3	3
Total	26,397	46,021	17,466	104,215	12,505	9,578	8,669	2,950	3,118	274,904

Source: Mason County Assessor's Office, 2004, and Mason County Department of Community Development

Urban and Rural Land Use Patterns

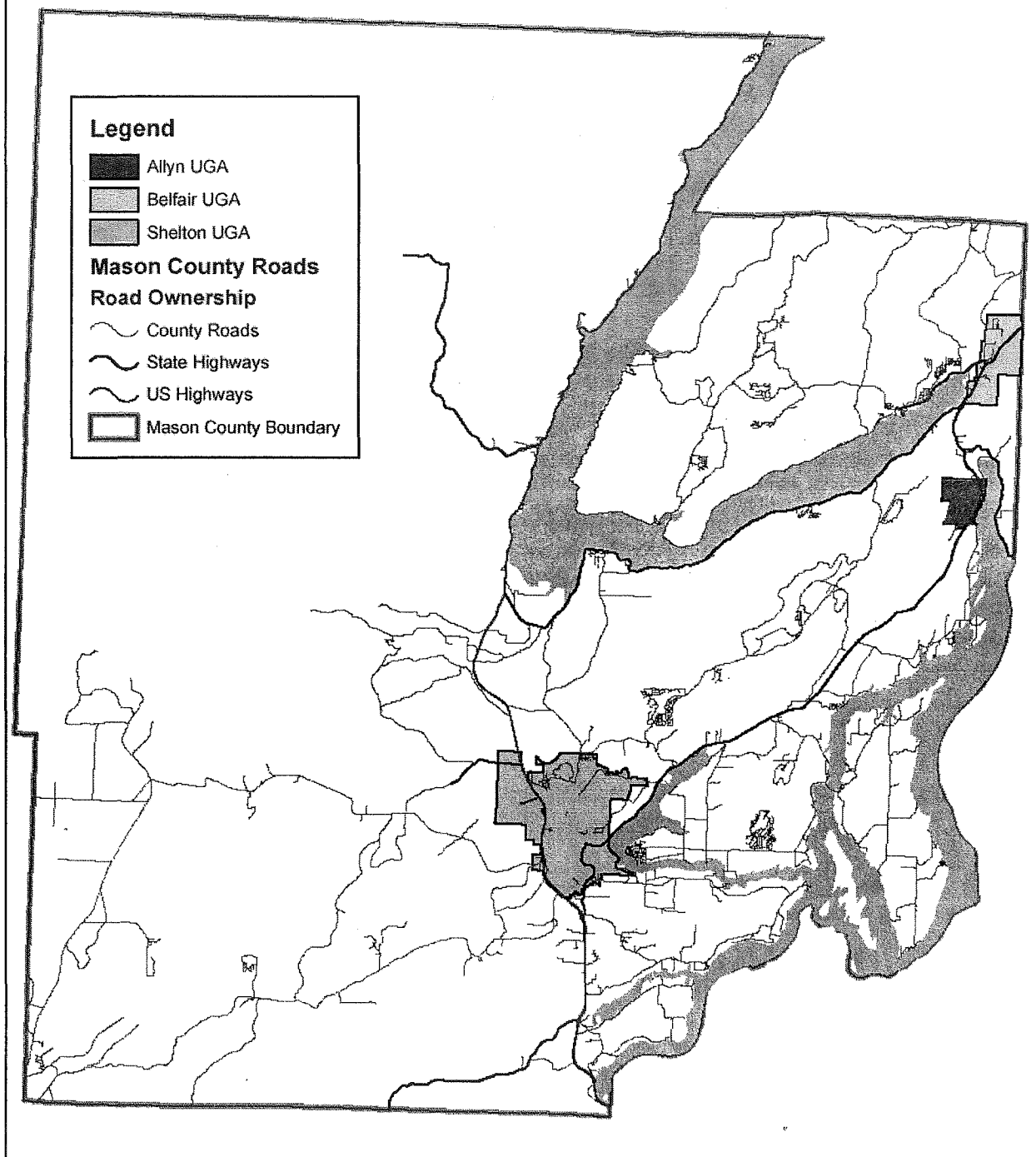
Mason County includes three Urban Growth Areas outside the City of Shelton. These include the Belfair, Allyn, and Shelton Urban Growth Areas (UGA). The Belfair UGA is located in the northeastern corner of Mason County and covers approximately 2,200 acre. Just south of Belfair along the western shoreline of Case Inlet of the Allyn UGA consisting of approximately 1,400 acres³. In the southeastern region of Mason County is the Shelton UGA, encompassing 5,500 acres that surround the Shelton city limits. The remaining rural portions of the County, excluding the UGA's and the city of Shelton, is approximately 610,900 acres.

Mason County has chosen to undertake its GMA planning efforts based on information for the UGA and the County rural areas.

The following paragraphs provide a detailed breakdown of land uses by urban and rural areas. To locate Mason County's UGA's, see FIGURE IV.3-1.

³ Total acreage for Allyn may vary from other sources due to different calculation methods. This total was obtained using assessor parcel data and may not accurately reflect acreage totals obtained from other sources or by other methods.

Mason County Urban Growth Areas



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Belfair Urban Growth Area

Unincorporated Belfair is the primary commercial center in the Northeast corner of North Mason County. Mason County recently identified Belfair as an Urban Growth Area (UGA) of approximately 2,200 acres. The current population within the UGA is approximately 900. However, Belfair serves residents within a larger rural geographic area with a population of approximately 23,000 as well as tourists visiting the Hood Canal and unique Theler Wetlands.

While new development is on the rise in Belfair, the town is in the midst of trying to develop a particular character or 'theme' based around the Theler Wetlands as the town's anchor. Belfair is also home to over 150 businesses located mostly along State Route 3. With the anticipated addition of pedestrian facilities, the continued development of a consistent town theme, an improved local economy, and the completion of the Pacific Northwest Salmon Center, Belfair will be served as a destination well into the foreseeable future.

Forestry represents the primary land use within the Belfair UGA encompassing more than 877 acres, and accounting for 40% of the area's total land

TABLE IV.3-4 details the distribution of land uses within the Belfair UGA based on the Assessor's database.

TABLE IV.3-4: Belfair UGA Land Use				
	Total Acres			
	Improved	Unimproved	Timber	Total
<i>Residential</i>	375	27	1	403
Vacant	183	300	0	483
Commercial	166	17	0	183
Industrial	3	4	0	7
Agri/Aquaculture	25	7	0	32
Forestry	41	0	836	877
Mineral Extraction	0	8	0	8
Transportation	6	46	0	52
Utilities	14	41	2	57
Tax Exempt	55	1	0	56
Total	868	451	839	2,158

Source: Mason County Assessor's Office, 2004, and Mason County Department of Community Development

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TABLE IV3.4A summarizes the land supply and population data for the Belfair UGA.

Table IV3-4A Land Supply Summary

Zone	Gross Acre Available	Percent Unsuitable	Net Suitable Acres	Less 20% for roads	Less 25% for Market	Times Dwelling Unit/Acre	Times 2.5 persons/unit
Long Term Agriculture (LTA)	9	0%	9	7.2	5.4	16.2	41
Festival Retail (FR)	0	56%	0	0	0	0	0
General Commercial (GC)	90	56%	39.6	31.68	23.76	0	0
Mixed Use (MU)	44	56%	19.36	15.488	11.616	116.16	290
Business Industrial (B-I)	78	56%	34.32	27.456	20.0592	0	0
Multi Family Residential (R-10)	71	32%	48.28	38.624	28.968	289.68	724
Med. Density Residential (R-5)	674	24%	512.24	409.792	307.344	1536.72	3842
Single Family Residential (R-3)	302	47%	160.06	128.048	96.036	288.108	720
GC-BI	58	56%	25.52	20.416	15.312	0	0
Total Population	1326						5617

Allyn Urban Growth Area

The Allyn UGA lies along the upper, western shoreline of the Case Inlet in eastern Mason County. Lower Allyn makes up the original community first platted in 1889. It has a mix of residences and commercial business covering 385 acres. Lakeland Village, a planned residential development, makes up the largest land area and population base.

State Route 3 connects Allyn to several major regional cities. Shelton is 18 ½ miles to the south and Bremerton, in Kitsap County, is 16 miles to the north. The Belfair Urban Growth Area is just 4 ½ miles north.

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TABLE IV.3-5 details the distribution of land uses within the Allyn UGA based on the Assessor's database.

TABLE IV.3-5: Allyn UGA Land Use				
	Total Acres			
	Improved	Unimproved	Timber	Total
Residential	461	18	0	479
Vacant	71	298	0	369
Commercial	84	63	0	167
Industrial	1	0	0	1
Agri/Aquiculture	153	0	0	153
Forestry	1	17	119	137
Mineral Extraction	0	0	0	0
Transportation	47	19	0	66
Utilities	25	4	0	29
Tax Exempt	14	2	0	16
Total	857	421	119	1,417

Source: Mason County Assessor's Office, 2004; Mason County Department of Community Development.

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TABLE IV.3-5A summarizes the land supply and population data for the Allyn UGA.

Table IV3-5A Land Use Analysis for Allyn

Zone	Available Acres	Acres less 20% Right of Way	Acres less 25% Market Factor	Dwelling Unites (DU)	DU less 20% right of way	DU less 25% Market Factor	Populati on Total*	Populati on Total**	Total 2002 to 2005 Adjust ment**
Resident ial 1 (R-1)	60	48	36	213	170	128	320	320	
Resident ial 1 Platted (R-1P)	179	143	107	371	297	223	557	696	
Resident ial 2 R-2)	13	10	8	119	95	71	179	179	
Resident ial 3 (R-3)	21	17	12	382	306	229	573	573	
Village Commer cial (VC)	23	18	14	95	76	57	143	143	
Village Resident ial	14	11	8	120	96	72	180	180	
Resident ial 1 Recreati onal (R-1R)	140	112	84	469	375	281	704	704	
Total	450	360	270	1789	1415	1061	2654	2793	2243

*Total capacity for allocation of population (2002 parcel data)

**Total capacity for allocation of population with no Right of Way adjustment for Lakeland Village small lots.

Shelton Urban Growth Area

The Shelton UGA includes 5,500 acres and contains parcels that currently bisect its boundary. The existing land use patterns within the Shelton UGA can generally be described as containing a mix of land uses including residential, industrial, recreational areas, resource lands and undeveloped areas. Existing residential development is the predominant land use in the UGA, encompassing approximately 32% of the total land area. Resource lands equal approximately 25% of the total area, transportation related uses account for 12%, and other uses such as manufacturing, trade and services, and cultural/entertainment/recreation represent 15% of the land uses. Undeveloped land account for approximately 16% of the land use in the Shelton UGA.

TABLE IV.3-6 details the distribution of land uses within the Shelton UGA based on the

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Assessor's database.

TABLE IV.3-6: Shelton UGA Land Use				
	Total Acres			
	Improved	Unimproved	Timber	Total
Residential	1,009	94	0	1,103
Vacant	226	609	0	835
Commercial	208	32	0	240
Industrial	381	14	0	395
Aqui/Agriculture	72	0	0	72
Forestry	10	14	1,371	1,395
Mineral Extraction	0	12	0	12
Transportation	657	5		662
Utilities	39	18	0	57
Tax Exempt	194	160	0	354
Total	2,796	1,358	1,371	5,125

Table IV.3-6A summarizes the land supply and population data for the Shelton UGA

Table IV.3-6A Population Projection Summary

	Commercial/Industrial Designated Lands	Residential Designated Lands	
Total Vacant Lands (VL)	660.89	1290.83	
Redevelopable/Underdeveloped Lands (RUL) ¹	523.37	40.33	
Critical Areas Discount Factor ²			
VL	530.3	1035.8	
RUL	420.0	32.4	
Roads/Public Lands ³			
VL	397.8	776.9	
RUL	315.0	24.3	
Market Factor ⁴			
VL	298.3	582.7	
RUL	157.5	12.1	
Total Developable Area	455.8	594.8	
Estimated Number of Residential Units			2379
Estimated Population (2.5 persons per household)			5948

1 All parcels where improvement value/land value <0.5

2 % of land in UGA associated with creeks, rivers, wetlands, lakes, and geologically hazardous areas

3 25% Discount factor

4 25% for vacant lands; 50% for redevelopable lands

Mason County Rural Areas

The rural areas of Mason County include all those lands not within the City of Shelton or the

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Allyn, Belfair, and Shelton UGAs. TABLE IV.3-7 details the distribution of land uses within Mason County's rural areas based on the Assessor's data of December 2004.

	Total Acres			
	Improved	Unimproved	Timber	Total
Residential	27,700	3,410	0	31,110
Vacant	9,200	41,524	245	50,969
Commercial	1,144	1,801	20	2,965
Industrial	121	19	0	140
Agri/Aquaculture	8,716	660	0	9,376
Forestry	1,870	8,931	128,346	139,147
Long Term Commercial Forest	710	46,507	152,373	199,590
Mineral Extraction	103	30	0	133
Transportation	1,385	200	0	1,585
Utilities	161	1,773	1	1,935
Tax Exempt	2,893	7,107	4	10,004
Total	54,003	71,962	280,989	446,954

Source: Mason County Assessor's Office, 2004, and Mason County Department of Community Development.

Land Capacity (Build Out) Analysis

Introduction

An analysis of land use in the rural areas was conducted using individual parcel data for various rural districts and zones. These included: Hoodsport, Union, Taylor Town, the Hamlets, Independent Commercial/Industrial Areas, Long Term Commercial Forest Lands, Agricultural Resource Lands, Inholding Lands, and the remaining county rural land not falling into any of these classifications. Parcel data was obtained for the County from the Mason County's Assessor's office in December of 2004. From this complete list of County parcels, parcel data for the Allyn, Belfair, and Shelton UGAs were separated out and analyzed by different methods and discussed other sections of this Chapter. The remaining County parcels were broken down into the above districts and zones. Once divided, each category was individually analyzed to determine the approximate population potential should each parcel be developed to its fullest residential capacity. This was done in the following manner.

Methodology

Parcel data was first organized by current land use in accordance with the codes as provided by the Assessor's office. The Assessor's office uses several thousand land use codes to describe the specific land use of each parcel. 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. This illustrated what the land was currently being used for and what its potential residential

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use was 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. Therefore, this vacant parcel could have at least one dwelling unit constructed on it thereby adding at least 2.5⁴ new residents per dwelling unit to the area. By analyzing the existing land use of each parcel with respect to its zoning district, it is possible to estimate the number of additional residents to the rural areas should a each parcel be developed to its full residential potential. This type of calculation and analysis was conducted for each of the districts and zones mentioned above and are summarized in Table IV.3-7A.

TABLE IV.3-7A - Rural Land Capacity Summary

Land Use	# Of Parcels	# of Existing Dwelling Units (DU)	# of Additional DU ^a	Total DU (existing DU + additional DU) ¹	# of Additional Residents (2.5 people per DU)	Total Estimated Population (2.5 people x total DU)
Residential*	18,809	18,787	543	19,340	1,358	48,350
Industrial	20	0	7	7	18	18
Transportation	391	0	460	460	1,151	1,151
Utilities	219	0	358	358	895	895
Commercial	356	0	481	481	1,203	1,203
Aqua/Agriculture	905	0	2,523	2,523	6,308	6,308
Mineral Extraction	8	0	3	3	8	8
Forestry	2,395	0	9,964	9,964	24,910	24,910
Vacant	18,932	0	20,789	20,789	51,973	51,973
Totals	42,035	18,797	35,128	53,925	87,823	134,815
Totals w/Clustering**			37,176	55,973	92,943	139,935

*Parcels qualifying as residential have been given a residential land use code by the Assessor's office and have an improved value of more than \$20,000 according to the Assessor's data dated December 2004. Parcels with a residential land use code but an improved value of less than \$20,000 are classified as vacant.

**Clustering allows certain land uses to increase the number of potential residences located on one parcel providing the parcel meeting specific criteria (See Development Standards and Critical Areas Ordinance). Clustering is only permitted in Inholding, Long Term Commercial Forest, and Agricultural Resource land uses.

^aDwelling units can only be constructed on parcels at least .29 acres in size due to septic requirements. Any parcel smaller than a .29 acre was not considered for additional dwelling units.

¹The total number of additional dwelling units is an approximation as many parcels are not suitable for residential development even though they may be classified as such.

⁴ 2.5 is a standardized approximate number of people that may occupy a dwelling unit as specified by the U.S. Census.

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Analysis

The calculations illustrated in Table IV.3-7A reflect an estimated increase of 53,925 dwelling units to the rural areas should the land be developed to its fullest residential use. This type of "build out" development could increase the population in the rural areas, not including the City of Shelton or the UGAs, by as many as 92,943 people for a total estimated rural population of 139,935.

The Future Land Use Plan

The Future Land Use Plan Map includes designated areas for the National Park and Forest, Long-Term Commercial Forest Lands and their inholding lands, Agricultural Resource Lands, Urban Growth Areas (UGAs), Rural Activity Centers, and Rural Areas. Mineral Resource Lands or Long Term Commercial Forest lands are also designated, but that designation is an overlay on other districts, primarily the Forest Lands or the Rural Areas. The Plan also provides for a population reserve for possible Fully Contained Communities. This analysis does not address population expanding in the Forest Lands or the Nation Park or Forest areas because, although some development may be possible, it is extremely limited and not expected. The analysis for the population reserve is also treated differently because the location of the fully contained communities is not known. The analysis, therefore, addresses land demand, but it does not address land supply.

The proposed Urban Growth Areas include the City of Shelton and the Communities of Belfair and Allyn. Rural Activity Centers include Union, Taylor Town, and Hoodspout. When including both the allocated and the reserved population, the estimate is that approximately 62.5 percent of Mason County is will be required to accommodate the growth associated with Mason County's 20-year population forecast. TABLE IV.3-18 identifies the supply of available land within each area, and the percent of the countywide demand from the allocated population distributed to each watershed.

	Total Acres			
	Supply	Percent	Demand	Percent
Shelton UGA				
Allyn UGA				
Belfair UGA				
County Rural				
Total				

The demand for land for the Fully Contained Communities is estimated to be acres. The means that the grand total of land demanded is estimated to be acres. (%) of the 20 year population is projected to be urban and allocated or reserved for the Urban Growth Areas and the Fully Contained Communities. Within those areas, the allowed density ranges from units per acre for residential development. The Future Land Use Plan requires

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approximately _____ acres for urban levels of development, or _____ percent of the County's net land supply. Net land supply, in this case, means land not already developed or designated for a use other than development such as Long-Term Commercial Forest Land. This urban land demand includes approximately _____ acres for residential uses and _____ acres for non-residential uses.

The Future Land Use Plan designates approximately _____ acres for urban levels of development throughout the County. The total urban land demand, not including the land needed for the Fully Contained Community, is _____ acres. The difference between the urban land supply and demand is _____ acres. The property of the Port of Shelton is not in the general land market, it is not available for residential development, and it can only be expected to accommodate a share of the expected non-residential growth.

Approximately _____ percent of the 20-year population growth is allocated to the Rural Activity Centers and the Rural Area. Water quality standards, development standards, and other health and environmental criteria are used to establish lot size. Combined, these standards will likely result in a development pattern, that would require approximately _____ acres for residential uses. This is approximately _____ acres within the Rural Activity Centers and _____ acres within the Rural Area. This represents _____ percent of the total of _____ acres for the total residential land demand.

TABLE IV.3-19 displays the distribution of the land supply, land demand, demand by use, and population by Urban, Rural Activity Center (RAC), and Rural Area.

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~~Table IV.3-19 Land Availability and Land Demand Summary~~

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TABLE IV.3-20 Land Capacity Summary -- Urban Lands (acres)				
Area (all acres are net acres)**	Residential Land Demand	Non-Residential Land Demand*	Total Land Demand	Land Supply
Urban Growth Areas				
- Shelton	930	489	1419	1419
- Belfair	449	60	509	509
- Allyn	233	21	254	254
Totals	1612	570	2182	2182

*Exclusively non-residential

** Net acres excludes unavailable lands, unsuitable lands; 20% roads & 25% market factor

Countywide Planning Policies

In 1992, the City of Shelton and Mason County adopted the *Countywide Planning Policies* to cooperatively guide each agency's GMA Planning processes. The *Countywide Planning Policies* contains several provisions that address land use growth and capacity. They include agreement or cooperation in determining:

1. Urban Growth Area designations around incorporated cities, based on distribution patterns of projected population growth and existing concentrations of population density;
2. Urban Growth Areas designated in other areas of the County, based on population growth and distribution patterns, and existing concentrations of population.
3. Designation of Rural Lands.
4. Level of Service standards for the Urban Growth Areas and Rural Lands.
5. Multimodal transportation systems based on regional priorities and the comprehensive plans of Mason County and the City of Shelton.
6. Need and delivery of affordable housing throughout Mason County and the City of Shelton.
7. Economic development priorities and actions.
8. Balance among property rights, environmental protection, and public trust.
9. Permit processing procedures and shared permitting responsibilities within the Shelton Urban Growth Area.
10. Support and protection for Mason County's resource-based economy.

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11. Preservation, protection, and, where appropriate, development of open space and recreation facilities.
12. Environmental management for water resources, critical areas, and wastewater disposal.
13. Public involvement for preparation of the County's and City's respective comprehensive plans and development regulations.
14. Siting and levels of service for utilities, capital facilities, and transportation improvements.
15. Identification and preservation of historic and archeological significance.

Mason County Planning Policies

The *Mason County Planning Policies* are intended to guide future land use and capital facility investment decisions. The policies are incorporated a Chapter III in the Comprehensive Plan. The *Mason County Planning Policies* contain numerous policies intended to mitigate the impacts of population growth and land use. Those policies call for:

1. Encouraging the preservation and protection of water quality, critical areas, Resource Lands, and open space.
2. Encouraging the development of passive and active recreation areas.
3. Adopting permanent critical area regulations.
4. Adopting permanent Resource Lands regulations.
5. Encouraging affordable housing.
6. Providing for a range of housing types including single family, multi-family, and mobile homes.
7. Designating an Urban Growth Area of sufficient size to accommodate projected urban population for the next 20 years.
8. Minimizing restrictions on the supply of urban land and offsetting rising housing costs by designating an Urban Growth Area of sufficient size to accommodate growth 25% greater than projected.
9. Minimizing sprawl by allowing sufficient densities within urban areas to reduce the demand for conversion of rural lands to urban areas to accommodate the 20-year forecasted urban population.
10. Providing for a sufficient land supply within urban areas to meet the housing demand of

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the 20-year forecasted urban population.

11. Establishing Working Rural Areas (WRA) and designating urban areas within the WRA that would become part of Mason County's Urban Growth Area.
12. Adopting development regulations that guide the location and siting of residential and non-residential uses within the WRA.
13. Adopting development standards and design guidelines to manage growth and development within WRA areas.
14. Designating an area for a new Fully Contained Community (FCC) as part of Mason County's Urban Growth Area.
15. Adopting development regulations to guide the location and siting of residential and non-residential uses within the FCC.
16. Adopting development standards and design guidelines to manage growth and development within the FCC.
17. Adopting development regulations that guide the location and siting of residential and non-residential uses within the urban area.
18. Adopting development standards and design guidelines to manage growth and development within urban areas.
19. Planning, designing, and financing of facilities and services that recognize the impacts of population on urban areas and provide for urban levels of service in urban areas.
20. Planning, designing, and financing of transportation facilities and services that recognize the impacts of population on urban areas and provide for urban levels of service in urban areas.
21. Planning, designing, and financing of utilities that recognize the impacts of population on urban areas and provide for urban levels of service in urban areas.
22. Providing for a sufficient land supply within Rural Activity Centers (RACs) to meet the housing demand of the 20-year forecasted population within RACs.
23. Adopting development regulations that guide the location and siting of residential and non-residential uses within the RACs area.
24. Adopting development standards and design guidelines to manage growth and development within RACs areas.
25. Providing for a sufficient land supply in Rural Areas to meet the housing demand of the 20-year forecasted population within the Rural Area.

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26. Adopting development regulations that guide the location and siting of residential and non-residential uses within the Rural Area.
27. Adopting development standards and design guidelines to manage growth and development within the Rural Area.
28. Planning, designing, and financing of facilities and services that recognize the impacts of population on rural lands and provide for rural levels of service in Rural Activity Centers, Rural Community Centers, and Rural Areas.
29. Planning, designing, and financing of transportation facilities and services that recognize the impacts of population on rural lands and provide for rural levels of service in Rural Activity Centers, Rural Community Centers, and Rural Areas.
30. Planning, designing, and financing of utilities that recognize the impacts of population on rural lands and provide for rural levels of service in Rural Activity Centers, Rural Community Centers, and Rural Areas.
31. In developing the annual transportation improvement program, the County is responsible for reviewing the basic transportation network that serves the entire community.
32. Mason County, the City of Shelton and the identified UGA area should develop and adopt concurrent "Engineering and Development Design Standards" to regulate growth and transportation development in the UGA areas.

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IV.4 CRITICAL AREAS

Geologically Hazardous Areas

Geologically hazardous areas include areas susceptible to landslide, erosion, earthquake or other geological events. In many cases, hazards can be reduced or mitigated by engineering, design or modified construction practices. Because of their susceptibility however, some of these areas may not be suitable for new development.

Mason County's Interim Resource Ordinance identifies three types of Geologic Hazard Areas: 1) Landslide Hazard Areas; 2) Seismic Hazard Areas; and 3) Erosion Hazard Areas. Landslide Hazard Areas are lands that have an increased potential for landslides and other earth movement. Seismic Hazard Areas are lands that are particularly susceptible to damage from earthquakes and other seismic activity. Lastly, Erosion Hazard Areas are lands that are more susceptible to excessive erosion.

Landslide Hazard Areas

A landslide is a rapid down slope movement of a mass of material such as rocks, soil, or other debris. The speed and distance of movement, as well as the amount of material, vary greatly and depend on a combination of geologic, topographic and hydrologic factors. Especially susceptible to landslide hazards are marine bluffs and unconsolidated glacial deposits on steep hillsides (greater than 40 percent).

Potential Landslide Hazard Areas are areas that meet the following criteria:

1. Areas with indication of earth movement such as debris slides, earth flows, slumps and rock falls; or
2. Areas with artificial over steepened or unengineered slopes, i.e. cuts or fills;
3. Areas containing soft or potentially liquefiable soils;
4. Areas unstable as a result of stream incision, stream bank erosion, and undercutting by wave action;
5. Slopes greater than 15% (8.5 degrees), except areas composed of consolidated rock, and having either of the following:
 - a. Steep hillsides intersecting geologic contacts with a relatively permeable sediment overlying a relatively impermeable sediment or bedrock; or
 - b. Springs or groundwater seepage.

A key indicator of potential landslide areas is slope of the land. Approximately 10% of the landscape in Mason County (excluding Olympic National Forest and Olympic National Park areas) has a slope of 15-30%, and approximately 3% has steeper slopes of 30-45% (see FIGURE IV-4.1, Landslide Hazard Map).

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The risk of landslide occurrence depends on a number of factors including soil vulnerability, slope, and the degree of water saturation. Development activities can increase the risk by exposing soil through clearing, altering natural drainage patterns, excavating the "toe" of slopes, or increasing soil moisture content.

An important measure of potential risk for landslide when development occurs is land clearing and alteration for development. Potential impacts to Mason County can be assessed based on the relative amount of land converted to urban uses during the 20-year planning under each of the alternatives.

In addition to the critical area regulations, the comprehensive plan minimizes the amount of land cleared for development by directing up to 70 percent of the County's growth into Urban Areas. Further, options such as Working Rural Areas and Resource Conservation Master Plans require clustering and open space. Both techniques reduce the amount of land disturbed by development while maintaining overall rural densities.

Seismic Hazards

Seismic Hazards occur in areas subject to severe risk of earthquake damage as a result of seismic induced settlement or soil liquefaction. These areas include soils containing high organic content (e.g., wetland soils), areas of loose sand and gravel, artificial fills, landslide deposits, and fine-grained soils with high water tables.

Seismic Hazard Areas are areas susceptible to ground failure, including the following:

1. Mapped geologic faults;
2. Areas of poorly compacted artificial fill;
3. Areas with artificially steepened slopes;
4. Post-glacial stream, lake or beach sediments;
5. River Deltas;
6. Areas designated as potential Landslide Hazard Areas;
7. Bluff areas;
8. Deep road fills and unsupported fills.

Seismic Hazard Areas are shown on the Mason County Seismic Hazards Map (FIGURE IV-4.2), as documented by the *Coastal Zone Atlas of Washington* and *Geology and Related Groundwater Occurrence, Southeastern Mason County, Washington, Water Supply Bulletin 29*.

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MASON COUNTY COMPREHENSIVE PLAN

CRITICAL AREAS

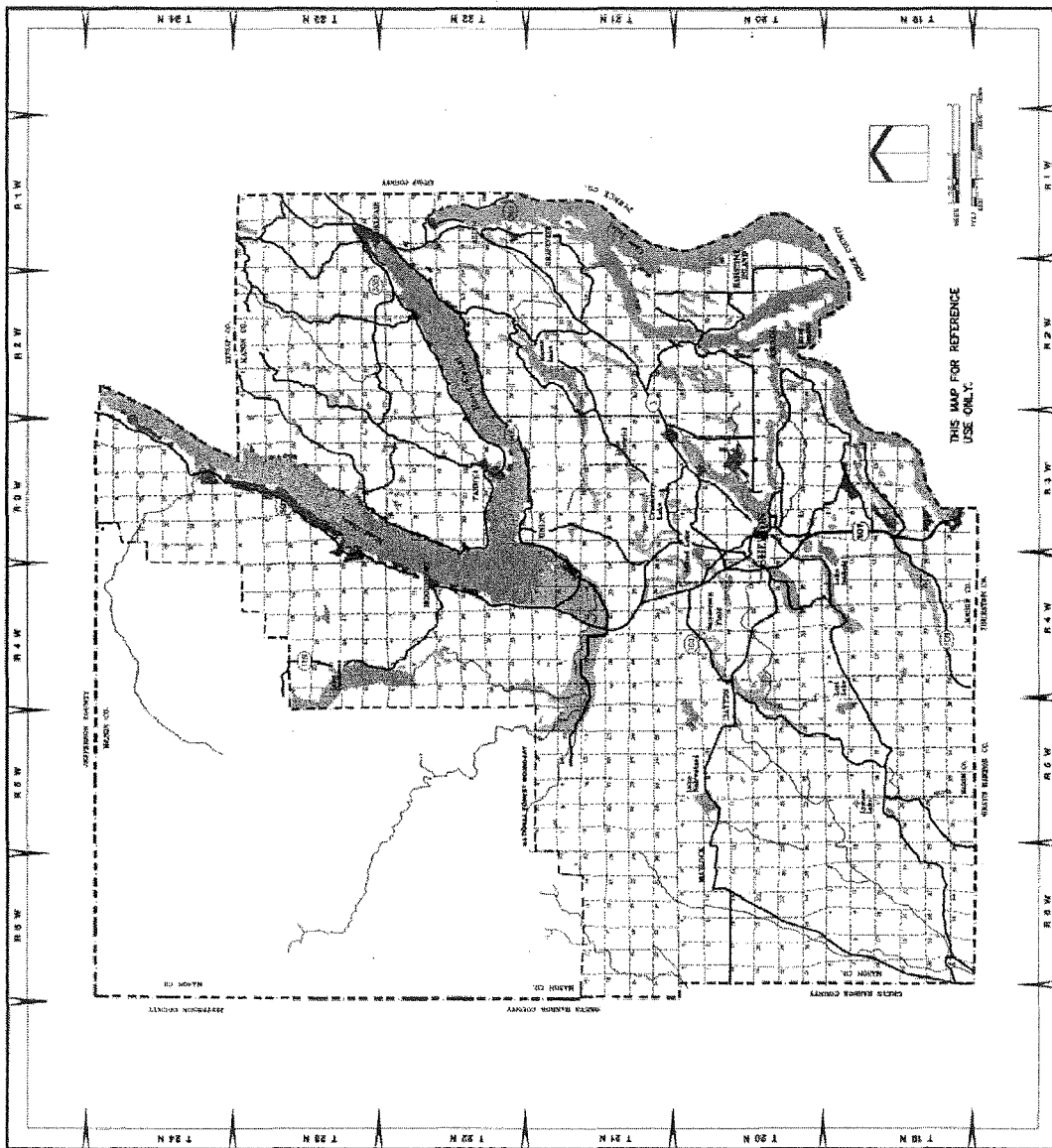
SEISMIC HAZARD AREAS

LEGEND

- ▨ FROM COASTAL ZONE ATLAS OF WASHINGTON
- ▨ WATER SUPPLY BULLETIN

MASON COUNTY
Department of Community Development
Shelby, WA
November, 1999

FIGURE IV-4.2



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All structures in Mason County are subject to the engineering and design requirements of the Uniform Building Code for earthquakes. Seismic hazards requirements focus on effects to buildings and other facilities from intense ground shaking and/or liquefaction. Attention to seismically induced landslides could also cause structural damage to buildings, particularly on steeper slopes and shoreline bluffs. In addition, the critical area regulations do not allow significant public buildings in seismic hazard areas; and the future land use plan directs most growth away from these areas.

Erosion Hazard Areas

Erosion is a natural process in which the land surface is worn away by the action of water, wind, ice or other geologic processes. The most common cause of erosion is water falling or flowing across the land. Factors contributing to erosion hazard are soil type and slope. Erosion hazards generally occur on erosive soils where slopes exceed 15 percent.

The Mason County Interim Resource Ordinance classifies Erosion Hazard Areas as areas that have an Erosion Index of 8 or greater as determined by methodologies found in the United States Department of Agriculture, Soil Conservation Service "Food Security Act Manual, Title 180, Second Edition, August, 1988".

The erosion process can be accelerated by development activity that exposes and disturbs soils so they are more vulnerable to erosive forces. Further, increased areas of impervious surfaces reduce the infiltration of rainfall, increase stormwater runoff, and result in even greater erosion potential. Increased runoff, erosion, and sedimentation may adversely affect the physical and biological characteristics of streams and other water resources.

Erosion Hazards are similar to Landslide Hazards in that they are both often created by, or aggravated by development activities such as clearing and grading. The comprehensive plan controls the hazards through the critical areas regulations and by concentrating development in suitable areas.

Mason County Planning Policies

The recommended policies contain several policies intended to mitigate the impacts of development in geologically hazardous areas. The policies focus on:

1. Adoption of a permanent Critical Areas Ordinance to identify and designate geologically hazardous areas.
2. Identifying areas in which development should be prohibited or restricted due to geological hazards.
3. Adopting new standards for effective erosion control.
4. Requiring a geotechnical report for proposal located on Landslide Hazard Areas.
5. Development standards such as vegetative management, drainage, and buffers.

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Wetlands

Wetlands are natural ecosystems that serve a number of important beneficial functions. They assist in reducing erosion, siltation, flooding, and ground and surface water contamination. Wetlands provide habitat for wildlife, plants, and fisheries. They may also assist in recharging groundwater supplies. In addition, wetlands provide opportunities for recreation and education.

In wetlands, the soil is at least periodically saturated or covered with water. These water conditions support special kinds of plants called *hydrophytes* (Greek for "water loving"). Soils that have been saturated for a sufficient length of time certain properties and are referred to as hydric soils. An area must exhibit all three of the following characteristics in order to be classified a wetland:

1. Inundation or saturation of the soil by water;
2. The presence of wetland plants (hydrophytes); and
3. The presence of hydric soils.

Wetlands are generally divided into five classes: *Riparian* wetlands are associated with rivers and streams; *Marine* wetlands are found along ocean shores; *Estuarine* wetlands occur where fresh water and salt water meet; *Lacustrine* wetlands are associated with lakes; and *Palustrine* wetlands include upland freshwater wetlands fed by ground or surface water. The wetlands identified within Mason County include all of these classes.

For the purposes of protection and regulation, wetlands are designated as Category I, Category II, Category III, or Category IV. The Washington State Department of Ecology established these categories.

Category I applies to the most valuable wetlands. These wetlands include a particularly rare plants or animal species, represent a high quality, rare wetland type, are regionally rare, or provide irreplaceable functions and values.

Category II applies to wetlands that provide habitat for very sensitive or important plants or animals, are difficult to replace, or provide very high functions and values, particularly for wildlife habitat.

Category III applies to wetlands that support a variety of wildlife species and occur more commonly throughout Mason County than either Category I or II wetlands.

Category IV applies to smaller, isolated wetlands that have less diverse vegetation but provide important functions and values.

Mason County includes an abundance of wetland areas. Most of these areas are associated with larger freshwater and saltwater systems. The Natural Heritage Program identifies only high quality native wetlands, category 1 under the Western Washington Rating System. As of 1992, there were approximately 20-25 Category I wetlands documented in Mason County.

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In total, however, approximately 38,290 acres in the County have been mapped as wetlands as documented by the National Wetland Inventory (see FIGURE IV-4.3, Mason County Generalized Wetland Inventory Map. Agricultural wetlands and isolated wetlands under one acre in size are exempt from most of the regulatory requirements of the Mason County Critical Area Ordinance.

The alteration or destruction of wetlands can eliminate or reduce the variety of biological and hydrological functions that wetlands perform. Direct impacts may result from clearing, grading or filling in advance of development. Of equal potential are indirect impacts from new development, which may alter surface water flows, or interrupt the infiltration of groundwater.

New development may increase volumes of sediment-laden runoff entering wetlands. This may inhibit the wetlands' natural capacity to remove nutrients and process chemical and organic wastes. In addition, increased sedimentation within wetlands may reduce their ability to temporarily store flood waters and increase the risk and magnitude of downstream impacts.

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MASON COUNTY COMPREHENSIVE PLAN

CRITICAL AREAS

GENERALIZED WETLANDS INVENTORY

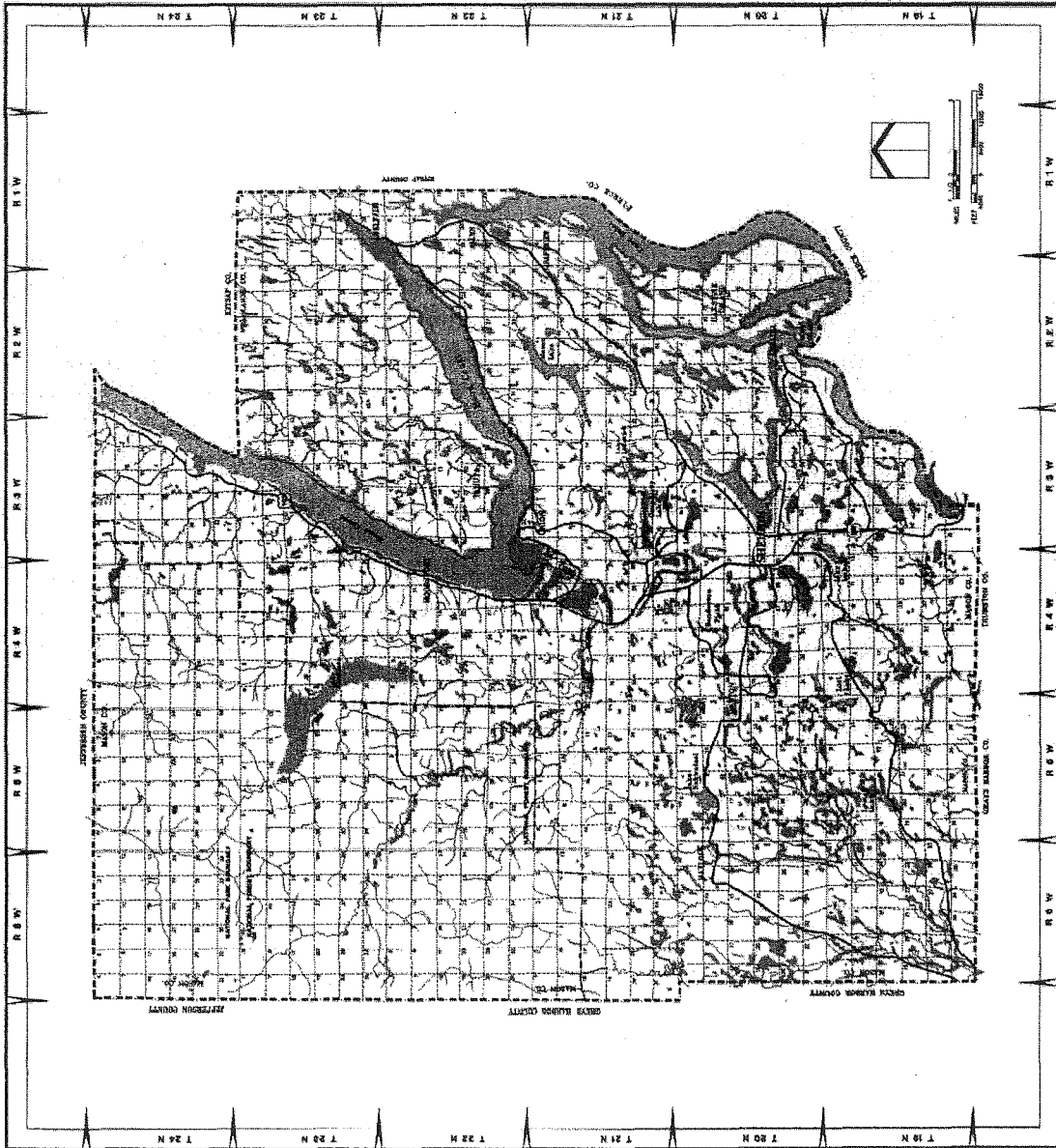
LEGEND

WETLAND AREAS

Stream Types

- TYPE 1
- TYPE 2
- TYPE 3
- TYPE 4
- TYPE 5

MASON COUNTY
Department of Community Development
Spartan, VA
September, 1995
IV-4-3



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Wetlands may also often provide groundwater recharge. Development activities in areas near or hydrologically connected to wetlands in recharge areas could interrupt infiltration to the groundwater system.

The comprehensive plan concentrates growth, allocating as much as ____ percent of the County's population growth to Urban Areas. It also provides for permanent open space and designated natural resource areas in development allowed within Rural Areas.

Countywide Planning Policies

The *Countywide Planning Policies* call for Mason County and the City of Shelton to:

1. Encourage the retention of open space; and
2. Protect the environment and enhance the County's quality of life; including air and water quality, and the availability of water.

Mason County Planning Policies

The recommended policies contain several policies intended to mitigate the impacts of development on wetlands. The policies focus on:

1. Avoiding impacts to wetlands due to development and ensuring that no net loss of wetlands in terms of acreage, function and value occurs.
2. Adopting permanent regulations for wetland protection that provide for: restrictions on clearing, grading and filling; stormwater runoff controls; construction practices; sufficient buffers to sustain wetland functions; and mitigation and/or restoration.

Mason County has adopted interim regulations to protect critical areas, including wetlands. The Western Washington Growth Management Hearing Board has ordered the county to re-assess those regulations, but until that can be done, the current regulations will remain in effect.

Fish and Wildlife Habitat

Mason County contains an abundance of marine, freshwater and upland habitat for fish and wildlife. Preservation of fish and wildlife habitat is critical to protecting suitable environments for animal species, and in providing an important part of the local quality of life for County residents and visitors.

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One of wildlife's most important functions is in maintaining the health and diversity of ecosystems. Each species has its role in an ecosystem. When a species is eliminated, the ecosystem loses the functions it performed. As a result, the balance of the ecosystem is sometimes irreversibly lost or diminished. Given the inter-relation of all species in an ecosystem, species elimination may result in unpredictable consequences, though some consequences of habitat impact are known in advance. For example, a loss of marine invertebrates and kelp from over-harvesting ultimately affects the quality of habitat for larger fish, mammals and birds.

Fish and wildlife also provide important recreational and economic benefits such as hunting and fishing opportunities. The continued prosperity of the commercial and recreational fish and shellfish industries depends on maintenance of excellent water quality and unpolluted habitats for fish, shellfish, and their food sources.

Fish and wildlife habitat also provide significant social benefits. Mason County residents are accustomed to occasional encounters with wildlife such as bald eagles, great blue heron and elk. Wildlife provides the opportunity to educate the public about biological and ecological processes. Other less quantifiable benefits include wildlife viewing, and maintaining the historical, cultural, and spiritual values of Native American Tribes and the general public.

The Mason County Interim Resource Ordinance guides management of the County's Fish and Wildlife habitat. It divides critical fish and wildlife habitat areas into two classes: 1) Aquatic Management Areas; and 2) Terrestrial Management Areas.

Aquatic Management Areas

Mason County includes three principal river systems and numerous lakes, small rivers, and streams. The Skokomish and Hamma Hamma rivers are swiftly flowing, deeply incised rivers that originate high in the Olympic Mountains and empty into Hood Canal. The East and Middle Forks of the Satsop River originate in the Olympic Mountains, converge at the southwestern corner of the County and flow southward into the Chehalis River. All of the eastern part of the County is drained by smaller streams which flow only short distances before reaching outlets to Puget Sound. Many of the small streams, as well as the larger systems, support significant fisheries, including anadromous fish. Other surface waters are made up of numerous lakes and wetland areas, some of which include Cushman, Mason, Nahwatzel, Lost, Isabella, Island, Cranberry, Limerick and Spencer lakes.

The waters and shorelines of Mason County are an important resource. In addition to their natural beauty, and cultural value, they provide the base for a sizable shellfish industry, aquaculture, fish and wildlife habitat.

Aquatic Management Areas as classified and designated include the following:

Class I Management Area

All areas under the jurisdiction of the Mason County Shoreline Master Program; except State designated Harbor Areas pursuant to RCW 79.90.020 and Article XV of the Washington State Constitution.

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Class II Management Area

All areas defined as Type 2, 3, 4, or 5 waters as established in WAC 222-16-030, pages 19 through 24, including all naturally occurring lakes and ponds not considered wetlands and not under the jurisdiction of the Mason County Shoreline Master Program; and all lands within:

- a. ~~200 feet of the ordinary high water mark of Type 2 waters;~~
- b. ~~100 feet of the ordinary high water mark of Type 3 waters;~~
- c. ~~50 feet of the ordinary high water mark of Type 4 waters; or~~
- d. ~~25 feet of the ordinary high water mark of Type 5 waters.~~

The water typing system has been established by the Department of Natural Resources and is based on the size and character of the water body. Type 1 waters are the larger water bodies and rivers that have been classed as Waters of the State, such as the Hood Canal and the Skokomish River. As the size of the river or lake is reduced, the water type becomes a 2, 3, or 4, until a type 5 water is identified. Type 5 waters may be dry beds most of the year, providing only winter flows. (See Mason County Resource Ordinance, page 56)

Marine Habitat Areas include the following:

1. All kelp beds (members of the brown algal family Laminariales including *Alaria marginata*, *Alaria nana*, *Alaria tenuifolia*, *Egregia menziesii*, *Eisenia arborea*, *Pterygophora californica*, *Agarum cribosum*, *Agarum fimbriatum*, *Costaria costata*, *Cymathere triplicata*, *Hedophyllum sessile*, *Laminaria spp.*, *Pleurophyucus gardneri*, *Dictyoneuroopsis reticulata*, *Dictyoneurum californicum*, *Lessioniopsis littoralis*, *Macrocystis integrifolia*, *Nereocystis luetkeana*, and *Postelsia palmaeformis*) and all eel grass beds (*Zostera spp.*). These areas are important salt water habitats that support valuable species, providing habitat for plants, fish, shellfish, sea birds and sea mammals.

Recent maps of the location of kelp and eel grass beds in Mason County were not available for inclusion in this Plan. The Washington State Department of Natural Resources reports that floating Bull kelp occurs off of the west shore to the southwest tip of Squaxin Island. The location of eel grass beds can change over time, making the locations of eel grass beds, particularly the deeper, subtidal species hard to track. Eel grass has been found throughout Hood Canal in the past (*1995 Mason County Shoreline Inventory*).

2. Priority shellfish areas including:
 - a. All public and private tidelands or bedlands which are approved or conditionally approved by the Washington Department of Health for shellfish harvest;
 - b. Any Shellfish Protection District created under RCW 90.72; and

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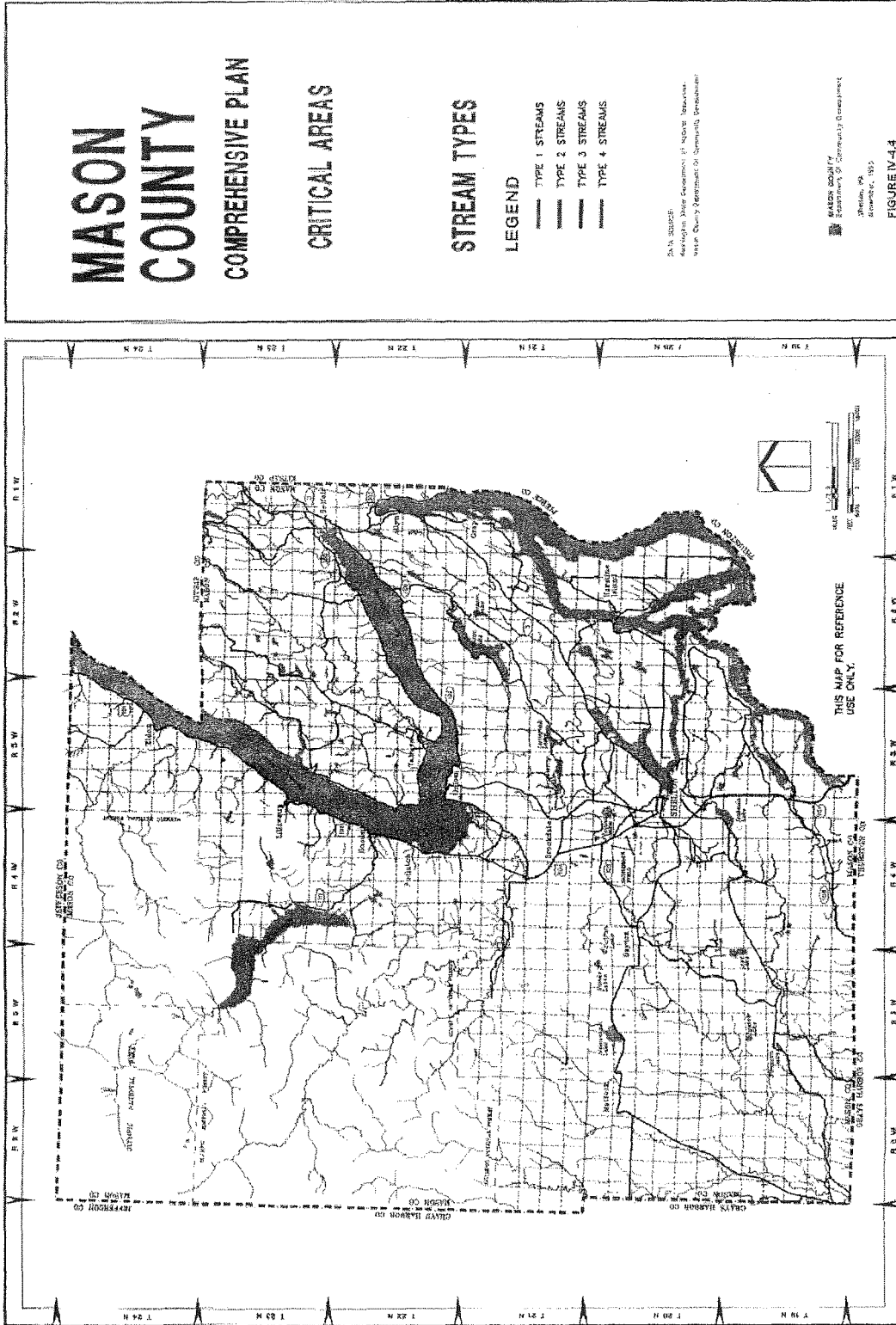
- c. Areas with all of the following attributes: broad intertidal areas, bays with geographically restricted wave action and circulation, poor or limited flushing, warmer water temperatures, seasonally reduced salinity, and increased potential for algae bloom.
3. All identified smelt spawning areas (these are mapped in the *1995 Mason County Shoreline Inventory*).

To protect and preserve aquatic resources, the County has designated the following areas as Aquatic Management Areas:

1. All areas under the jurisdiction of the Mason County Shoreline Master Program; except State designated Harbor Areas pursuant to RCW 79.90.020 and Article XV of the Washington State Constitution;
2. All Type II, III, IV waters as established in WAC 222-16-030, including all naturally occurring lakes and ponds not considered wetlands and not under the jurisdiction of the Mason County Shoreline Master Program, and all lands within (see FIGURE IV-4.4, Mason County Stream Type Map):
 - a. ~~200 feet of the ordinary high water mark of Type II waters;~~
 - b. ~~100 feet of the ordinary high water mark of Type III waters;~~
 - c. ~~50 feet of the ordinary high water mark of Type IV waters.~~
 - d. ~~25 feet of the ordinary high water mark of Type 5 waters.~~

These areas not only protect the aquatic habitats, but they provide preserved areas for habitat for non-aquatic species and establish wildlife corridors between the larger areas of habitat and open space.

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Terrestrial Management Areas

All development activities have the potential to impact native plant and animal species. Terrestrial Management Areas are those areas where the presence of state endangered or state threatened terrestrial species have been identified. The Mason County Critical Area Ordinance specifies that all development in these areas shall be consistent with State and Federal law.

TABLE IV-4.1 is a compilation of the Priority Habitats and Species and Special Non-Game Species in Mason County. It is summarized from data provided by the Washington State Department of Fish and Wildlife in December 2004.

There are also a number of publicly and privately managed natural areas in Mason County that have been designated as preserves or refuges. These areas are important for fish and wildlife habitat, scenic vistas, protection of sensitive plant species, and preservation of open space.

The Washington State Department of Natural Resources manages three Natural Area Preserves in Mason County. They include 17 acres at Oak Patch Lake, 28 acres on Skookum Inlet, and a 56-acre site on Totten Inlet. The Washington State Department of Fish and Wildlife manages a number of properties in the County, including the 172-acre Skokomish River Tidelands Wildlife Area and the 122-acre Union River Wildlife Area.

Mason County also includes a number of properties managed by the Hood Canal Land Trust (HCLT). HCLT is a non-profit organization that either owns properties outright or manages them under the terms of conservation easements. Key HCLT sites include the Klingall and Jimmy Bryan Wetland Preserves, 88 acres on the north side of Lynch Cove and 140 acres along the Union River under a conservation easement.

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TABLE IV-4.1

Priority Habitats and Species and Special Non-Game Species in Mason County

MOLLUSCS	CRUSTACEANS
<i>Newcomb's littorine snail</i>	<u>Dungeness crab</u>
<i>Pinto abalone</i>	Pandalid shrimp
<i>Goeduck clam</i>	BUTTERFLIES
<i>Hardshell clams</i>	<u>Johnson's hairstreak</u>
<i>Olympia oyster</i>	Mardon skipper
<i>Pacific oyster</i>	Makah copper
<i>Razor clams</i>	Oregon silverspot
ECHINODERMS	Puget blue
<i>Red urchin</i>	Valley silverspot
FISH	Whulge checkerspot
<i>River lamprey</i>	AMPHIBIANS
<i>Green sturgeon</i>	<u>Oregon spotted frog</u>
<i>White sturgeon</i>	Western toad
<i>Pacific herring</i>	Cascades torrent salamander
<i>Olympic Mudminnow</i>	Columbia torrent salamander
<i>Channel catfish</i>	Dunn's salamander
<i>Eulachon (smelt)</i>	Van Dyke's salamander
<i>Longfin smelt</i>	BIRDS
<i>Surfsmelt</i>	Brandt's cormorant
<i>Bull trout/Dolly Varden</i>	Brown pelican
<i>Chinook salmon</i>	Cassin's auklet
<i>Chum salmon</i>	Common loon
<i>Coastal resident/Searun cutthroat</i>	Common murre
<i>Coho salmon</i>	Marbled murrelet
<i>Kokanee</i>	Short-tailed albatross
<i>Pink salmon</i>	Tufted puffin
<i>Pygmy whitefish</i>	Nonbreeding concentrations of: loons, grebes, cormorants, fulmar shearwaters, storm-petrels, and alcids
<i>Rainbow trout/Steelhead</i>	Breeding concentrations of: cormorants, storm-petrels, terns, alcids
<i>Sockeye salmon</i>	Black-crowned night heron
<i>Westslope cutthroat</i>	Great blue heron
<i>Pacific cod</i>	Aleutian Canada goose
<i>Pacific hake</i>	Brants
<i>Walleye pollock</i>	Cavity nesting ducks
<i>Black rockfish</i>	Nonbreeding concentrations of: Barrow's goldeneye, common goldeneye, bufflehead
<i>Bocaccio rockfish</i>	Harlequin duck
<i>Brown rockfish</i>	Swans
<i>Canary rockfish</i>	Waterfowl concentrations

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<i>China rockfish</i>	Bald eagle
<i>Copper rockfish</i>	Golden eagle
<i>Greenstriped rockfish</i>	Merlin
<i>Quillback rockfish</i>	Northern goshawk
<i>Redstripe rockfish</i>	Peregrine falcon
<i>Tiger rockfish</i>	Blue grouse
<i>Widow rockfish</i>	Mountain quail
<i>Yelloweye rockfish</i>	Wild turkey
<i>Yellowtail rockfish</i>	Sandhill crane
<i>Lingcod</i>	Snowy plover
<i>Largemouth bass</i>	Nonbreeding concentrations of: plovers, sandpipers, phalaropes
<i>Smallmouth bass</i>	Pigeons
<i>Pacific sand lance</i>	Spotted owl
<i>English sole</i>	Vaux's swift
<i>Rock sole</i>	Pileated woodpecker
MAMMALS	Oregon vesper sparrow
<i>Keen's myotis (bat)</i>	Purple Martin
<i>Western gray squirrel</i>	Slender-billed white-breasted nuthatch
<i>Killer whale</i>	Streaked, horned lark
HABITAT	
<i>Aspen stands</i>	Prairies and steppe
<i>Caves</i>	Riparian
<i>Cliffs</i>	Rural natural open space
<i>Estuary</i>	Snags and logs
<i>Freshwater wetlands and fresh deepwater</i>	Talus
<i>Instream</i>	Urban natural open space
<i>Marine/estuarine shorelines</i>	Vegetated marine/estuarine
<i>Old-growth/mature forests</i>	Oregon white oak woodlands

Sensitive Plants and Plant Communities

The existence of rare and sensitive plants and plant communities is increasingly threatened by the intensive development created by the County's population growth. One of the primary objectives of the GMA is to protect the natural environments that are required to support these communities.

The following is a list of rare and sensitive plant species for Mason County provided by the Washington State Department of Natural Resources, Natural Heritage Program December, 2004.

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<i>Scientific Name</i>	<i>Common Name</i>	<i>State Status</i>
<i>Boschmiakia hookeri</i>	Vancouver Ground-cone	Potential Concern
<i>Botrychium ascendens</i>	Triangular-lobed moonwort	Sensitive
<i>Carex circinata</i>	Coiled sedge	Sensitive
<i>Carex obtusata</i>	Blunt Sedge	Sensitive
<i>Carex pauciflora</i>	Few-flowered sedge	Sensitive
<i>Carex scirpoidea</i> var. <i>scirpoidea</i>	Canadian Single-spike Sedge	Sensitive
<i>Chrysolepis Chrysophylla</i>	Golden chinquapin	Sensitive
<i>Claytonia lanceolata</i> var. <i>pacifica</i>	Pacific lanceleaved springbeauty	Sensitive
<i>Cochlearia officinalis</i>	Scurvygrass	Sensitive
<i>Erigeron aliceae</i>	Alice's Fleabane	Sensitive
<i>Githopsis specularioides</i>	Common Blue-cup	Sensitive
<i>Lobelia dortmanna</i>	Water Lobelia	Threatened
<i>Ophioglossum pulsillum</i>	Adder's-tongue	Threatened
<i>Parnassia palustris</i> var. <i>neogaea</i>	Northern grass of parnassus	Sensitive
<i>Potamogeton obtusifolius</i>	Blunt-leaved pondweed	Sensitive
<i>Spiraea densiflora</i> var. <i>splendens</i>	Subalpine Spiraea	Potential Concern
<i>Woodwardia fimbriata</i>	Chain-fern	Sensitive

In addition to monitoring rare plants, DNR also maintains a database of sensitive native plant communities and native wetland areas in the County. The Mason County Sensitive Plants Map, presented in the *1995 Mason County Shoreline Inventory*, shows the general locations where these natural features exist. Because of the sensitive nature of these areas, only the general area (section to quarter-quarter section) where these features are known to occur is shown on the map as documented in Appendix F of the *1995 Mason County Shoreline Inventory*.

The impacts of development to habitat include the replacement of woodlands, pastures and other undeveloped areas with buildings, roads, parking lots, landscaping, and other structures. Depending on the location, density and intensity of uses, this may result in the removal and displacement of habitat and cause some wildlife species to relocate to other areas. Since most habitats are currently assumed to be at or near their carrying capacity, displaced animals may perish.

Loss of wetlands, riparian areas and adjacent fields may affect the overall number and variety of wildlife and waterfowl. Loss of riparian vegetation could also affect migrating or nesting areas. Plant and animal species can also be affected by erosion and sedimentation of streams, coastal waters, and wetlands. Shoreline and related over-water development can harm valuable kelp and eelgrass beds.

In addition to the critical areas protections adopted by the county, the comprehensive plan concentrates development, allocating approximately 63 percent of the County's population growth and associated development to Urban Areas. The Urban Area will, however, account for less than percent of the County's land area. The comprehensive plan also provides for permanent open space and designated resource areas in development within Rural Areas. These features will promote the protection, preservation, and enhancement of fish and wildlife habitat.

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County-Wide Planning Policies

The *County-Wide Planning Policies* call for Mason County and the City of Shelton to conserve fish and wildlife habitat.

Mason County Planning Policies

Mason County's Comprehensive Plan policies intended to mitigate the impacts of development on habitat. The policies focus on:

1. The County providing fish and wildlife habitat information to the public as part of the development process;
2. Adopting new regulations for habitat protection which are consistent with the *Mason County Shoreline Master Program*; and
3. Managing site development activity to reduce/minimize off-site erosion, siltation or other reductions in water quality.

Critical Aquifer Recharge Areas

The State of Washington's definition of aquifer recharge areas for GMA planning purposes focuses on existing areas of supply which are vulnerable to contamination: *Areas with a critical recharging effect on aquifers used for potable water are areas where an aquifer that is a source of drinking water is vulnerable to contamination that would affect the potability of the water* (WAC 365-190-030).

Groundwater exists in underground layers of porous rock or soil called *aquifers*. Water stored in aquifers reaches the ground surface through springs, wells, or by seepage into surface water features, including wetlands. Surface waters replenish, "recharge", aquifers through seepage from streams, lakes, and wetlands, and from precipitation that percolates through soil or rock.

Potable water means water suitable for drinking. Groundwater provides virtually all of Mason County's potable water. Protecting aquifers and aquifer recharge areas, therefore, is critical to maintaining Mason County's water supply. Aquifers exist throughout the County. The groundwater supplying most of the County's water is obtained from the aquifers running through the coarser and more permeable glacial and fluvial sedimentary deposits. The older, undifferentiated sedimentary deposits provide large quantities of water for industrial and municipal wells. Bedrock forms the bottom of the groundwater layer although fractures and joints in the relatively impermeable rocks may yield small quantities of water. Most of Mason County enjoys an abundance of good quality water, however, the state Department of Ecology has identified some areas such as the Kennedy and Goldsborough drainages where ~~this may not be the case there are concerns~~. ~~There is no prohibition on new water rights in these drainages, but, further surface water appropriations have been stopped~~ These basins have been closed to new surface water appropriations. (WAC 173-514). ~~According to the Department of Ecology, the ground water in these areas is hydrologically connected to these streams. If ground water is withdrawn, the stream flows may be impacted. This can form a basis for the denial of new water rights in the area.~~

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Precipitation provides the primary source of recharge for Mason County's groundwater. Precipitation within the County averages 64 inches annually. It increases rapidly towards the Olympic Mountains where, at Lake Cushman, precipitation is in excess of 100 inches per year. Water levels in wells are typically within 125 feet of the land surface. The quality of groundwater in an aquifer is inextricably linked to its recharge area. Approximately 24,970 acres have been mapped as Critical Aquifer Recharge Areas in Mason County (see FIGURE IV-4.5, Critical Aquifer Recharge Areas).

All Critical Aquifer Recharge Areas in Mason County are classified as having either an Extreme, High or Moderate recharge potential, as defined by the County's Resource Ordinance (Mason County Ordinance No. 77-93).

Urban development has two potential impacts on groundwater resources: 1) increases in impervious surfaces reduce the volume of precipitation available to recharge groundwater, and 2) urban development may introduce pollutants into the groundwater system. When groundwater recharge is reduced, groundwater supplies may be depleted. In many instances, this is coupled with withdrawals of groundwater in excess of recharge capacity. Potential long-term impacts include reduced capacity of water wells, reduced flows in groundwater-fed streams, and depletion of water supplies to lakes or wetlands.

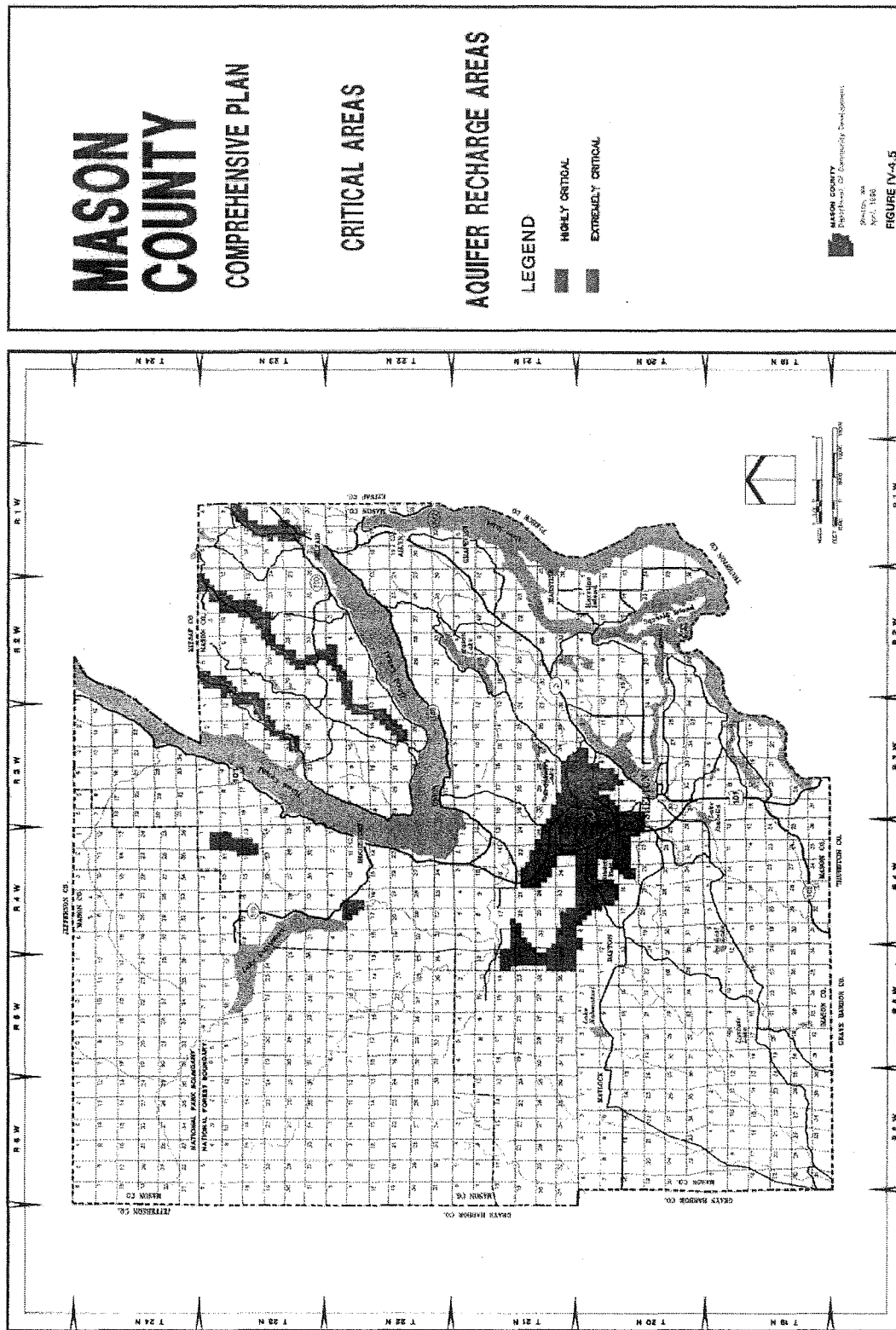
Pollutants can be introduced into the groundwater system through a variety of means. They include failing septic systems, agricultural chemicals and animal waste, urban runoff, solid waste disposal, and leaking underground storage tanks.

County-Wide Planning Policies

The *County-Wide Planning Policies* call for Mason County and the City of Shelton to:

1. Protect Resource Lands and Critical Areas.
2. Protect the environment and enhance the County's quality of life; including air and water quality, and the availability of water.

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Mason County Planning Policies

The planning policies contain several policies intended to mitigate the impacts of development on aquifer recharge areas. The policies focus on identifying and regulating land uses that could have a potential significant impact on groundwater quality or quantity.

The Natural Systems, On-Site Sewage Disposal, Clearing and Grading, and Stormwater and Surface Water Elements of the Harstine Island Sub-Area Plan contain policies for the protection of groundwater quality and quantity.

The Shoreline, On-Site Sewage, Groundwater Management, Monitoring and Education Elements of the North Mason Sub-Area Plan contain policies for the protection of groundwater quality and quantity.

The Commercial and Industrial Land Uses, Natural Systems, On-Site Sewage Disposal and Treatment, Clearing and Grading, and Stormwater and Surface Water Elements of the Southeast Mason Sub-Area Plan contain policies for the protection of groundwater quality and quantity.

In addition, Mason County has adopted interim regulations to protect critical areas, including aquifer recharge areas. As part of the joint planning effort to be made by the City of Shelton and Mason County, the county will continue to examine whether additional protections are needed within the urban growth areas to adequately protect the critical areas.

Flood Hazard Areas

Flood hazard areas are lands subject to a one percent or greater chance of flooding in any given year. In Mason County they include areas identified as potential or historic flood areas in the Department of Ecology's *Coastal Zone Atlas* or areas identified as "Zone A" flood areas on the National Flood Insurance Program Flood Insurance Rate Maps Mason County.

Flooding in Mason County generally occurs from November through April. The greatest cause of flooding is heavy rainfall combined with snow melt. The Mason County Flood Insurance Study lists four areas as most susceptible to flooding. Those areas include the Skokomish, Tahuya and Union Rivers, and Goldsborough Creek.

The Skokomish River Valley floods several times annually. In recent history there have been large flood events in 1955, 1972, 1990, and 2003. Many homes, pastures and personal property were damaged in those years as well as lessor damage on a more frequent basis. Flooding on the Tahuya River and Goldsborough Creek have been known to cause some damage, whereas the Union River tends to have high flows, but minimal overbank flooding.

Flooding of marine shorelines is caused by a number of factors, which can occur individually or in combination. They include extreme high tides, waves generated by winds, tsunamis of distant origin, and locally generated seismic waves or boils. Wind-driven waves, superimposed on extreme high tides, represent the most common form of coastal flooding in Mason County.

Floodways, floodplains and coastal flood areas are identified by the Mason County Federal Flood Insurance Study FEMA maps.

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The comprehensive plan protects Flood Hazard areas because it concentrates urban development on the least amount of land, considers the suitability of the land for development through the use of performance standards, and provides for significant open space and resource use areas in development within the Rural Area.

The *County-Wide Planning Policies* call for Mason County and the City of Shelton to protect Critical Areas.

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IV.5 NATURAL RESOURCE LANDS

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

Forestry Forest Products

Without question, timber is the foundation upon which Mason County's economy is built. Forestry Forest Products continues to be Mason County's premier natural resource industry. The early explorers marveled at the vast timber expanse in the region, describing it as "thick as fur on a dog's back." For 140 years, Mason County's extensive forests have supplied logs, lumber, building components, pulp, and other products to national and international markets.

~~One unique feature of Mason County's forest lands is the sustained yield management of public and private forest land. This ensures that the cut of timber would not exceed the growth of new trees. The only cooperative agreement established under the Sustained Yield Forest Management Act of 1944 (Public Law 273) was between Simpson Timber Company and the U.S. Forest Service. The agreement, called the Shelton Cooperative Sustained Yield Unit (CSYU), provides for the continuous harvesting and restocking of forest lands, to perpetuate the supply of timber within Mason County. This has ensured a stable employment base in Shelton and other timber communities in Mason and Grays Harbor Counties.~~

Long Term Commercial Forest lands and Forestry Forest Products represent the primary land uses throughout Mason County and within each of its seven watersheds. FIGURE IV-5.1, shows the Long Term Commercial Forest and Inholding lands in 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 effect 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. The comprehensive plan concentrates urban development on the least amount of land. It also provides for permanent open space and resource use areas in development allowed within the Rural Areas.

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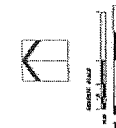
MASON COUNTY

COMPREHENSIVE PLAN

LONG TERM COMMERCIAL FOREST AND INHOLDING LANDS

LEGEND:

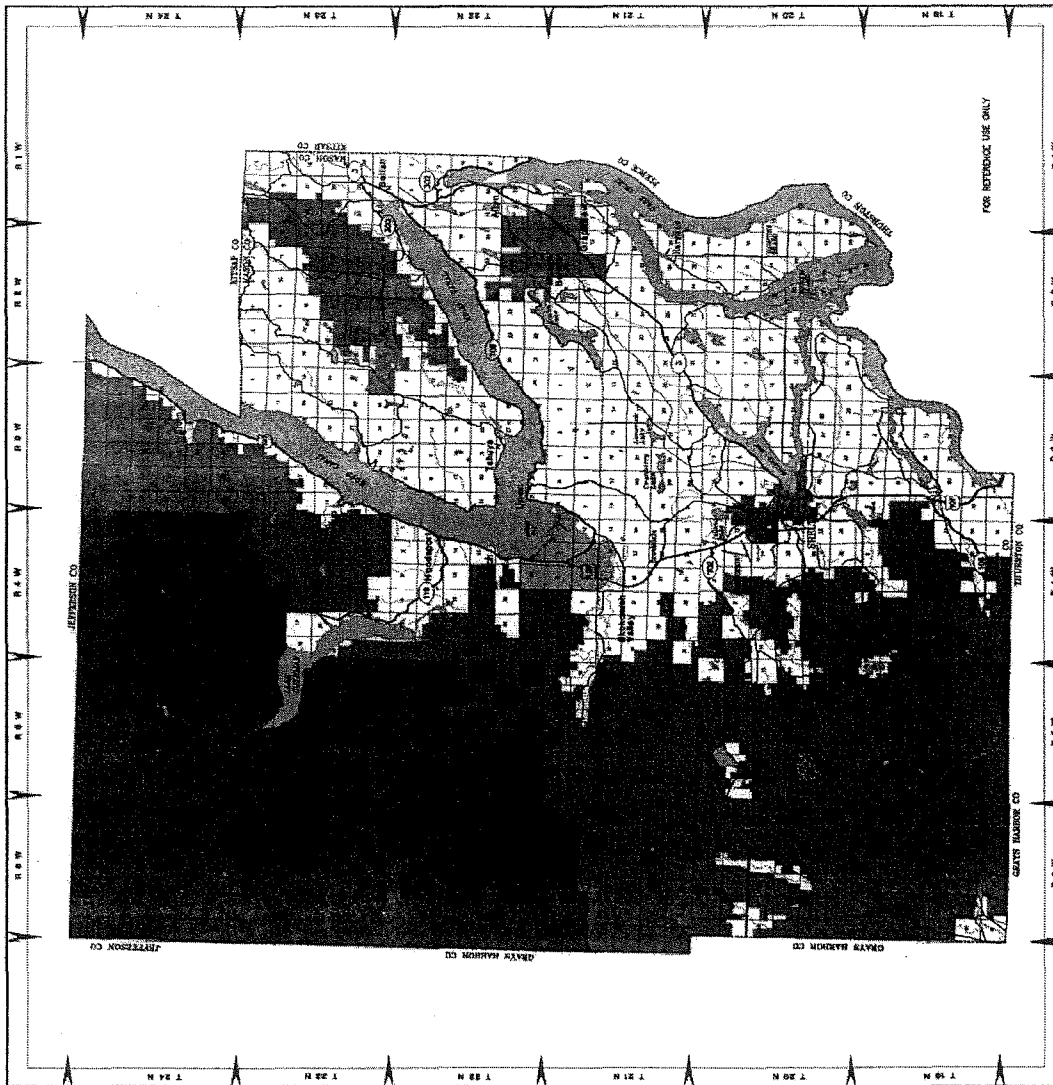
- OLYMPIC NATIONAL FOREST
- OLYMPIC NATIONAL PARK
- LONG TERM COMMERCIAL FOREST
- TOWNAL LANDS
- CITY OF SHELTON
- INHOLDING LANDS



Scale: 1" = 1 Mile
Graphic Scale: 0 to 1 Mile

MASON COUNTY, WA
Department of Community Development
Shelton, WA - November 2005

FIGURE IV-5-1
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County-Wide Planning Policies

The *County-Wide Planning Policies* call for Mason County and the City of Shelton to:

1. Maintain and enhance natural resource based industries, including those dependent on forest resource lands; and
2. Encourage the conservation of productive forestry lands.

Mason County Planning Policies

The *Mason County Planning Policies* contain policies intended to mitigate the impacts to forest resource lands. These policies focus on:

1. The designation criteria of Long Term Commercial Forest;
2. Ensuring that forestry operations are conducted according to forest practices regulations;
3. Lot size and development policies for designated forest lands; and
4. The establishment of various performance districts intended to concentrate growth and protect critical areas and resource lands.

Mason County has adopted interim regulations to protect resource lands, including forest resource lands.

The Forest Land Use Element of the North Mason Subarea Plan contains policies addressing Forest Resource uses.

The Forest Land Use Element of the Southeast Mason Subarea Plan contains policies addressing Forest Resource uses.

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

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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. There are 320 farms currently in operation in the County covering approximately 21,641 acres. This represents nearly 3.5% of Mason County's land area.

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 interim resource ordinance. A total of 5,947 acres were designated and implementing regulations were adopted in January of 2000. The amendments also provided for continuing protections for lands in agricultural use, but not qualified as lands of long-term commercial significance.

The comprehensive plan also directs up to 63 percent of the County's growth into Urban Areas. Further, the plan provides options for development, which grant incentives to preserve open space and limit the developed area to only a part of the site. This approach is called "clustering." Both techniques reduce the amount of land disturbed by development and make more land available for agricultural use, while maintaining overall rural densities and rural character.

County-Wide Planning Policies

The *County-Wide Planning Policies* call for Mason County and the City of Shelton to:

1. Maintain and enhance natural resource based industries, including those dependent on agricultural resource lands; and
2. Encourage the conservation of productive agricultural lands.

Mason County Planning Policies

Many of these policies serve as mitigation to reduce the potential impacts to agricultural lands. These policies direct most growth to Urban Areas, protect the right to farm, and support best management practices for agricultural operations.

The Agriculture Element of the North Mason Sub-Area Plan contains policies addressing agricultural uses.

The Agricultural Land Use Element of the Harstine Island Sub-Area Plan contains policies

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addressing agricultural uses.

The Agricultural Land Use Element of the Southeast Mason Sub-Area Plan contains policies addressing agricultural uses.

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.

FIGURE IV-5.2, Mason County Mineral Resource Map, shows the location of known and potential mineral resources. The mineral resources identified on the map are based primarily on soil types identified by the SCS in 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 (see AQUIFER RECHARGE AREAS).

Mason County contains a near-infinite 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 18 operating surface mines at the present time. The Mason County Resource Ordinance designates approximately 2,519 acres as mineral resources lands and protects the future use of these areas for mineral resource extraction. The Washington Department of Natural Resources recommends that a 50 year supply of mineral resources be protected. For the lands designated by Mason County, it is estimated that the Winter Creek site alone has 14 times a 50 year supply of gravel and sand at population projections for the year 2020.

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.

The *County-Wide Planning Policies* call for Mason County and the City of Shelton to maintain and enhance natural resource based industries.

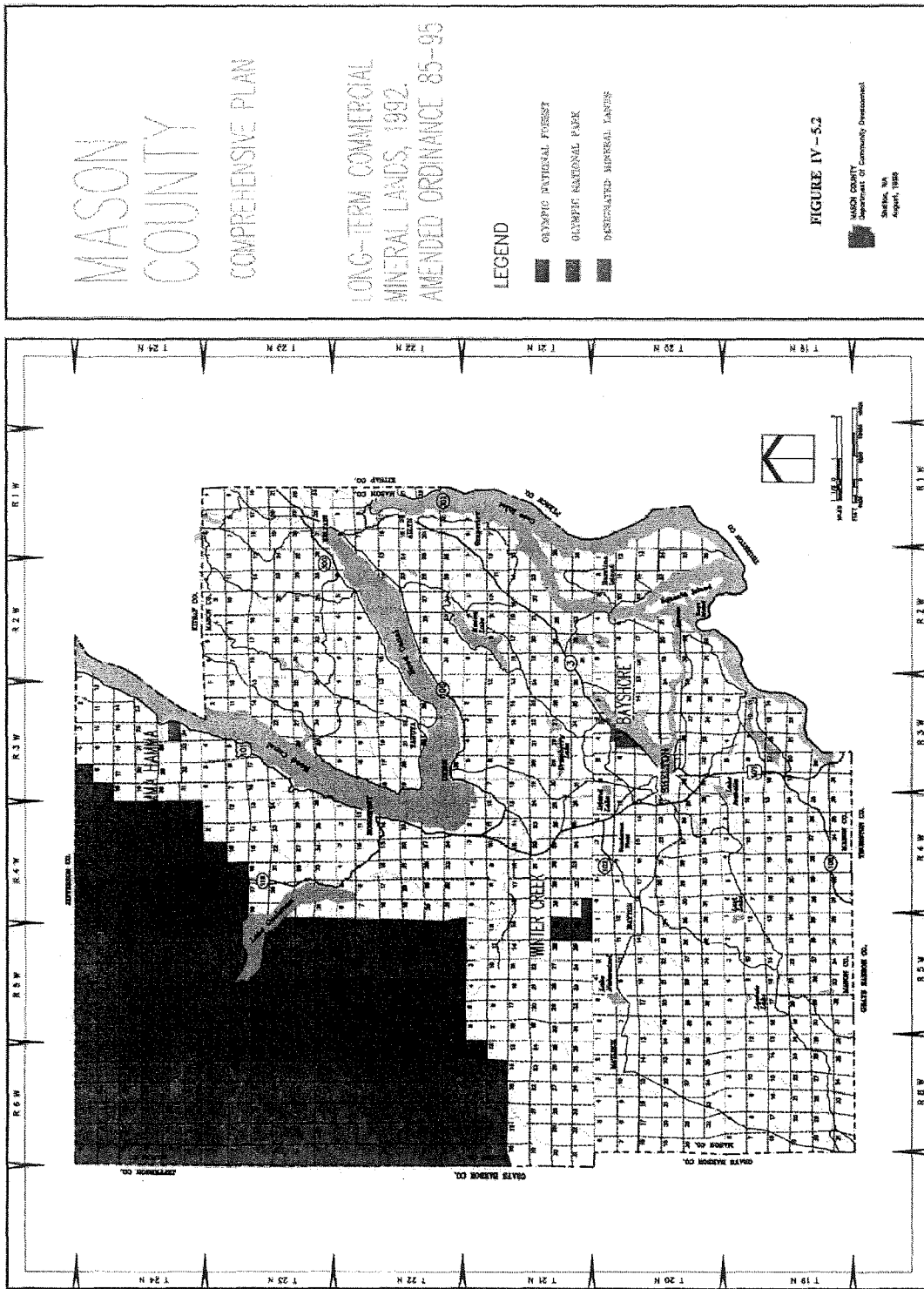
The planning policies in the plan are intended to mitigate the impacts to mineral resource

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lands and focus on:

1. Ensuring that mineral resource operations comply with appropriate development standards; and
2. Ensuring that excessive noise and light levels do not result from mineral resource operations.

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IV.6 OPEN SPACE

There are three kinds of open space⁵ land: private, common use, and public open space. Private open space includes farms, forest lands, and other parcels of undeveloped land. 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.

Open space land 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.

Open space land is an essential component of rural character. Without adequate open space, the land will not appear rural. Rural character is discussed in the rural lands section of this chapter.

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 presented in the Capital Facilities element of the Mason County Comprehensive Plan.

FIGURE IV-6.1, Existing Open Space Map, shows the existing open space in Mason County in terms of the following four categories as documented in the *1992 Mason County Growth Management Report*:

1. Private Commercial Forest - Includes all privately held properties under the Designated Forest, Classified Forest or Open Timber current use tax programs. While these properties do not have public access rights, they fulfill many of the traditional functions of open space.
2. Streams, Ponds and Floodplains - Includes all water bodies that are rated by DNR as Type I through IV Waters. Undeveloped floodplains associated with those waters are also considered existing open space, but are not shown on the map.

⁵ The designation of Open Space shall in no way violate or void any private property ownership rights and does not imply or create access to Open Space property.

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3. Electrical Transmission Lines - Includes only those main transmission lines that are for regional distribution.
4. Other Open Space - Includes all properties under the Open Agriculture and Open Space current use taxation programs, National Park Service lands, National Forest Service lands, State and local public recreation areas, natural preservation reserves, tribal natural areas, and landslide hazard areas.

Continued growth in Mason County is likely to increase the pressure for conversion of existing open space to urban 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 directing up to _____63 percent of the County's growth into Urban Areas. The land demanded for this growth is _____ of the area of the county. Also, the comprehensive plan provides for incentives to cluster development, as well as requiring the preservation of open space in some situations. The projection is that almost _____ of the land needed for development will actually be designated and used for open space. Both techniques reduce the amount of land disturbed by development.

Open space that will generally be 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.

FIGURE IV-6.2, the "Future Land Use Map - Open Space" shows some of the lands protected in the comprehensive plan. These 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, steep slopes, wetlands, streams, and major utility corridors. The map, however, cannot show all of the open space areas because some, such as the open space required to establish a fully contained community, are of no fixed location or have not been determined at this time. These areas are considerable. The plan projects that, of the approximately _____ acres needed to provide for all new development in Mason County by the year 2025, some _____ acres will actually be dedicated open space. The map also does not show other open space that will exist as undeveloped land, non-designated forest lands and non-designated agricultural lands at the end of the planning period. These lands will remain open space because most of such lands are not needed for development and can be expected to be left in these productive uses. The total of vacant rural land, and non-designated agricultural or forestry lands ($52,656 + (\text{_____} - \text{_____}) + 139,556$) is approximately _____ acres, but the land used for development is estimated to total only $(\text{_____} - \text{_____})$ _____ acres or about _____ percent of that land. Thus this rough analysis shows that about an additional _____ acres of private land should remain as open space during this planning period, but is not shown on this map.

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County-Wide Planning Policies

The *County-Wide Planning Policies* call for Mason County and the City of Shelton to:

1. Define uniform terminology, definitions, standards and methodology for regulations affecting agricultural resource lands, an important part of the open space system.
2. Establish goals for open space and buffers within the UGA.
3. Include policies for the protection of open space in the Land Use Elements of their Comprehensive Plans.

Mason County Planning Policies

Mason County Comprehensive Plan Policies provide for the protection of open space throughout the County. They focus on:

1. Requiring the protection of open space provided by critical areas.
2. Encouraging, through incentives, the protection of public open space within new developments.
3. Coordinating with State agencies to improve access to saltwater shorelines.

With the adoption of policies and regulations to protect critical areas, the county has established protections for many areas that will result in additional open space.

The Long-Term Commercial Forest Lands are essentially open space lands, although that is not the primary reason they are protected.

There are also planning policies included in the comprehensive plan that specifically address the protection of open space.

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MASON COUNTY

COMPREHENSIVE PLAN

FUTURE LAND USE OPEN SPACE

LEGEND:

- URBAN GROWTH AREA
- METROPOLITAN ACTIVITY CENTER
- GREEN SPANGLER PARK
- METROPOLITAN CITY LIMITS
- METROPOLITAN COMMUNITY CENTER
- OPEN SPACE
- PARKS
- RECREATION TRANSPORTATION USE
- GAS PIPELINE




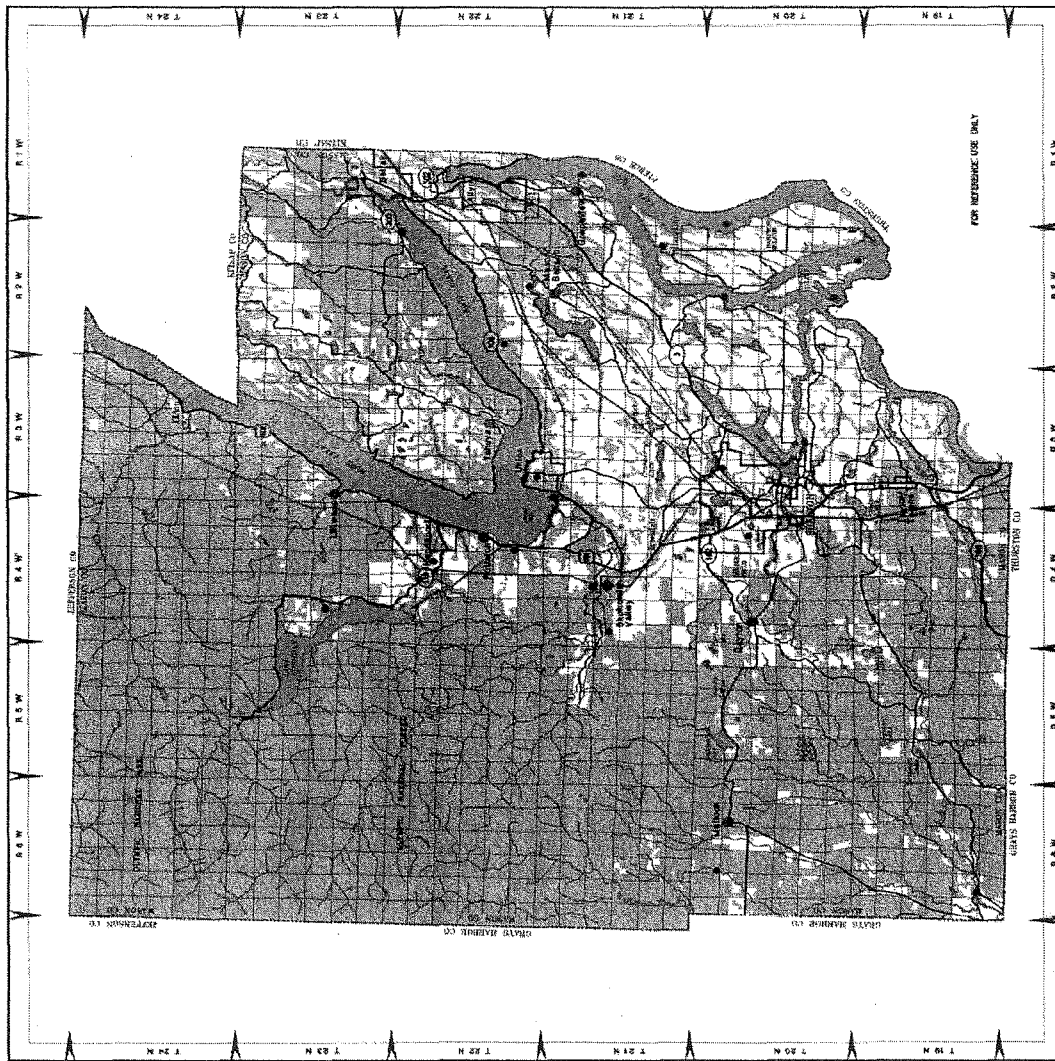


FIGURE M-42

MADE POSSIBLE BY
Department of Community Development
March 21, 2005

CONSULT AND PURCHASE THE ORIGINAL



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IV.7 WATER QUALITY/RUNOFF

Mason County has an abundance of marine and freshwater areas that include Puget Sound, Hood Canal, and thousands of rivers, streams, lakes, ponds, and wetlands. Surface water flows in the County result from precipitation. Precipitation occurs year round. It tends to be particularly heavy during the months of November through April, when heavy rainfall at the lower elevations combines with seasonal snowmelt in the mountains.

Mason County's drainage system for surface runoff is characterized by thousands of small tributaries which form the several hundred streams and rivers that eventually make their way into Hood Canal, Oakland Bay, Totten Inlet, Skookum Inlet and Case Inlet (see FIGURE IV.4-4, Mason County Stream Type Map, in the *Critical Areas* section). Some of the larger of these rivers include the Skokomish, Union, and Tahuya Rivers.

Mason County's natural drainage system contains hundreds of lakes and ponds that further help to moderate the effects of surface water storm flows. The largest of these include: Lake Cushman, Mason Lake, Cranberry Lake, Lake Limerick, and Lake Nahwatzel.

The County has over 38,000 acres of documented wetlands, 20-25 of which have been listed as *High Quality Native Wetlands* by the Department of Natural Resources.

Mason County has done a significant amount of planning to address issues of stormwater management and water quality. As discussed in section IV-1 of this chapter, the county has cooperated with the adjoining counties, tribes and the state to develop specific watershed action plans or management plans. The county has implemented water quality protections in several ways. For example, the county has created a clean water district and stronger on-site septic system controls including an operations and management ordinance. In the North Bay - Case Inlet area, the county is in the design and construction phase of a sewer system intended to eliminate water quality problems in that area. The county also adopted the "Skokomish River Comprehensive Flood Hazard Plan" to identify means of managing flooding problems.

Mason County's management of stormwater is primarily regulatory. In December of 1997, the county adopted a stormwater management ordinance, which was one of the actions proposed in the county's watershed action and management plans. It is also one of the goals of the state 1994 Puget Sound Water Quality Management Plan. The stormwater management ordinance supplemented the existing stormwater management requirements contained in the county's subdivision ordinance, interim resource ordinance, and other county ordinances. This ordinance addresses many of the stormwater concerns by requiring appropriate design and best management practices for new development or redevelopment for both water quantity and quality.

Other county management of stormwater is in the form of conveyance in road side ditches, culverts, bridges and such, which are part of the county roadway system. As discussed in the

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Capital Facilities Chapter, section VI-10, the six year capital facilities plan anticipates \$9.5 million in drainage improvements.

The City of Shelton has provisions for stormwater management in its 2004 Comprehensive Plan and city ordinances. The Capital Facilities Element and Utilities Element of the city plan discuss existing provisions and the need for continued joint planning between the city and the county to coordinate stormwater management in the urban growth area.

New development almost always results in the clearing of vegetative areas and increases in impervious surfaces. The purpose of the plans and ordinances discussed above is to remove or minimize the impacts that can be caused by development. If not appropriately designed, urban development often results in the impacts of increased soil erosion and sedimentation during and after clearing (see EROSION HAZARDS); encroachment into streams and wetlands; alteration of stream courses; and loss of critical habitat. Urban development can result in nonpoint pollution of surface waters. Increased runoff from development may also increase the incidence of downstream flooding and erosion.

Pavement, roofs, and other impervious surfaces may allow less water to infiltrate into the soil, thereby decreasing groundwater recharge and increasing runoff (see AQUIFER RECHARGE AREAS). Reductions in the amount of natural vegetation may also increase runoff rates and volumes. Because a major portion of urban runoff originates from streets, buildings and other developed areas, runoff may contain nutrients, bacteria, and toxic substances such as metals and organic chemicals.

These impacts are also addressed in the comprehensive plan in a number of ways discussed below.

The plan provides for performance districts, which require clustering and open space. Both techniques reduce the amount of land disturbed by development while maintaining overall rural densities. The open space design provides additional protection to wetlands, floodways and streams.

The *Countywide Planning Policies* call for Mason County and the City of Shelton to provide for the protection of water quality and address public education, stormwater management, and watershed management.

The *Mason County Planning Policies* include a number of policies for the protection of water quality in Mason County. They focus on:

1. Countywide water conservation and efficiency strategies;
2. Countywide education efforts on water use, conservation and protection;
3. Ensuring that the Mason County Comprehensive Plan is compatible with the Mason County Shoreline Master Program; and
4. Promoting the concept of watershed management.

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The comprehensive plan also include the following:

1. The Land Use Element to include policies which address water quality and runoff.
2. The Natural Systems, On-Site Sewage Disposal, Clearing and Grading, and Stormwater and Surface Water Elements of the Harstine Island Sub-Area Plan contain policies that address water quality and runoff.
3. The Shoreline, Surface and Stormwater Management, On-Site Sewage, Groundwater Management, Monitoring, and Education Elements of the North Mason Sub-Area Plan contain policies that address water quality and runoff.
4. The Commercial and Industrial Land Uses, Natural Systems, On-Site Sewage Disposal, Clearing and Grading, and Stormwater and Surface Water Elements of the Southeast Sub-Area Plan contain policies that address water quality and runoff.
5. The Capital Facilities Element calls for the adoption of a stormwater ordinance based on the Department of Ecology's Stormwater Management Manual.

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IV.8 RURAL LANDS

Description

The rural lands are those lands which are outside of the designated urban growth areas, but which are not designated as resource lands. Mason County has created a number of performance districts by which to regulate land use in the rural lands. These districts are described in this section. The planning policies, which control the land uses in the districts, are contained in the planning policies chapter.

Rural Character

Mason County is predominately a rural county. The rural lands element, therefore, focuses on maintaining rural character as the County moves forward to accommodate growth during the next 20 years. Many features contribute to the rural character of Mason County. They include land features, landscapes, and land uses. Many of the elements contributing to the county's rural character were identified during the county's *visioning* process. They include:

- Rural Activity Centers
- Hamlets
- Wetlands, streams and lakes
- Shorelines
- Forests
- Pastures and meadows
- Hills and mountains
- Vistas of mountains, forests, or water
- Farmlands and farm buildings
- Rural highways and roads
- Small areas of more intense developments such as small scale commercial and industrial development, tourist related businesses, and small groups of residences on smaller lots.
- Resource-related industries such as quarries, timber and wood processing facilities.
- Majority of businesses in Mason County are located outside of the Urban Growth Boundaries

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 often on small lots. Community services may include a school, post office, fire stations, churches, community centers and granges. There may be some multifamily development.

Performance Districts

The plan makes use of rural performance districts to provide an organizing structure. The

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districts are methods for accomplishing the goals and objectives of the Comprehensive Plan. Each performance district is intended to achieve a distinct function and may allow for a variety of uses that are consistent with that function. In addition, each performance district has a set of performance standards with which development must comply and which ensure that the goals of the plan are met within the district. Several classifications of rural performance districts are provided in the plan. They include:

Limited Areas of More Intensive Rural Development (LAMIRD)

- Rural Activity Centers (RAC)
- Hamlets
- Rural Commercial/Industrial Areas
- Rural Tourist/Recreational Areas

Fully Contained Community (FCC)

Master Planned Resort (MPR)

Rural Area (RA) with residential densities of 1 unit per 5, 10, or 20 acres

Limited Areas of More Intensive Rural Development (LAMIRD)

Rural Activity Centers

Rural Activity Centers (RAC) include existing communities with an established settlement pattern. These communities include a mix of uses, typically on small lots. 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 small lot, 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 Hoodspout the commercial development is primarily concentrated into a small "downtown" area. Union has fewer businesses and more scattered commercial activity. Taylor Town has small clusters of commercial development near some of the road intersections and a larger number of businesses scattered over the area of 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 likely grow somewhat. 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. Because of their past pattern of development and location next to water bodies, some RACs may require some means of collective wastewater treatment to protect water quality. However, these systems are not envisioned to be urban level sewer systems. A feasibility study was recently completed for the Union area, and the water quality problems of Hoodspout are being examined. Stormwater treatment may also be needed to address the existing development. These areas are expected to have small amounts of additional commercial and industrial development but

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to concentrate the growth in a way that protects the surrounding rural area and resource lands from sprawling patterns of development. Under the state Growth Management Act, these areas of more intensive rural development are allowed to fill in with small scale commercial or industrial development and lower density residential development. This growth is contained within the boundaries of the rural activity center and kept to a smaller scale and intensity in tune with the rural character of the community. Conflicts with resource lands are minimized by encouraging growth in these more compact areas, generally well removed from the resource lands. Families seeking a rural lifestyle will not need to buy oversized lots. This makes the housing more affordable and expands the variety of housing choices. They also need not be isolated in remote locations so that limited services such as transit, fire protection, and police protection can be provided more efficiently or quickly at a rural level of service.

Hamlets

Hamlets are intended to provide a focal point and community identity for surrounding rural areas, while they meet some of the immediate needs of the rural residents, resource dependent industry, and visitors. They will 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. The community centers will be some 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. Residential development at these centers is allowed, as infill but only with Rural Area standards. The designated area of the Hamlets will be kept small. The designated area will not necessarily include all of the businesses or services that may be identified with the community center-in conformance with RCW 36.70A. 5(d).

Isolated Areas of Commercial/Industrial Use

Isolated Areas of Commercial/Industrial Use presently exist in Mason County. They are small enclaves of businesses, 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 slightly, keeping within the rural character of the county. These businesses do not require urban services and will not be afforded urban services in the future. These areas will have a delineated boundary based on the built environment as July 1990, and respecting the existing neighborhood identity of the area, and reflecting roads and natural features. Boundaries will attempt to avoid irregularity. Uses will meet the standards set out in the Rural Area Performance Standards.

Isolated Areas of Tourist/Recreational Use

Isolated Areas of Tourist/Recreational Use reflect existing areas in Mason County and their slight expansion, and allow for the development of new areas. These areas consist of recreation/tourism businesses with no permanent residences, except for those of the owners or caretakers. Such areas may include uses such as small scale resorts, recreational vehicle parks, golf courses, and small stores serving such uses. These areas must be served by appropriate rural services to the area only and cannot contribute to urban sprawl or the

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extension of urban services.

Rural Areas

Rural Areas (RAs) within Mason County are those areas that are intended to maintain their rural character, while allowing some development. In Rural Areas, the rural landscape will remain dominant, and include a variety of protected natural features. Urban development will not be allowed in the Rural Areas. Resource uses such as farming, forestry, aquaculture, and mining are protected. Residential uses are allowed, provided that they are rural in character. Industrial and commercial uses are allowed if they are resource dependent or are cottage industries operated by residents of the property. Small-scale recreational and tourist uses consistent with a rural nature may be allowed. Larger-scale recreational and tourist projects may be allowed under the provisions for Master Planned Resorts. Existing commercial and industrial uses that are non-conforming will be allowed to continue and to expand within limits. Resource dependent industrial and commercial development will be protected from encroaching incompatible uses through performance standards, which will buffer one use from the other.

Fully Contained Communities

A Fully Contained Community is not a designated area but a reserved capacity for new urban development that will be characterized by urban densities and intensities, urban governmental services, and meets the criteria established in the comprehensive plan and in RCW 36.70A.350. The comprehensive plan has reserved population to allow the creation of new Fully Contained Community. Fully Contained Communities can be created in the Rural Lands; however, the approval of a Fully Contained Community requires a comprehensive plan amendment. When a specific location and plan for a Fully Contained Community is approved, then population will be allocated to that project. In order to receive approval, the proposal must meet a number of criteria, which are established in the Planning Policies Chapter of the Plan.

Master Planned Resort

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.

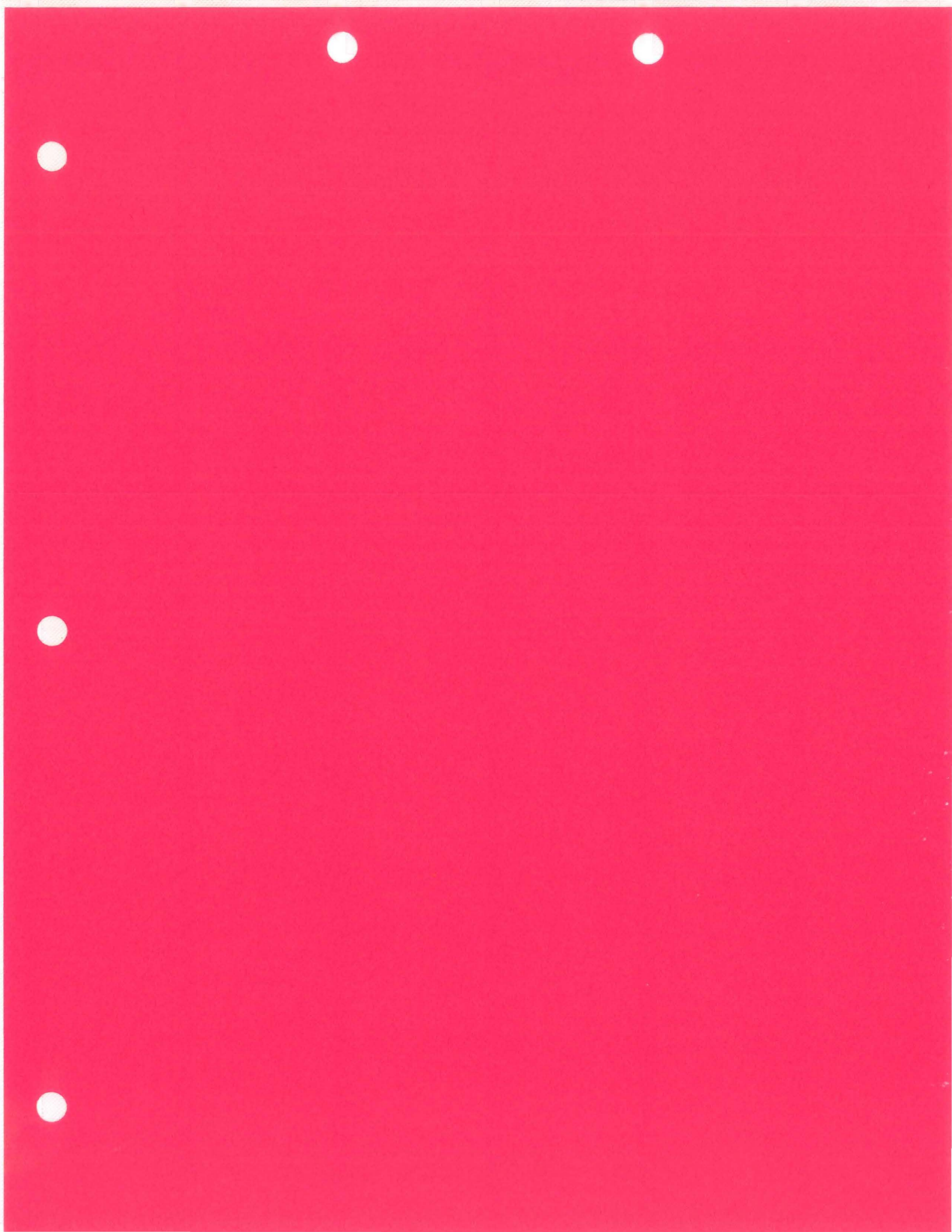
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Revised Comprehensive Plan Element**

IV.9 HISTORICAL PRESERVATION

As Mason County continues to grow, it is important that the past of the county not be forgotten or destroyed. The state and federal governments have developed inventories of those sites and facilities that have special historical importance. Some of the sites are formally listed on an historical register, which provides some tax and other advantages to their owners for preserving their historic attributes. Native American tribes also have sites identified of cultural or historical significance. Many sites are probably not known.

FIGURE IV-9.1, Public and Historic Lands and Facilities, shows those sites identified by the county.

The county intends to cooperate with the state agencies and the area tribes to protect historically and culturally important areas. The comprehensive plan contains planning policies to guide the county in the protection of these areas.



MEMORANDUM

Date: November 8, 2005
To: Mason County Planning Advisory Commissioners
From: Bob Fink
Subject: Population Projections and Allocations – The Urban Area Boundaries

Mason County must determine the population projection that will be used in the 2025 comprehensive plan update. We must also determine an allocation of population to the county's urban areas. Finally, we must make appropriate adjustments to the urban area boundaries to assure enough land for the allocated population.

The staff's recommendation is to not change the boundaries of the urban areas (with a minor exception). The sub-area plans are incomplete for both Allyn and Shelton. They are not ready for action. The VanBuskirk's rezone request is the minor exception. You recommended approval of the proposal. The proposal reduces the Belfair UGA approximately 10 acres and its capacity by about 40 people. It is not seen as a meaningful change.

The staff's recommendation preserves the status quo until next year. When the sub-area plans are ready, we will revisit the issue. Please refer to previous memos dated August 15th, August 22nd, and November 1st, for background information and alternatives.



**Final Draft – November 21, 2005 as recommended by the
Planning Advisory Commission**

**IV.10 MASTER DEVELOPMENT PLANNING AND FULLY CONTAINED
COMMUNITIES**

Purpose: Master Development Planning in Mason County is intended to facilitate long range, predictable and innovative development possibilities on large tracts of land. A Master Development Plan allows larger properties with unique characteristics or circumstances benefit from more detailed and thorough planning of future development to accomplish desired land development over a multiple year and phased term. A Master Development Plan provides a common and interrelated development theme within the boundaries of the Master Development Plan, while ensuring its integration and compatibility with the surrounding community and land uses.

A Master Development Plan requires the implementation of additional design and performance standards for all aspects associated with development of the site, including protection of the environment and natural features, construction of utilities and roadways, and site construction. Low Impact Development (LID) techniques shall be incorporated into all Master Development Plans. LID is a land use development strategy that emphasizes protection and use of on-site natural features, integrated with engineered, small-scale hydrologic controls at the parcel and subdivision scale to manage stormwater and more closely mimic pre-development watershed hydrologic functions.

The intent of a Master Development Plan is to: preserve unique, fragile, and environmentally critical areas; provide efficient use of the land and infrastructure; implement low impact development techniques; promote innovative, quality design; and provide for the inclusion of on-site amenities such as open spaces, community facilities, enhanced landscaping, and recreational opportunities. Uses allowed within the Master Development Plan should be consistent overall with those uses allowed within the base land use districts, provided that a Master Development Plan may allow for more flexibility in density, the location of uses and development standards in a manner consistent with the intent of the base land use district. A Master Development Plan allows for a mixture of residential and non-residential land use development types, such as clustering of single-family residential dwellings, attached residential units, zero lot line development, public facilities, and commercial and office uses. A Master Development Plan shall be applied through the Mason County Development Regulations and be accompanied by a Development Agreement.

Separate provisions are necessary that address unique conditions when locating a Master Development Plan within an Urban Growth Area, or within lands designated rural. A Master Development Plan could also be appropriate for areas adjacent to but outside existing Urban Growth Boundaries. When a specific location is identified for a Fully Contained Community within Mason County, a Master Development Plan will be required to demonstrate consistency with the Comprehensive Plan and RCW 36.70A.35.

Figure IV.10.1

Potential Master Development Plan Area Within An Urban Growth Boundary

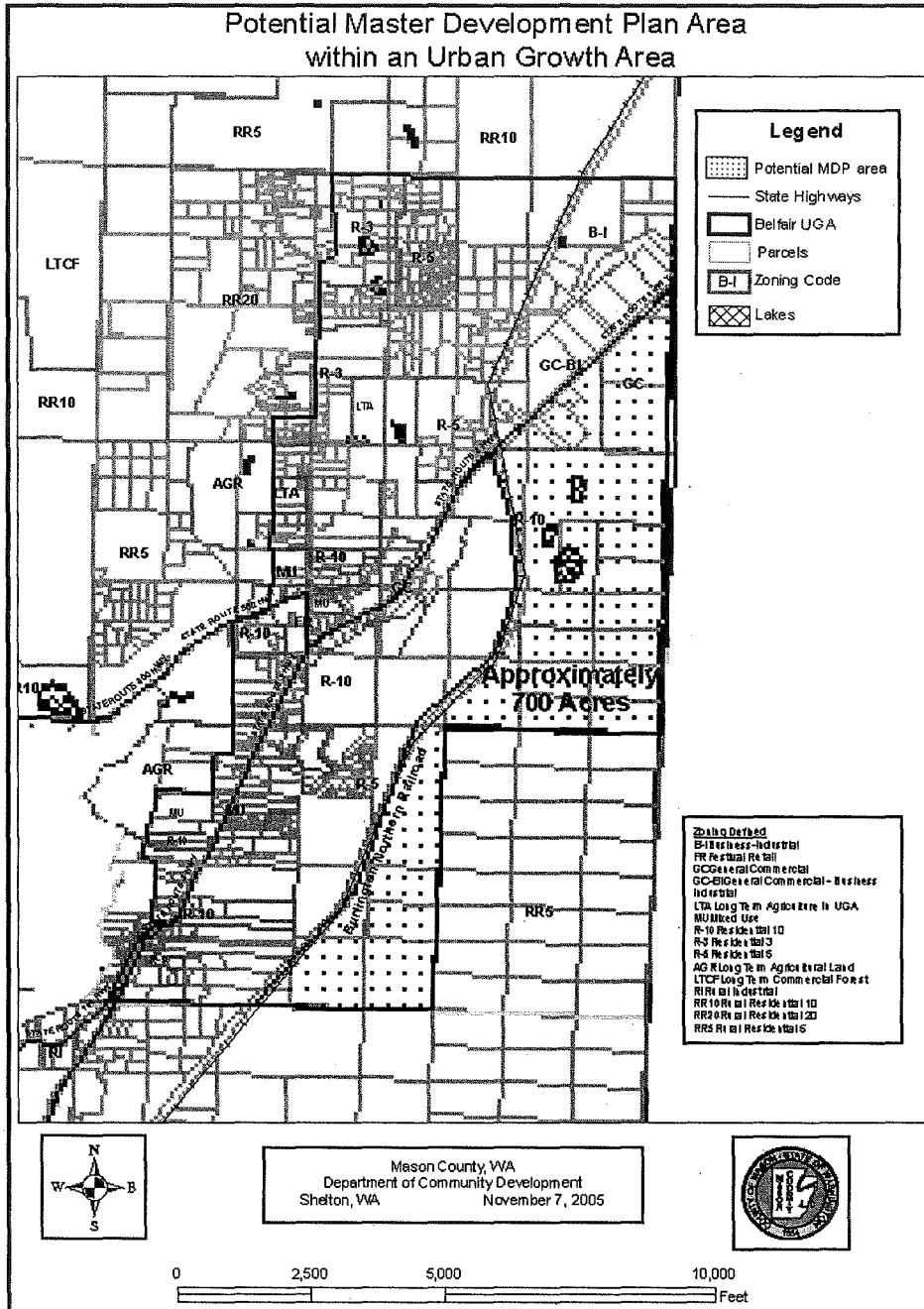
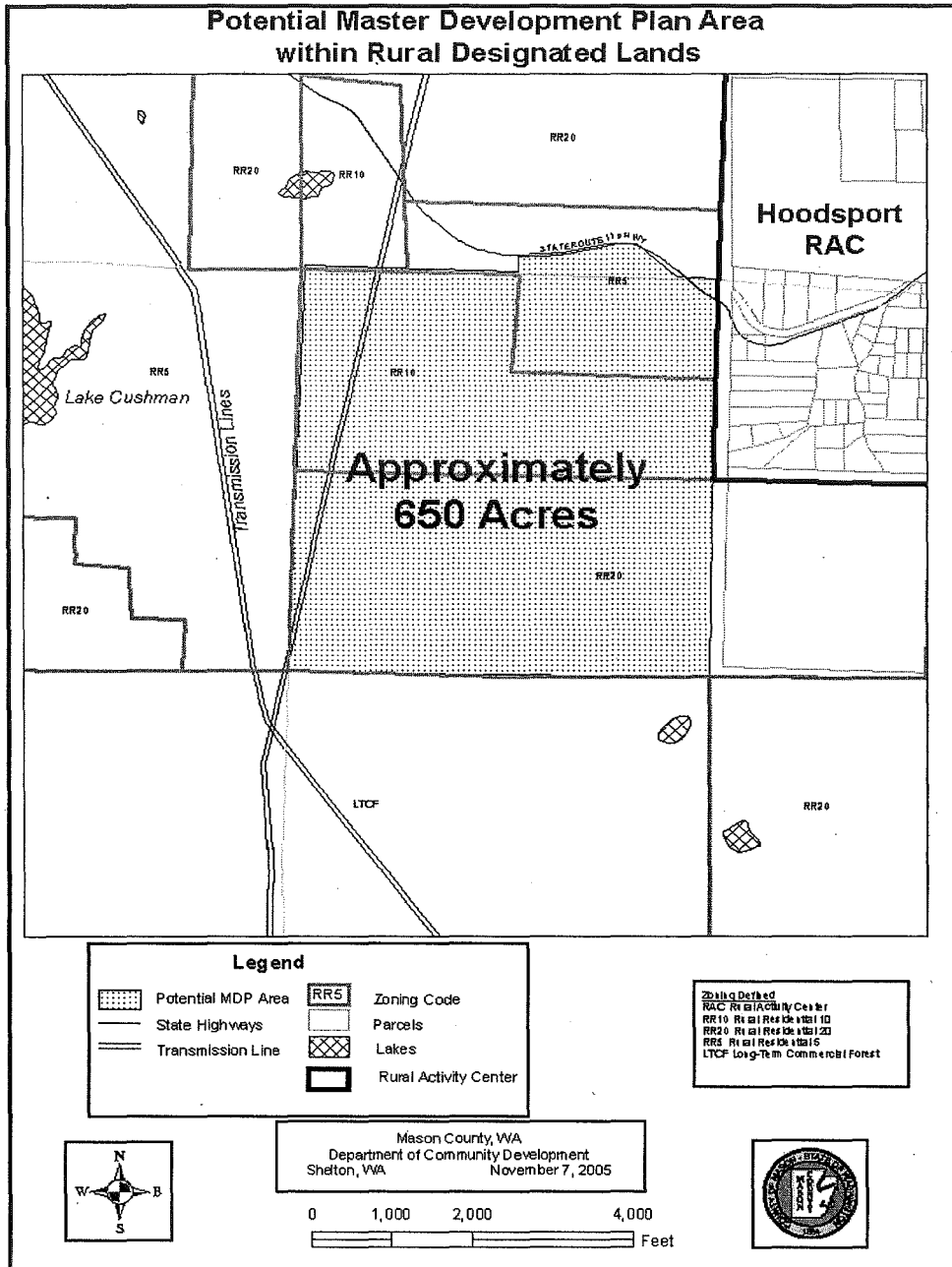


Figure IV.10.2

Potential Master Development Plan Area Within Designated Rural Lands



Master Development Plan Policies

Land Use

- MDP 1. Adopt regulations to guide the location and sitting of Master Development Plans within rural and urban areas, consistent with policy direction contained throughout the Comprehensive Plan. These regulations shall:
- MDP 1.1. Clarify that a Master Development Plan is appropriate for large contiguous areas of land under common ownership or control, with common characteristics and connectivity. Include criteria for when and where a Development Master Plan may be appropriate within rural lands and within urban growth areas.
 - MDP 1.2. Require a Master Development Plan for any Fully Contained Community established pursuant to RCW 36.70A.350.
 - MDP 1.3. Require that adequate road, water, drainage, sewer and/or septic capacity exist or is planned to meet the demands of the proposed development within the Master Development Plan. Consider alternative standards for utilities and roads that address rural and urban character and utilized low impact development techniques in harmony with the unique environmental characteristics of the area.
 - MDP 1.4. Provide transportation circulation that addresses public service and emergency response requirements and the needs of pedestrians and bicyclists.
 - MDP 1.5. Provide levels of service compatible with the project's location, development intensity and the surrounding lands uses. Proposed Master Development Plans in rural areas shall not require urban services.
 - MDP 1.6. Apply MDP techniques to industrial/commercial development as well as mixed use residential and non-residential land uses.
 - MDP 1.7. Include a process to allow phased development within the Master Development Plan in an orderly, coordinated, and thoughtful manner. The phasing plan for the development shall demonstrate that the various segments of the development are served by adequate public facilities and services.
 - MDP 1.8. Encourage flexibility in design to promote a variety of housing types, densities, and affordability. Accommodate a mix of commercial, retail and residential uses, as well as opportunities for social and cultural expression while preserving the areas natural features. Individual lot sizes should vary in a Master Development Plan to promote a range of housing options and the preservation of unique and fragile environmental features and critical areas.

~~MDP 1.7.~~MDP 1.9. Guide Promote the incorporation of LID techniques in the development and management of the area within the Master Development Plan where appropriate.

~~MDP 1.9.~~MDP 1.10. Include technical guidance on the use of LID techniques in public and private developments with in the Master Development Plan. These techniques shall:

- i. Preserve the site characteristics, including natural terrain, drainage patterns, soil structure and native vegetation;
- ii. Preserve the natural hydrologic cycle, including vegetative rainfall interception and evapotranspiration, and groundwater infiltration and percolation to the extent the subsurface conditions permit;
- iii. Mimic natural rainfall capture capacity in areas of site disturbance, and ensure the protection of property and public safety in the design of overflow capacity, and
- iv. Incorporate measures to manage stormwater within the Master Development Plan that will preserve ~~enhance~~ water quality downstream.

~~MDP 1.10.~~MDP 1.11. Require all Master Development Plans to include specific design guidelines and development standards to ensure that the proposed development promotes community identity, has a consistent theme, and is integrated and compatible with its surroundings.

~~MDP 1.11.~~MDP 1.12. Allow for increased density and/or a reduction in dimensional standards within the Master Development Plan when enhanced on-site amenities are incorporated into the overall development, such as open spaces, community facilities, landscaping and buffers, recreational opportunities, and other similar amenities that benefit the community and the environment and exceed the existing minimum requirements.

~~MDP 1.13.~~ Improve the design, quality, and character of new development so as to reduce energy consumption and demand and to minimize adverse environmental impacts including degradation of wildlife habitat and important natural features in the area.

~~MDP 1.14.~~ Foster and ensure a rational pattern of relationship between residential, business and industrial uses so as to complement and minimize impacts on existing neighborhoods.

~~MDP 1.15.~~ Ensure coordination of commercial and industrial building designs that will be harmonious and blend with each other and the natural environment.

Water & Sewer Utilities

- MPP 2. Water and sewer utility infrastructure in master development plans shall be designed with quality components, and to be operated and maintained efficiently.
- MPP 3. Potable water service shall be consistent with coordinated water supply plans for urban growth areas (UGAs), and provide through community-based systems for planned developments in rural areas. ~~Such rural systems should preferably be operated and maintained by a public entity with authority to operate in the proposed area.~~
- MPP 4. To the extent available, Master Development Plans should utilized reclaimed water supplies in addressing non-potable water demands.
- MPP 5. Development within a UGA shall plan for wastewater service consistent with sewer service plans for the UGA and current development standards and the costs for capacity borne by the development.
- MPP 6. Clustered development is encouraged to maximize the efficiency in the delivery of utilities ~~of wastewater service provisions~~, taking into account the proximity to connection outside the development.
- MPP 7. Development in future phases of a Master Development Plan that will be served by wastewater collection and treatment shall be planned to facilitate future connection to a public system with attention to the location of those lines in public rights of ways or easements that will ultimately be the responsibility of the sewer service provider.
- MPP 8. Development in areas not planned for future public sewer service shall provide community-based collection and treatment systems, preferably maintained by a public entity, consistent with the best available knowledge of hydrogeologic connectivity and the potential impacts to surface and groundwater resources.
- MPP 9. Development shall address the storage location and collection of solid waste and recyclable materials. In UGAs, developments shall facilitate curbside collection of solid waste and recyclable materials.

Parks and Open Space

- MPP 10. Improvements and phasing in a Master Development Plan shall address adequate passive and active parks and open spaces consistent with the standards in the County-Wide Parks Plan (to be updated in 2006).
- MDP 10.1. Parks and other recreational or trail facilities shall be designed and developed consistent with industry standards for quality of materials, safety and efficient operations and maintenance.

- MPP 11. Master Development Plans shall include, and not preclude, connections when adjacent to future or existing open space corridors and trail connections, with internal trail facilities for community circulation.
- MPP 12. Master Development Plans with access to surface water amenities shall incorporate access for residents and visitors outside the proposed development.



**2005 Mason County Comprehensive Plan Update
Revised Definition of
Essential Public Facilities Land Uses.**

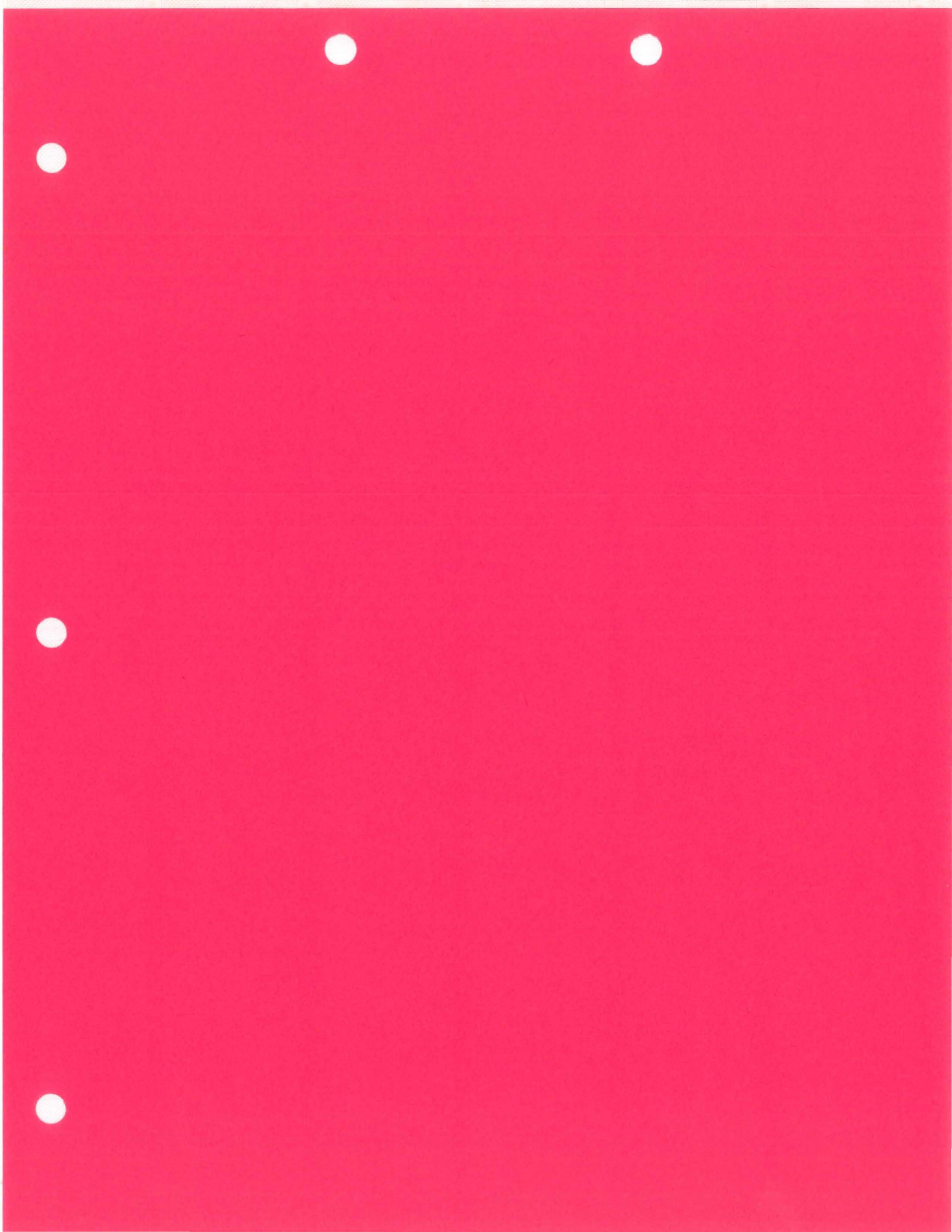
Definition as revised:

Essential Public Facilities: Those facilities that are typically difficult to site, such as airports; state education facilities; state, or regional, and local transportation facilities, including operations and maintenance facilities; state and local correctional facilities; solid waste handling facilities; and in-patient facilities including substance abuse facilities, mental health facilities, and group homes.

and

Definition as revised:

Essential Public Facilities. Essential Public facilities include facilities such as prisons, correctional facilities, juvenile detention centers, courthouses, wastewater/sanitary treatment facilities and systems, solid waste facilities, transportation facilities (including public works operations and vehicle maintenance facilities), airports, and hospitals.



Airport Overlay Zone Ordinance
(DRAFT - As Recommended by the Planning Advisory Commission with
WSDOT Edits of 11/17/05 Incorporated)
New Chapter 17.40, Mason County Code

17.40.010 TITLE

The ordinance codified in this chapter shall be known and may be cited as the "Airport Overlay Zone Ordinance."

17.40.020 PURPOSE AND INTENT

(1) Purpose

The Airport Overlay Zone Ordinance has two fundamental purposes:

- (A) To minimize the public's exposure to excessive noise and safety hazards that would result from incompatible land use development around Sanderson Field; and
- (B) To protect Sanderson Field from potential encroachment by land uses that are incompatible with airport activities and that may impair the planned development and use of the airport.

(2) Intent

The intent of this chapter is to:

- (A) Implement policies of the Mason County 2005 Comprehensive Plan and the 1997 Port of Shelton, Sanderson Field Airport Master Plan.
- (B) Establish land use zoning regulations around Sanderson Field that are specifically designed to address issues of compatibility between the airport and surrounding land uses. Regulations are established with respect to compatible land use, noise, safety, and height limits (airspace protection).

17.40.030 APPLICABILITY

(1) Affected Land Use Activities and Structures—General Applicability

- (A) In general, this chapter applies to the following activities and structures situated within the Airport Overlay Zone established as the Safety Land Use Compatibility Zones (Map 1) and the Airspace Protection Areas (Map 2):

- (1) Proposed land divisions.
- (2) Proposed new construction.

- (3) Changes to the existing uses of land or structures to the extent that such changes require review under other applicable regulations.

(2) Uses and Structures Not Affected

This chapter does not apply to:

- (A) Existing development as of the effective date of this chapter for which no expansion or changes of use are proposed even if the existing uses are not in conformance with the standards herein.
- (B) Aviation and related development or use of airport property for aeronautical purposes.
- (C) The manner in which aircraft operate on the airport or in the surrounding airspace.

17.40.040 DEFINITIONS

The following definitions apply for the purposes of this chapter:

- (A) "Airport" means Sanderson Field airport in Mason County. This includes the terminal, fixed-base operations, and the area of land designated and set aside for the landing and taking off of aircraft, including all necessary taxiways, aircraft storage and tie-down areas, hangars, and other necessary buildings, and open spaces, designated for the storage, repair, and operation of aircraft, and utilized or to be utilized in the interest of the public for such purposes.
- (B) "Airport Manager" means the Port of Shelton Board of Commissioners or another person delegated to represent the Board for the purposes established in the Airport Overlay Zone Ordinance.
- (C) "Federal Aviation Regulations (FAR) Part 77" means that part of federal regulations dealing with obstructions to air navigation.
- (D) "Temporary Special Events" are ones (such as balloon fairs or an air show at an airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.
- (E) "Residential Density" means the number of dwelling units, including detached secondary units, on a specific parcel, site, or land use development divided by the gross acreage of the parcel, site, or development.
- (F) "Special Function Land Use" means land use for which the significant common element is the relative inability of the people occupying the space to move out of harm's way; this includes schools (K-12), hospitals, nursing homes, daycare centers, and other similar uses.
- ~~(G)~~
- ~~(F)~~~~(G)~~ "Structure" means an object, including a mobile object, constructed or installed by man, including, but without limitation, buildings, antennas, towers, cranes, smokestacks, earth formation, and overhead transmission lines.

(G)(H) "Usage Intensity" is the number of people occupying a specific parcel, site, or land use development divided by the gross acreage of the parcel, site, or development. Usage intensity criteria are applicable to all types of land uses except residential.

17.40.50 AIRPORT OVERLAY ZONE MAPS

The area of the Airport Overlay Zone is defined by two maps as established below.

(1) Safety Land Use Compatibility Zones (Map 1)

(A) The Safety Land Use Compatibility Zones map depicts the boundaries of the Sanderson Airfield influence area and airport land use zones for which various compatibility criteria are defined in this chapter. The Safety Land Use Compatibility Zone boundaries take into account incompatible land use activity, relative risks of aircraft accidents in various portions of the airport environs, noise and other associated activities that may impact the operations of the airport in the future.

(B) Specific factors upon which the boundaries of the safety Land Use Compatibility Zones are delineated are as follows:

- (1) Zone 1 - Runway Protection Zone (RPZ): This zone is trapezoidal in shape and centered about the extended runway centerline. It begins 200 feet beyond the end of the area usable for takeoff or landing. The RPZ dimensions are a function of the type of aircraft operating at the airport and the approach visibility minimums associated with each runway end.
- (2) Zone 2 - Inner Safety Zone (ISZ): This Encompasses a rectangular area that is positioned on the extended runway centerline, and adjacent to the RPZ boundary. For runway 5-23, Zone 2 extends approximately 2,300 beyond the RPZ boundary.
- (3) Zone 3 - Inner Turning Zone (ITZ): The ITZ boundary is defined by a triangular shaped area that is positioned along each side of the RPZ and ISZ boundaries. For Runway 5-23, the ITZ extends approximately 4,500 feet from the inner width of the RPZ, within a 60-degree sector of the extended runway centerline.
- (4) Zone 4 - Outer Safety Zone (OSZ): The OSZ is a rectangular area that is also centered on the runway. For Runway 5-23, the OSZ is 1,000 feet wide overall (extending 500 feet laterally from the runway centerline) and extends approximately 3,000 feet beyond the ISZ.
- (5) Zone 5 - Sideline Safety Zone (SSZ): For Runway 5-23, the SSZ boundary is defined by a 1,000 foot centerline offset on each side of the runway that connects the ITZs on each end of the runway.
- (6) Zone 6 - Traffic Pattern Zone (TPZ): Encompasses an area surrounding the runway of approximately 5,000 feet, as depicted in Airport Land Use Zoning map.

(2) Airspace Protection Areas (Map 2)

The Airspace Protection Areas map depicts the airspace surfaces defined for Sanderson Field in accordance with Federal Aviation Regulations, Part 77, Subpart C. For the purposes of this chapter, planned future runway configuration or types of runway approaches are assumed in the Airspace Protection Areas. The critical airspace surfaces are defined by a set of five types of surfaces as follows:

- (A) A primary surface is longitudinally centered and extends 200 feet beyond each end of the runway. The width is 1,000 feet for Runway 5-23. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline.
- (B) Approach surfaces are longitudinally centered on the extended runway centerline and extend outward and upward beginning at, and at the same elevation as, each end of a primary surface. Approach surface dimensions and slopes for each runway end are as follows:
 - (1) Runways 23:
 - (a) Inner edge width: 1,000 feet.
 - (b) Outer end width: 16,000 feet.
 - (c) Length: 50,000 feet.
 - (d) Slope: 50 to 1 (1 foot vertically for each 50 feet horizontally) for the inner 10,000 feet of length and 40 to 1 for the outer 40,000 feet.
 - (2) Runways 5:
 - (e) Inner edge width: 1,000 feet.
 - (f) Outer edge width: 4,000 feet.
 - (g) Length: 10,000 feet.
 - (h) Slope: 20 to 1.
- (C) Transitional surfaces extend outward from the sides of each primary surface and each approach surface. These surfaces slope upward one foot vertically for each seven feet horizontally (7:1), measured at a 90 degree angle to the runway centerline and extended runway centerline, and continue to where they intersect a horizontal or conical surface. For those portions of a precision approach surface which extend through or beyond the limits of the conical surface, the adjacent transitional surfaces extend a distance of 5,000 feet horizontally from the edge of the approach surface, measured at a 90 degree angle to the extended runway centerline.
- (D) A horizontal surface is established at an elevation of 254 feet above the highest point on airport runway 5, and 269 feet above the highest point on airport runway 23, specifically 419 feet above mean sea level. The inner edge of the horizontal surface is defined by its intersection with transitional surfaces. The outer edge is defined by drawing arcs with radii of 10,000 feet centered on the runway centerline at each end of the primary surface of Runway 9-27, then connecting the arcs with lines drawn tangent to them.

- (E) A conical surface extends outward for a distance of 4,000 feet from the periphery of the horizontal surface and upward at a slope of one foot vertically for each 20 feet horizontally (20:1).

~~17.40.060 ACCEPTABILITY OF SPECIFIC PROPOSED LAND USES~~

17.40.070 DENSITY AND INTENSITY LIMITATIONS FOR NEW DEVELOPMENT

(1) Residential Development Density Criteria

Any subdivision of property for the purposes of residential development within the Safety Land Use Compatibility zones shall comply with the following density criteria:

- (A) Safety Land Use Compatibility Zones 1, 2 and 5: No new residential land divisions are permitted. No new residential dwellings permitted, except infill in Zone 5 as provided in subsection (87) of this section.
- (B) Safety Land Use Compatibility Zones 3 and 4: No new land divisions for the purpose of creating additional multi-family residential parcels, except as permitted in Section 17.40.070(2). Residential land divisions for single family development are limited to one dwelling unit per five acres. Other residential development must comply with usage intensity (Section 17.40.060) and deed notification (Section 17.40.090) requirements. Infill development is allowed as provided in subsection (87) of this section.

(2) Mixed Use Development

If residential uses are proposed to be located with nonresidential uses in the same or nearby buildings on the same site, they shall be treated as nonresidential development provided the residential development does not exceed 30% of the overall square footage of the structures. The occupancy of the residential portion shall be added to that of the nonresidential portion and evaluated with respect to the nonresidential usage intensity criteria defined in Section 17.40.060.

(3) Special Function Land Use

Special Function Land Uses as defined in 17.40.040(F) shall be prohibited in the Land Use Compatibility Zones 1, 2, 3, and 4. New special function land uses are also prohibited in Zone 6; however, expansion of such existing uses are conditioned upon review for impacts to the airport.

~~(4)(3)~~ Nonresidential Development Usage Intensity Criteria

Any proposed nonresidential construction or use of land within the Land Use Compatibility Zones shall not be permitted if they exceed the following usage intensity limitations.

- (A) Zone 1: No people other than aircraft occupants, airport personnel, and other persons authorized by airport regulations.
- (B) Zone 2: No more than 5 people per acre average over the site.
- (C) Zone 3: No more than 25 people per acre average over the site.

- (D) Zone 4: No more than 4 people per acre in buildings and no more than 75 people per acre outside of buildings.
- (E) Zone 5: No more than 5100 people per acre average over the site.

(4)(5) Usage Intensity Calculation Factors

The maximum number of people permitted on a site within the Land Use Compatibility zones shall be calculated based on the following factors:

- (A) All people (e.g. employees, customers, visitors, etc.) who may be on the property are to be included in the calculations.
- (B) The calculations must reflect the total number of people on the site at any time, except temporary special events.
- (C) All usage intensities are calculated on a gross acreage basis including the use's share of adjacent roads and permanently open lands.
- (D) Intensity on the property under review shall be calculated for each acre of the site by a site plan identifying each one acre area and the respective use and density. The one-acre areas indicated are to be rectangular in shape, not elongated or irregularly shaped. To the extent that the parcel is irregularly shaped, the site plan shall show the best fit of the one acre or portion of one acre areas consistent with the intent of this chapter.

(5)(6) Usage Intensity Data Sources

The usage intensity of all individual uses highly depends upon the specifics of the proposed land use and its design. Where necessary to determine the acceptability of a particular proposal within the Land Use Compatibility zones, the anticipated number of people per acre can be calculated based any of the following methods:

- (A) *The number of automobile parking spaces required on the site:* Unless a substantial number of people would arrive at the site by means other than automobile (or would park off site), the anticipated number of people on the site can be estimated to be at least equal to the number of automobile parking spaces required for the use. A higher number shall be assumed for uses that typically attract more than one person per vehicle.
- (B) *International Building Code (IBC) occupancy levels:* The anticipated maximum number of people occupying indoor facilities on a site can be assumed to be no higher than the total floor area of the proposed use divided by the minimum square feet per occupant requirements listed in the IBC. Because the IBC criteria represent highly intensive levels of usage, the number obtained through this calculation can normally be divided in half for the purposes of the usage intensity criteria in this section.
- (C) *Documented Survey or Analysis Results:* A project applicant may provide evidence, such as surveys of existing uses similar to the type proposed, documenting that specific features of a proposal would result in a usage intensity lower than that assumed using the methods indicated above. Acceptance of such evidence shall be at the discretion of Mason County.

(6)(7) Parcels Lying within Two or More Land Use~~Airport~~ Compatibility Zones

If a parcel proposed for residential subdivision is split by ~~airport~~Land Use Compatibility Zone boundaries, the total number of dwelling units permitted shall be calculated as if the parcel were multiple parcels divided at the compatibility zone boundary line. Similarly, if a parcel proposed for nonresidential use is split by compatibility zone boundaries, the usage intensity shall be calculated as if the parcel were divided at the compatibility zone boundary line. In both cases, however, the development density or intensity allowed within the more restricted portion of the parcel can (and is encouraged to) be transferred to (clustered on) the less restricted portion even if the resulting development in the latter area then exceeds the criteria for that compatibility zone. This transfer of development is also allowed with respect to multiple parcels proposed to be developed as a single project.

(7)(8) Infill Development

Where substantial incompatible development already exists adjacent to the site of the proposal, additional infill development of similar or less intensive land uses may be allowed to occur even if such land uses are not allowed elsewhere in the Land Use Airport Compatibility Zones. This exception does not apply within Land Use Airport Compatibility Zones 1 or 2. A parcel can be considered for infill development if it meets *all* of the following criteria:

- (A) The parcel size is no larger than 2 acres.
- (B) The site is at least 65% bounded (excluding roads) by existing uses similar to, or more intensive than, those proposed.
- (C) The proposed project would not extend the perimeter of the area defined by the surrounding, already developed, incompatible uses.
- (D) The proposed project would not, in the case of a residential subdivision, have a density greater than the average of that on other parcels within 300 feet of the perimeter of the parcel to be subdivided; or in the case of a nonresidential use, have a usage intensity more than 50% above the intensity permitted in accordance with Section 17.40.070 of this chapter.
- (E) The proposed project will not otherwise increase the intensity and/or incompatibility of use through special use permits, density transfers, or subdivisions.

17.40.080 AIRSPACE PROTECTION AREAS - HEIGHT LIMITATIONS

(1) Basis for Height Limits

Protection of navigable airspace from obstructions that can be hazards to aircraft flight requires establishment of limits on the height of structures, trees, and other objects in the vicinity of Sanderson. These limits are primarily based upon Part 77, Subpart C, of the Federal Aviation Regulations (FAR), but also may take into account the United States Standard for Terminal Instrument Procedures (TERPS) and

applicable airport design standards published by the Federal Aviation Administration.

(2) Criteria

- (A) No structure shall penetrate or be permitted to have a height exceeding that of the critical airspace surfaces defined above, except as specifically necessary for airport operations.
- (B) Variance procedure height adjustments from the height limit criteria may be permitted subject to the Mason County development code and only if all of the following conditions are met:
 - (1) There is located another existing object or obstruction (terrain, trees, buildings or other structures of greater height) within a 200-foot radius of the proposed object.
 - (2) The owner of the property agrees to take responsibility for ensuring that any obstruction marking and/or lighting required by the Federal Aviation Administration is installed, operated, and maintained, unless the Airport Manager has agreed in writing to be responsible for such installation, operation, and maintenance.
 - (3) The Federal Aviation Administration has conducted an aeronautical study of the proposed object and determined that the object would not create a hazard to the navigable airspace of the airport.

(3) Notification to Federal Aviation Administration

Nothing in this chapter shall diminish the responsibility of project proponents to submit a Notice of Construction or Alteration to the Federal Aviation Administration if required in accordance with Subpart B of Federal Aviation Regulations Part 77, "Objects Affecting Navigable Airspace."

17.40.090 OTHER REQUIREMENTS

(1) Deed Notification

- (A) As a condition for approval of new development within the approach surfaces (17.40.050(2)(B)) shown on the Airspace Protection Areas Map (Map 2), or Land Use Airport Compatibility Zones 2, 3, 4, 5, and 6 (Map 1); a notice shall be recorded with the county auditor prior to final approval of new subdivisions, short subdivisions, building permits, conditional use permits, special use permit or other similar permits, unless said notice is already recorded on the property. Said notice shall state: "This property is located adjacent to an airport and routinely subject to overflight activity by aircraft using the airport; and that residents and tenants may experience inconvenience, annoyance, or discomfort from the noise, smell or other effects of aviation activities."

17.40.100 NONCONFORMING CONDITIONS

- (A) Land uses and structures not in conformance with this Airport ~~Land Use Compatibility Zoning~~Overlay Zone Ordinance as of the effective date of the chapter may continue in use under the following conditions:
- (1) Continuation of the use must not be in conflict with other development regulations.
 - (2) A nonconforming use may be changed to another nonconforming use only if the new use does not involve expansion of the affected land area, an increase in building size, or an increase in the intensity of usage (i.e. the number of people per acre).
 - (3) Once a nonconforming use or structure has been abandoned as defined by Section 1.05.016 of the Mason County Development Regulations, then any future use of land or buildings must conform to the provisions of the Mason County Development Regulations.
- (B) Nothing in this section shall be interpreted to prevent normal maintenance of existing uses and structures.

17.40.110 REVIEW PROCEDURES

- (A) Applications for land uses or land use development within Airport Overlay Zone shall include the following information:
- (1) Property boundaries and acreage of the project/proposed use, including the geographic relationship to the ~~Land Use~~Safety Compatibility and Air-space Protections Zones.
 - (2) Location, elevation, and height of all existing and proposed buildings, structures, and utility lines. The applicant may also be asked for the location, elevation, and height of trees.
 - (3) A description of the proposed land use including the number of dwelling units and/or number of people expected to occupy the site.
- (B) In consideration of an application for a building, structure, or other use, the reviewing official may require the applicant to submit a certificate from a registered professional engineer or a licensed land surveyor clearly indicating the average ground elevation, maximum elevations of proposed structure(s) and the critical airspace surfaces based on the established airport elevation and USGS datum. The registered professional engineer or a licensed land surveyor shall determine elevations plus or minus one foot shown as mean sea level (msl) elevation and maximum elevation above the airport runway elevation.
- (C) ~~When the proposed use is one of those listed in Table 17.40.060-1,~~requested the application shall also include the analysis of the proposal with respect to the density and intensity limitations contained in Section 17.40.070.

(1) Review Criteria

(A) In reviewing such proposals, the Mason County Department of Community Development shall consider the following factors:

- (1) The compatibility criteria adopted by the County;
- (2) Characteristics of the proposed land use development.

The County may consult with the Airport Manager or Washington Department of Transportation, Aviation Division, before making a determination.

(B) The review of variances from height limits under Section 17.40.080 shall be considered a Type II Administrative variance.



**2005 Mason County Comprehensive Plan Update
Review of
Accessory Uses on Agricultural Resource Lands**

17.01.061 AGRICULTURAL RESOURCE LANDS

The purpose of this Section is to maintain and enhance natural resource based industries, to encourage the conservation of commercial agricultural lands, and to discourage incompatible land use.

A. CLASSIFICATION

The following criteria shall be used in identifying lands appropriate for Agricultural Resource Lands:

1. The property has an existing commercial agricultural use (as of the date of designation) or where the property was used for agricultural purposes as of January 1991, where identified by property tax classification in the Open Space - Agriculture property tax classification program pursuant to Chapter 84.34 RCW or where agricultural use has been identified as the principal use of the property, are presumed to meet this criteria; and
2. The property has a minimum parcel size of ten (10) acres; and
3. The parcel has Prime Farmland Soils; or
4. The property is surrounded by lands qualifying under classification criteria 1 to 3 above; or
5. The property is an upland fin-fish hatchery.

Provided that, property owners may apply to have their land designated as Agricultural Resource Lands upon a showing that the property is eligible for and participates in the Open Space - Agricultural property tax classification program pursuant to Chapter 84.34 and upon a showing that either that the property has Prime Farmland Soils or that, in some other fashion, the agricultural use has long-term commercial significance. Such applications shall be reviewed by the county as provided for in the annual amendment process for the county comprehensive plan and development regulations.

B. DESIGNATION

Lands of Mason County which have been identified as meeting the classification criteria for Agricultural Resource Lands, and are so specified on the official Mason County Map, available at the Mason County Planning Department, titled, "Mason County Agricultural Resource Lands" or as thereafter amended, are hereby designated as Agricultural Resource Lands.

C. LAND USES

Development and land uses and activities allowed in the Agricultural Resource Lands or on adjacent lands are as specified in the Mason County Development Regulations and other applicable ordinances, codes and regulations.

Accessory uses that support, promote, or sustain agricultural operations and production, are allowed and shall comply with the following standards:

(i) Accessory uses shall be located, designed, and operated so as not to interfere with natural resource land uses and shall be accessory to the growing of crops or raising of animals;

(ii) Accessory commercial or retail uses shall predominately produce, store, or sell regionally produced agricultural products from one or more producers, products derived from regional agricultural production, agriculturally related experiences, or products produced on-site. Accessory commercial and retail uses shall offer for sale predominantly products or services produced on-site; and

(iii) Accessory uses may operate out of existing or new buildings with parking and other supportive uses consistent with the size and scale of existing agricultural buildings on the site but shall not otherwise convert agricultural land to nonagricultural uses.

Accessory uses may include compatible commercial or retail uses including, but not limited to, the following:

(i) Storage and refrigeration of regional agricultural products;

(ii) Production, sales, and marketing of value-added agricultural products derived from regional sources;

(iii) Supplemental sources of on-farm income that support and sustain on-farm agricultural operations and production;

(iv) Support services that facilitate the production, marketing, and distribution of agricultural products; and

(v) Off-farm and on-farm sales and marketing of predominately regional agricultural products and experiences, locally made art and arts and crafts, and ancillary retail sales or service activities.

D. DEVELOPMENT STANDARDS.

a) Development Standards for Proposed Land Uses.

1. Front yard setback: 25 feet
2. Side and rear yard setbacks: Side and rear yard setbacks for the residential dwelling is 20 feet, for accessory buildings shall be 20 feet, for accessory structures used for agricultural purposes or home occupations shall be 50 feet, and for buildings of non-residential land uses shall be 50 feet.
3. Floor Area Ratio: 1:20, except for fire stations.
4. Size: 5,000 sq. feet maximum (or up to 7,500 sq. feet with a special use permit) for non-agricultural and accessory buildings except for dwellings and agricultural buildings.
5. Height: 35 feet except for agricultural buildings, cell towers, antennas, or water tanks.

- b) Proposed land uses shall meet the review standards for land uses established in the Mason County Development Regulations, including Section 1.03.020 (Matrix of Permitted Uses) and Section 1.03.021 (Home Occupation and Cottage Industries).

E. PREFERENTIAL RIGHT TO MANAGE RESOURCES AND RESOURCE USE NOTICES

1. For land owners who have land designated as agricultural resource lands, provisions of "Right to Farm" provided under Section 17.01.040.C.5 shall fully apply.
2. All plats, short plats, large lot subdivision, development permits, and building permits issued for activities on, or within 500 feet of lands designated as agricultural resource lands shall contain the following notification: "This property is within or near designated agricultural resource lands on which a variety of commercial activities may occur at times and that are not compatible with residential development. Residents of this property may be subject to inconvenience or discomfort associated with these activities including, but not limited to: dust, odor, noise, and chemical applications."



**2005 Mason County Comprehensive Plan Update
Review of
Height Limits on Development on Industrial-Zoned Lands**

MASON COUNTY DEVELOPMENT REGULATIONS

1.03.030 Development Requirements and Performance Standards

..... 1.03.032 Development Densities and Dimensional Requirements

- C. Dimensional Requirements. Dimensional requirements include setbacks, building height restrictions, and maximum allowed lot coverage. These requirements for each Development Area are set forth in FIGURE 1.03.032; consult the specific adopted urban growth area plan for density and dimensional requirements for the applicable zone designation.

Maximum height restrictions shall not apply to storage silos, antennas, transmission towers, or water tanks on lands in all zones and on Resource Lands; and shall not apply to incineration facilities, boilers, electrical or generating plants, or industrial facilities on lands zoned as industrial areas.

..... 1.04.400 RURAL INDUSTRIAL (RI)

1.04.404 Building Regulations.

- A. Floor Area Ratio. 1:5 in Rural areas or 1:3 in RAC, except for fire stations.
B. Size. 7,500 sq. ft. maximum or reviewed through Special Use Permit.
C. Height. ~~35-foot maximum except for agricultural buildings, cell towers, antennas, or water tanks.~~ No maximum height for incineration facilities, boilers, electrical or generating plants, or industrial facilities on lands zoned as industrial areas.

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