Land Use and Relocation Discipline Report

SR 3 Freight Corridor – New Alignment

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CONTENTS

Acronyms

CAVFS	Compost-Amended Vegetated Filter Strips
CBA	Commercial Brokers Association
CIPP	Capital Improvement and Preservation Program
EIS	Environmental Impact Statement
FHWA	Federal Highway Administration
FPPA	Farmland Protection Policy Act
GMA	Growth Management Act
GIS	Geographic Information System
HSP	Highway System Plan
HSS	Highway of Statewide Significance
LWCFA	Land and Water Conservation Fund Act
MP	Milepost
NRCS	National Resources Conversation Service
NWMLS	Northwest Multiple Listing Service
PSIC	Puget Sound Industrial Center
PSRC	Puget Sound Regional Council
RCW	Revised Code of Washington
RFFA	Reasonably Foreseeable Future Actions
ROW	Right of Way
RTP	Regional Transportation Plan
SEPA	State Environmental Policy Act
SMA	Shoreline Management Act
SR	State Route
UGA	Urban Growth Area
WSDOT	Washington State Department of Transportation
WTP	Washington Transportation Plan

Executive Summary

What is the Proposed Project and Why is it Needed?

The State Route (SR) 3 Freight Corridor – New Alignment project would construct a two-lane 6.5 mile limited access highway with a design and posted speed of 50 miles per hour (mph) on a new alignment approximately 3,000 feet to the east of existing SR 3. The major portion of the highway would run through Mason County while the northern end would be located in Kitsap County. The proposed alignment would begin at MP 22.81 on SR 3 and connect back to the existing SR 3 alignment at MP 29.49. The south end connection to existing SR 3 is proposed just south of the intersection with SR 302 , and the north connection is just north of SW Lake Flora Road. The proposed bypass highway would carry regional through traffic from Shelton to Bremerton and would be the mainline for SR 3. The existing SR 3 would become a "Business Loop" serving downtown Belfair with connections to SR 106, SR 300, and Old Belfair Highway.

The purpose of constructing a Freight Corridor is to provide a reliable high-speed regional route between Kitsap and Mason Counties, moving freight and regional traffic between Shelton and Bremerton, bypassing the urban center of Belfair. This project would reduce congestion and improve safety through Belfair and provide an alternate route during recurring highway closures resulting from vehicular crashes and other incidents. Implementation of this project would provide safe and reliable regional access to jobs, goods, and services, improve efficiencies for all public service providers, and lower the current crash rate on SR 3 through Belfair.

What is the Affected Environment?

The study area is defined as the area of land approximately one-half mile on each side of the centerline of the project corridor. The affected environment includes the footprint of the project, and all areas where direct and indirect effects could occur. The study area lies primarily within a rural environment while passing through the unincorporated Belfair urban growth area (UGA) and terminating within the Puget Sound Industrial Center (PSIC), which is part of the City of Bremerton.

The SR 3 Freight Corridor project is primarily located in the northeast corner of Mason County with the northern terminus of the project located in the southwest corner of Kitsap County. The land within the area is primarily rural and mostly undeveloped forested land. The proposed Freight Corridor alignment passes through several land use zones and types within the 6.5-mile long study area, indicating a location of transition between the developed and undeveloped areas.

How Were the Effects of the Project on Land Use Analyzed?

Various applicable land use and transportation plans, policies, regulations, and maps from Mason and Kitsap Counties and the City of Bremerton were reviewed to determine existing land uses and goals and policies for the study area. County and City planners were contacted to discuss the proposed project and examine current and potential future land use in the study area. Field visits and photographs helped confirm land use patterns. Potential impacts were assessed using proposed project alignment drawings for the alternatives considered.

What Land Use Effects Would Occur during Project Construction, and What Mitigation is Proposed?

Temporary impacts during construction would result from increased noise, dust, and traffic congestion. Other impacts as a result of construction would include impacts on access to businesses and/or residences, and vehicle delays or detours. Vehicle delays would occur particularly as the result of lane reductions established to provide work zones. Short and long-term shoulder and lane closures may be necessary.

The proposed Build Alternative will require construction along existing SR 3 during the building of the southern and northern terminus reconnecting the proposed Freight Corridor to the current SR 3 alignment. Construction of intersection areas will be handled by the use of flaggers and other means of traffic control devices.

What Land Use Effects Would Occur during Operation of the Project, and What Mitigation is Proposed?

Approximately 72 parcels will be directly affected by the operation of the project, depending upon the project's final design. The right of way acquisitions, totaling approximately 115 acres as required to build the project, will result in the conversion of property zoned for other uses to transportation use. The impacts of land conversion, as well as potential future development, have been considered in local planning efforts through land use and zoning designations and long-range plans.

Displacements would be limited to three single family residences (including one mobile home).

To the extent feasible, the final design for this project will attempt to minimize or avoid displacements and disruptions. It is anticipated that some impacts may be able to be avoided, through design measures. These could include the additional design features such as retaining walls, design modifications to project improvements that result in reduced right of way requirements, etc. Where possible the relocation of buildings and facilities on the existing property could help to mitigate impacts to the property. Where right of way acquisition is needed, the acquisition and relocation program will be conducted in accordance with the Uniform Relocation and Real Property Acquisition Policies Act of 1970, as amended.

Since the Build Alternative is consistent and compatible with state, local and regional plans and regulations, no mitigation would be required for compliance.

Potential indirect impacts could result from project improvements that would directly increase accessibility of the land in and around the designated urban areas as well as improve travel time. Highway improvements could induce development by improving travel times and increasing accessibility to currently undeveloped land making areas more attractive to developers. Because the SR 3 Freight Corridor is planned as a limited access roadway, it would not cause planned development in that area to occur sooner than without the roadway.

What Effects Would the Project Likely Have on Farmland?

There are no farmlands located within the study area in either Mason or Kitsap County. Therefore, no effects to farmlands during construction or operation are anticipated.

What Effects Would the Project Likely Have on Section 4(f) Resources?

The project is not anticipated to result in impacts to Section 4(f) resources. Based on the results of the Section 106 consultation, the proposed Build Alternative would have no adverse effect on historic properties.

What Effects Would the Project Likely Have on Section 6(f) Resources?

There are no Section 6(f) properties in the ½ mile study area, thus no impacts would occur.

What Cumulative Effects Would There Be on Land Use?

The proposed project would contribute to cumulative impacts on adjacent land uses that may result from other projects that may occur along, or near, the proposed project route. Approximately 115 acres would be directly converted to transportation-related use under the proposed Build Alternative. This incremental effect along with other land use effects and present and planned projects and developments in the region could add to or interact with the Build Alternative to contribute to cumulative effects on land use.

Future growth and land use decisions in and around the study area will be influenced by a broad set of factors that include economic conditions or market forces, zoning, availability of local infrastructure (sewer, local roads, etc.), and land supply. By substantially improving travel and accessibility, the Build Alternative may serve to accelerate planned development along the proposed corridor, especially in the vicinity of new corridor access points. It is not expected that development within the corridor will be accelerated to the point of achieving or approaching

complete full build out where more developable land or additional annexation would be required within the region.

The Build Alternative is compatible with existing land use plans The Build Alternative represents one of a number of planned improvements occurring in the study area. Overall it is anticipated that the Build Alternative will support economic development in the area. The Build Alternative's contributions to the cumulative effects on the conversion of land use, farmland, or recreational lands would not be adverse or substantial in combination with other past, present, and reasonably foreseeable future actions.

Are Any of the Identified Effects Considered Substantial?

The Build Alternative would not have any substantial effects on land use in the study area. Though the proposed Freight Corridor would have an impact on land use in both counties, these impacts have been considered in local planning efforts through land use and zoning designations and growth management in accordance with the Washington Growth Management Act (GMA). The Build Alternative is consistent with regional and local plans.

What Effects on Land Use Would Occur if the Build Alternative is Not Constructed?

With time, land use in the study area would continue to change under the No Build Alternative, but for reasons unrelated to the SR 3 Freight Corridor. Land use development and growth would occur as planned in Mason County.

Land use trends in Kitsap County would also continue as planned. Development and land use within the City of Bremerton's Puget Sound Industrial Center (PSIC) is contingent on the policies and strategies in the PSIC Planned Action EIS document. This document contributes toward determining the types and areas of future land uses along SR 3.

The recent SR 3/Belfair Area – Widening and Safety Improvements project has assisted in relieving congestion and enhancing motorist safety along the current SR 3 corridor within the Belfair area. However, these improvements do not ensure efficient movement of freight, improve commute trips between Kitsap and Mason Counties, or accommodate seasonal influxes of tourist traffic along the corridor as expected from the Build Alternative.

Chapter 1 Introduction

1.1 Description of the Build Alternative (Proposed Action)

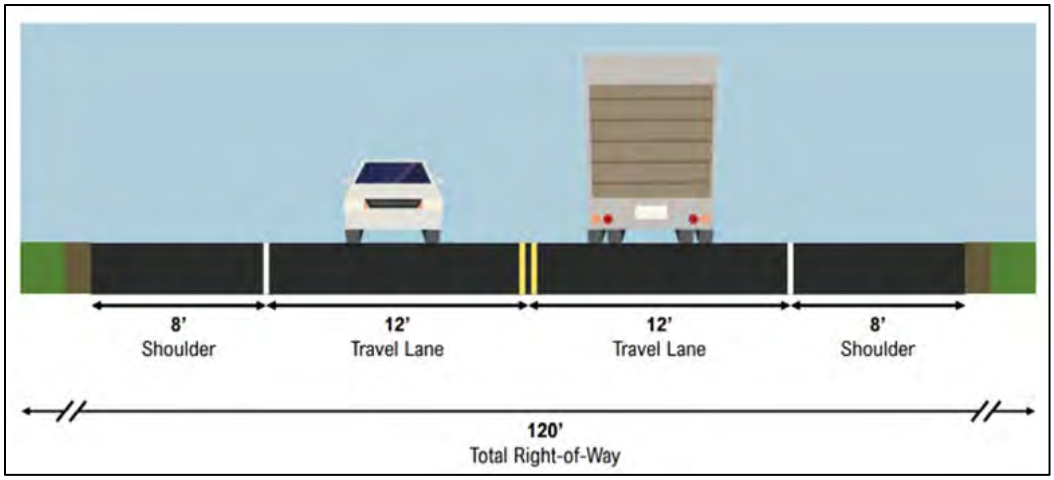
The SR 3 Freight Corridor – New Alignment project would construct a two-lane 6.5-mile limited access highway with a design speed of 50 miles per hour (mph) on a new alignment approximately 3,000 feet east of existing State Route (SR) 3. The major portion of the highway would run through Mason County while the northern end would be located in Kitsap County. The proposed alignment would begin at MP 22.81 on SR 3 and connect back to the existing SR 3 alignment at MP 29.49 (see Exhibit 1-1). The south end connection to existing SR 3 is proposed just south of the intersection with SR 302 , and the north connection is just north of SW Lake Flora Road. The proposed Freight Corridor would carry regional through traffic from Shelton to Bremerton and would be the mainline for SR 3. The existing SR 3 would become a "Business Loop" serving downtown Belfair with connections to SR 106, SR 300, and Old Belfair Highway. The typical cross-section of the proposed improvement is shown in Exhibit 1-2 and its construction elements would include the following:

- Two 12-foot travel lanes with 8-foot shoulders.
- Stormwater treatment facilities – natural dispersion and infiltration, compost-amended vegetated filter strips, and treatment wetlands.
- Two roundabouts to connect the south end of the new corridor to the existing SR 3 corridor at SR 302
    - » The western roundabout would provide access to the existing SR 3 corridor
    - » The eastern roundabout would provide access to SR 302 and the proposed SR 3 Freight Corridor
- A roundabout at the north end of the alignment to connect the existing SR 3 corridor to the new corridor at Lake Flora Road
- Right-in-right-out access to provide access to North Mason High School and Belwood Lane

Exhibit 1-1

SR 3 Freight Corridor Project Vicinity

Exhibit 1-2
SR 3 Proposed Highway Cross-section



1.2 What is the Purpose of the Project?

The purpose of constructing a Freight Corridor around the Belfair urban area is to provide a reliable high speed regional route between Kitsap and Mason Counties. The Freight Corridor project ensures the efficient movement of freight, commuter trips and other regional traffic between Shelton and Bremerton in a manner that bypasses the urban center of Belfair. The project would provide a solution to the immediate and long-range regional transportation mobility needs of the SR 3 corridor through the design year of 2050 by reducing congestion and lowering the existing crash rate on SR 3 through Belfair. It would provide an alternate route during recurring highway closures resulting from vehicular crashes and other incidents. Implementation of the project would provide safe and reliable regional access to jobs, goods, and services; accommodate seasonal influxes of tourist traffic; and improve efficiencies for all public services.

1.3 Why is the SR 3 Freight Corridor – New Alignment Project Needed?

A new Freight Corridor around Belfair is needed to improve regional mobility for freight, passenger vehicles and transit. The improvements would increase mobility, reduce congestion through Belfair, and improve safety.

1.3.1 Increase Mobility

SR 3 in the Belfair urban area experiences chronic traffic congestion and declining operational Levels of Service (LOS) for traffic. Because SR 3 is the major north-south link between Mason and Kitsap counties, Belfair is a choke point on this regional highway and serves as the only freight route through southwest Kitsap and northeast Mason Counties. SR 3 is designated as a

critical rural freight corridor and is part of the National Highway Freight Network (NHFN). SR 3 is also identified as a National Highway System (NHS) route and as a Highway of Statewide Significance (HSS). The National Highway System route designation extends from the Hood Canal Bridge in the north to Shelton in the south, passing through the Belfair urban area, the City of Bremerton, the Puget Sound Industrial Center - Bremerton (PSIC - B), and connecting with SR 16.

SR 3 carries most of the daily commute trips from SR 106, SR 300 and populated coastal areas in Mason County north to Bremerton and via SR 16 to points in Pierce and King Counties. Regional traffic using SR 3 must pass through the commercial area of Belfair having numerous access points with high turning volumes. Southbound traffic destined for Shelton, Grays Harbor, and Olympia also must pass through Belfair.

1.3.2 Reduce Congestion

A combination of freight, commute, and recreational traffic volumes cause severe congestion through the Belfair urban area. Congestion is occurring during peak commute hours (7:00-9:00 AM and 4:00-6:00 PM), weekends, holidays, and during the tourist season (May-September).

SR 3 had an average of 19,000 vehicles per day in 2018 south of Lake Flora Road. Highway LOS analysis shows the one-mile segment of SR 3 north of Lake Flora Road, the signalized intersection at NE Clifton Lane, and the unsignalized intersection at Old Belfair Highway, are all failing LOS standards (see also the SR 3 Freight Corridor Transportation Discipline Report).

Several studies conducted over the last decade have shown that traffic congestion and safety concerns will overwhelm SR 3 in the near future. The operational analysis of the project area indicates that the roadway currently operates below minimum acceptable service standards on this portion of the highway. Without the Freight Corridor, operational performance for freight and regional through traffic on the portion of existing SR 3 through Belfair will continue to decline to the point of chronic failure by 2045. If no action is taken, travel times in the project area are expected to get worse as future traffic volumes increase.

The current highway does not support regional transportation needs. This route experiences seasonal fluctuations from tourist traffic and recreational users and is the most direct and expedient alternate land route for traffic from Bremerton to Interstate 5 if SR 16 or the Tacoma Narrows Bridge becomes blocked. Southbound traffic destined for Shelton, Grays Harbor, and Olympia must pass through Belfair. As land located in the corridor continues to be developed, and regional trips continue to increase, traffic congestion through Belfair will be exacerbated. The Bremerton Economic Development (BED) Study for US 101, SR 3 and SR 16 in Mason and Kitsap Counties (WSDOT 2012a) showed the Freight Corridor project was the top priority project for the local communities and stake holders.

If the Freight Corridor project is not built, the SR 3 would be an important regional facility that will fail to provide efficient regional and local traffic mobility. A bypass would improve the roadway system around Belfair and would reduce travel time.

1.3.3 Improve Safety

Crash records in the study area indicate that the type and severity of crashes appears to be consistent with congested urban conditions. Rear-end and property damage only (PDO) or non-injury crashes account for the greatest number of crashes. The number of crashes tends to increase under congested conditions, but the severity of those crashes is generally lower, due to lower speeds. In the study area, between January 2018 and December 2022, 402 crashes were reported. Two were fatal crashes and eight were serious injury crashes. One serious injury crash was at the intersection of at the Lake Flora Rd intersection (MP 28.78). The remaining two fatal crashes and seven serious injury crashes. During this time, 330 crashes occurred between the study intersections with the majority occurring between Lake Flora Road to NE Clifton Lane (42%) and between NE Clifton Lane to SR 106 (40%).

1.3.4 Support of Local Plans

The area is developing based on local agency comprehensive plans and zoning. However, the area lacks a completed transportation network appropriate for the community. The Bremerton Economic Development (BED) Study showed the SR 3 Freight Corridor is the top priority project for the local communities and stakeholders. The Freight Corridor has been included in the transportation elements of the Mason County and the City of Bremerton comprehensive plans and the Belfair UGA Subarea Plan.

1.4 Description of Project Alternatives

1.4.1 Alternative 1: No Build (No Action) Alternative

Under the No Build Alternative, the proposed project would not be constructed. Only routine maintenance, repair, and minor safety improvements would take place on SR 3 in the study area over the next 20 years. WSDOT is evaluating the No Build Alternative to provide a reference point for comparing the effects, both positive and negative, associated with the proposed build alternative.

1.4.2 Alternative 2: Build Alternative (Proposed Action)

The proposed SR 3 Freight Corridor – New Alignment project would construct a two-lane 6.5 mile limited access highway with a design and posted speed of 50 miles per hour (mph) on a new alignment approximately 3,000 feet to the east of existing State Route (SR) 3. The major portion of the highway would run through Mason County while the northern end would be located in Kitsap County. The proposed alignment would begin at MP 22.81 on SR 3 and connect back to the existing SR 3 alignment at MP 29.49 (see Exhibit 1-1). The north end connection to existing

SR 3 is proposed just north of SW Lake Flora Road, and the south connection is just south of the intersection with SR 302. The proposed bypass highway would carry regional through traffic from Shelton to Bremerton and would be the mainline for SR 3. The existing SR 3 would become a “Business Loop” serving downtown Belfair with connections to SR 106, SR 300, and the Old Belfair Highway.

Chapter 2 Studies and Coordination

2.1 Studies and Coordination

The information used in this report was compiled from multiple sources and, where necessary, updated information was collected. Information on existing land use was compiled using existing documents, maps, aerial photographs, and Geographic Information System (GIS) data. Land use and zoning designations were obtained from Mason and Kitsap Counties. A current site inspection of the entire project study area was conducted to verify existing land uses on a parcel-by-parcel basis. Findings were compared to current regional, county, municipal, and neighborhood subarea zoning and comprehensive land planning of record.

A review of plans was conducted to ensure that current efforts support and are in compliance with established plans and policies. There are several adopted documents that address planning issues for the project area. Comprehensive plans include separate elements that address land use, zoning, and transportation issues. These documents have been developed at three levels: state, regional, and county.

Coordination with agencies and potentially affected jurisdictions consisted of contacting these entities for information, data, and other input:

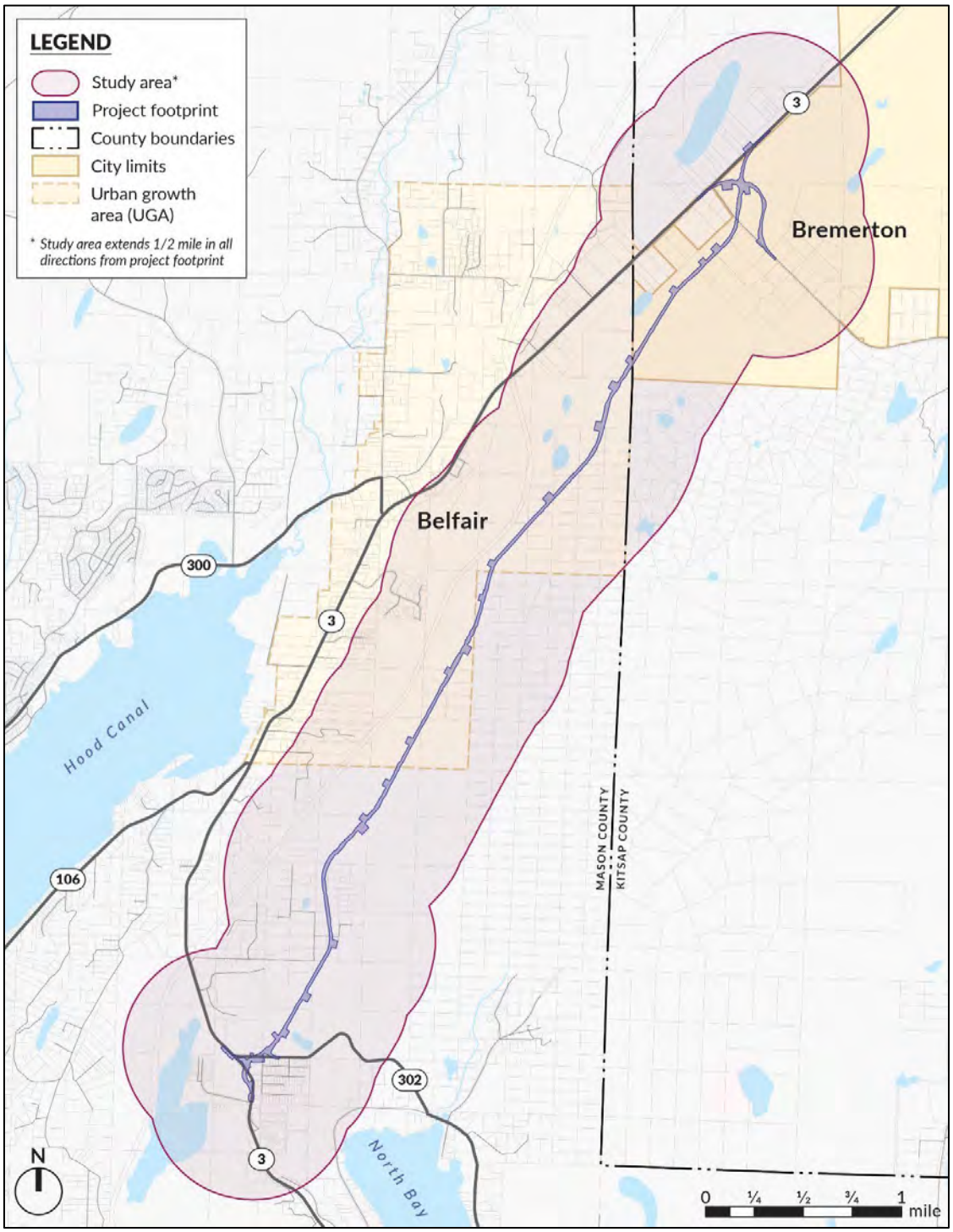
- Mason County Department of Community Development
- Mason County Department of Public Works
- Mason County Assessor’s Office
- Kitsap County Department of Community Development
- Kitsap County Department of Public Works
- Kitsap County Assessor’s Office
- City of Bremerton Department of Community Development
- Peninsula Regional Transportation Planning Organization
- Puget Sound Regional Council

2.2 Methodology

2.2.1 Study Area

The project study area for land use analysis is defined as the land area extending approximately one-half mile in all directions of the project limits. Exhibit 2-1 depicts the project study area.

Exhibit 2-1
Study Area



2.2.2 Data Collection and Review

What is a comprehensive plan?

Comprehensive plans are mandated for cities and counties by the Washington Growth Management Act (RCW 36.70A). These plans must provide specific guidance for growth and land use in their communities and include discussion of the following elements: land use, housing, capital facilities, transportation, economic development, and parks and recreation. Comprehensive plans must be updated at least every 7 years.

The SR 3 study area containing the proposed Freight Corridor project is located within the unincorporated portion of Mason and Kitsap Counties. Since the passage of the Washington State Growth Management Act in 1990, both Mason and Kitsap Counties have adopted comprehensive land use plans that define urban and rural lands, and an urban growth boundary that provides a separation between those lands. State, regional, and local jurisdiction plans, regulations, as well as maps from both counties were used to identify existing and potential future land uses within the study area and to evaluate the effects of the proposed project. The following plans, policies, and studies were reviewed:

- Mason County and Kitsap County Comprehensive Plans
- Mason County and Kitsap County Critical Areas Ordinances
- City of Bremerton Comprehensive Plan
- Mason County and Kitsap County Countywide Planning Policies
- Mason County and Kitsap County Shoreline Management Program
- Mason County and Kitsap County Zoning Codes
- Belfair Urban Growth Area Subarea Plan
- Belfair Mobility Plan
- Puget Sound Industrial Center Planned Action EIS and Subarea Plan
- Peninsula RTPO Regional Transportation Plan and Peninsula Regional Non-Motorized Connectivity Study
- Puget Sound Regional Council Vision 2050 and Regional Transportation Plan 2018
- Washington Transportation Plan 2040
- 2007-2026 Washington State Highway System Plan and Technical Update

2.2.3 Evaluation Methodology

The WSDOT *Environmental Procedures Manual* (2020) was used to guide the evaluation of potential land use effects from the proposed project.

A substantial effect on land use would occur if an alternative would prevent or limit the ability to use property for an existing or allowed land use. A substantial effect would also occur if an alternative was not consistent with relevant plans and regulations, or if the alternative induced land use not compatible with existing plans.

Displacement and relocation impact analysis considered the number of businesses and residences that would be displaced as a result of right of way (ROW) acquisition. Right of way requirements and associated displacements and substantial disruptions were determined based on WSDOT preliminary project design drawings. Site inspections and aerial photographs were used to verify county assessor assigned land use codes and to assist in determining the nature of potential displacements and disruptions (business names, residential developments, type of structure, etc.). The area of new right of way was calculated using IntelliCAD design software to perform parcel-level tabulation.

Displacements and disruptive impacts are classified and defined in this report as follows:

- Displacement refers to any structure or use that would be permanently displaced as the result of new right of way acquisition.
- Disruption refers to any substantial disturbance of access, parking or landscaping that would not result in the displacement of the associated property.

The NRCS web based Web Soil Survey was used to determine soil types within the study area. The viability of land in long-term agricultural use and the importance of individual farms are the focus of the State of Washington's various farmland protection acts. Farmland is usually divided into three distinct categories.

- Prime farmland is land of exceptional physical and chemical soil characteristics that can be used in agriculture with minimum user input of nutrients, labor, etc. The land must also not be in, or committed to urban development or water storage.
- Unique farmland is lower quality than prime farmland but is able to produce high-value food or grain products.
- Farmland of Statewide or Local Importance is farmland that meets Washington State and USDA guidelines, but is not protected within the other two groups.

Chapter 3 Affected Environment

3.1 Existing Land Use

The SR 3 Freight Corridor project is primarily located in the northeast corner of Mason County with the northern terminus of the project located in the southwest corner of Kitsap County. The land within the area is primarily rural.

Urban Growth Area (UGA):
An area defined by a county to accommodate projected population growth. These areas are planned with higher density development and the infrastructure needed to support and service growth. UGAs must be reevaluated every ten years.

Mason County is a rural county, as identified by state law (RCW 43.160.020) which defines a rural county to have less than 100 people per square mile. The county includes large forested areas, major water bodies, and rolling to mountainous terrain. Approximately 80 percent of the county is privately held land devoted to commercial tree farming. The only urbanized (incorporated) area in Mason County is the City of Shelton, where 20 percent of the county population and approximately 50 percent of commercial activities are located. There are two unincorporated urban growth areas (UGAs) in Mason County: Belfair and Allyn, in addition to Shelton's UGA.

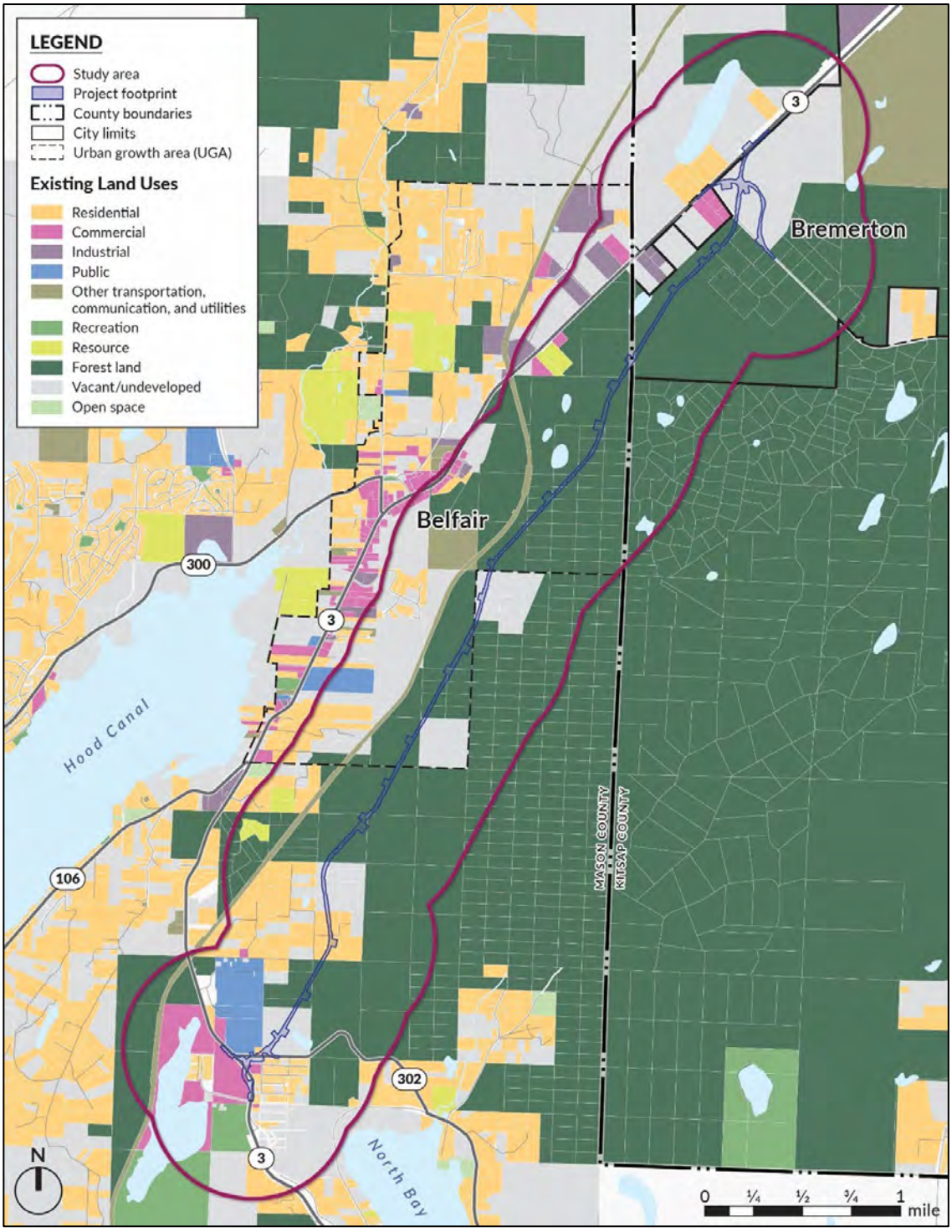
Long Term Commercial Forestry and the Olympic National Forest and Olympic National Park together make up over half of Mason County's land area. The rest of the county area is rural and mostly wooded, with the exception of the three UGAs.

The SR 3 Freight Corridor project passes through a variety of land use zones and types within the 6.5-mile project study area. The study area lies primarily within a rural environment while passing through the unincorporated Belfair UGA and terminating within the Puget Sound Industrial Center (PSIC) located at the southern end of the City of Bremerton. Land use types in the study area vary and include residential, commercial, vacant, or undeveloped, and resource lands. Exhibit 3-1 provides a generalized map of current land use in the study area.

The southern terminus of the proposed project begins in Mason County in the vicinity of the intersection of SR 3 and SR 302. South of the Belfair UGA southern boundary, the bulk of the land within one-half mile of the proposed alignment is designated as Rural Residential 5 Acres (R-5AC), allowing residential development of one residence per five acres. There is also land designated as Rural Residential 10 Acres (R-10 AC), allowing one residence per ten acres, within the area to a lesser extent. Most of R-10 AC land designation is located within the vicinity of the southern terminus (vicinity of SR 3/SR 302). Immediately west of the SR 3/SR 302 intersection the land is designated as Rural Tourist, which corresponds with the land around Devereaux Lake and Camp St. Albans.

Exhibit 3-1

Generalized Land Use



Located within the area of the southern terminus where the proposed alignment connects with the existing SR 3 is a residential development (Belwood Estates) on 1/3-acre to 1/4-acre lots, the North Mason School District campus (121.5 acres), and a church. The Allyn UGA lies approximately 1/3 mile to the south of the project limit.

As the proposed alignment proceeds north it crosses into the Belfair UGA, passing through land primarily zoned for residential usage (R-5 and R-10) as well as some parcels zoned as Mixed Use (MU) and General Commercial (GC). Other land use designations within one-half mile of the proposed alignment include land zoned as Residential (R-3) and General Commercial-Business Industrial (GC-BI).

What is Zoning?

Land use regulations enacted by a city or county to create districts or zones that establish permitted and special uses within those zones. The basic zoning categories are: agricultural, residential, commercial and industrial. Land uses in each district are regulated according to type, density, height, lot size, placement, building bulk, and other development standards.

The Belfair UGA contains expanded commercial and industrial zones close to SR 3. Planning for downtown Belfair along SR 3 is for a consistent town or village theme, including pedestrian-friendly street-scaping. Goals for this area include expanding employment and attracting tourism to the Theler Wetlands and to the Pacific Northwest Salmon Center.

The land within the Belfair UGA zoned for commercial, mixed use, and business industrial is primarily located adjacent to the current SR 3 corridor. There are over 150 businesses located along SR 3 in the Belfair area. The section of SR 3 in the northern portion of the UGA within the study area is lined with General Commercial and Business Industrial zones that include wholesale businesses, automobile repair services and retail.

Currently most of the land within the UGA east of SR 3 is primarily undeveloped and wooded. A majority of the zoning within the Belfair UGA is for residential use, at a minimum of 4 units per acre. No new lots can be created within the UGA without public sewer service, and new subdivisions must be at a minimum density of 4 units per acre. The Belfair/Lower Hood Canal Water Reclamation Facility (sewage treatment system) is currently under construction and will be phased over several years.

As the proposed alignment crosses into Kitsap County, it passes through Rural Residential (RR) and Rural Protection (RP) areas. Most of the land in this portion of the study area is currently undeveloped. Skokomish Indian Tribal Enterprises, Inc., a corporation chartered by the Skokomish Indian Tribe, owns approximately 47 undeveloped acres zoned RP just west of the proposed Freight Corridor terminus. The proposed alignment terminates reconnecting with the existing SR 3 alignment in the PSIC area. Currently the land located within PSIC is zoned as industrial. PSIC includes the Bremerton National Airport and the Port of Bremerton Industrial Park. Current zoning within one-half mile of the proposed Freight Corridor alignment is shown in Exhibit 3-2.

Exhibit 3-2
Zoning

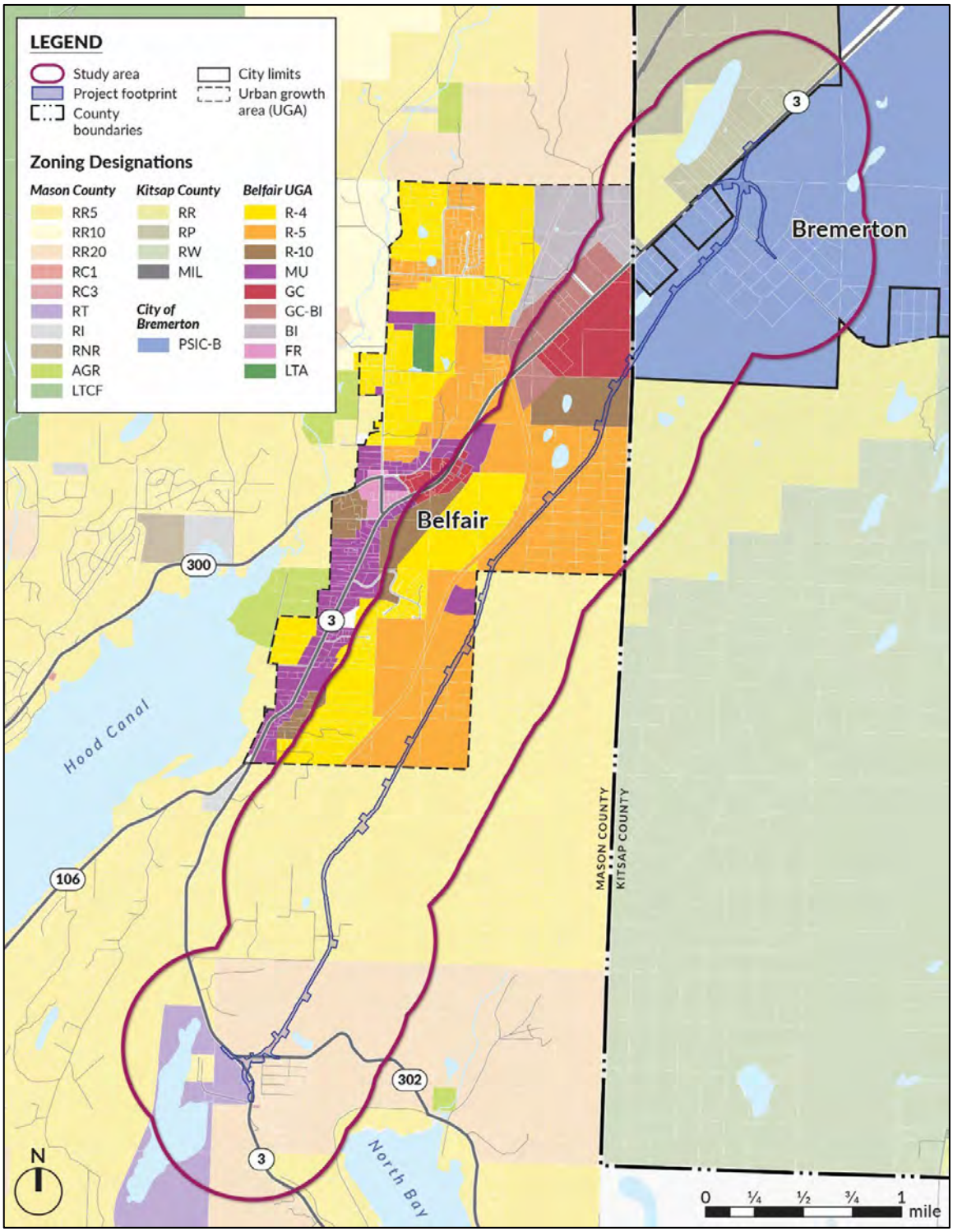
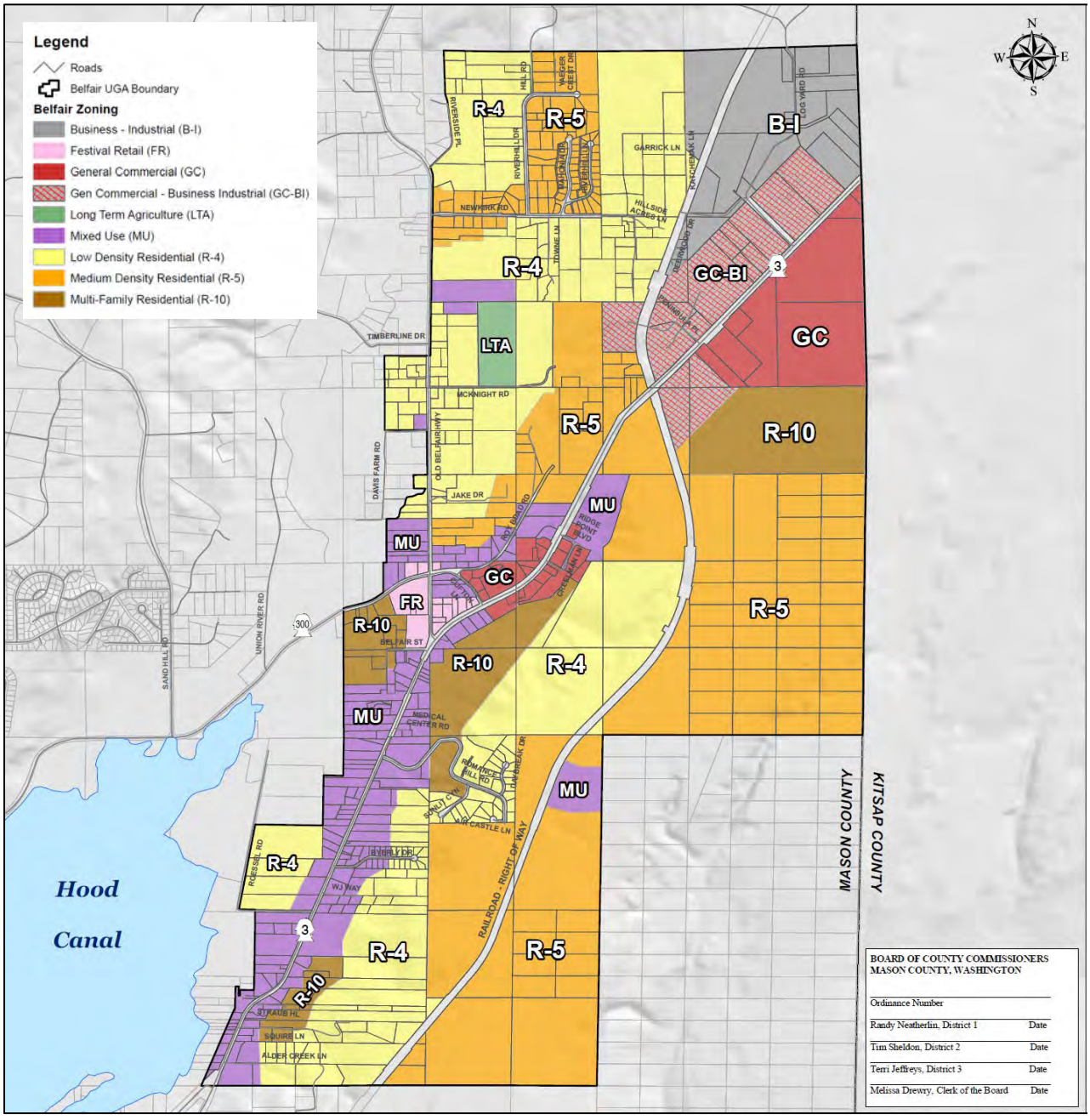


Exhibit 3-3

Belfair UGA Zoning



Source Mason County

3.2 Farmland

The 2017 U.S. Census of Agriculture shows that 18,136 acres of land in Mason County and 9,391 acres in Kitsap County were devoted to agricultural uses. In Mason County, 20 percent of farmland was used as cropland; 47 percent as woodland; 14 percent as pastureland; and the remaining acreage was used for other purposes. The number of farms in Mason County decreased between 2012 and 2017 by 14 percent, from 377 to 324; the amount of land devoted to agricultural uses decreased by 24 percent. The average size of a farm in Mason County is 56 acres, down from 63 acres in 2012.

In Kitsap County, 25 percent of farmland was used as cropland; 29 percent as woodland, 32 percent as pastureland; and the remaining acreage was used for other purposes. The number of farms in Kitsap County decreased between 2012 and 2017 by one percent, from 706 to 698; the amount of land devoted to agricultural uses decreased by seven percent. The average size of a farm in Kitsap County is 13 acres, down from 14 acres in 2012.

There are no active commercial farmlands within proximity of the proposed Freight Corridor project. The undeveloped land within the proposed project area is primarily forest covered and has been used for commercial use in the past. These forested areas would be considered forest resource lands; however, most of these parcels have been rezoned for future residential development.

“Farmland,” as defined in the federal Farmland Protection Policy Act (FPPA, 7 USC 4201 *et seq.*), refers to land in any of four different categories: (1) prime farmland, (2) unique farmland, (3) farmland other than prime or unique that is of statewide importance, or (4) farmland other than prime or unique that is of local importance. These categories are based on soil types rather than farming activity. No farmland of statewide importance is located within the proposed project area.

3.3 Recreation Land

Recreation facilities and resources in close proximity to the study area include a variety of parks, camps, recreation wildlife areas, and public school facilities. Recreational resources within Mason County include Belfair State Park, located off SR 300 on the shore of Hood Canal. The park encompasses 812 acres and provides 194 campsites, swimming, fishing, clamming, and picnic areas. Sandhill County Park is located north of Belfair on Sandhill Road and adjacent to Sandhill Elementary School. The park is the county’s second largest athletic park, encompassing 30 acres. The park offers one full-size baseball field, six youth size baseball/softball fields, and restrooms.

Situated at the southeast tip of Hood Canal, Belfair is home to Theler Wetlands, one of Washington's premier wildlife viewing habitats. Theler Wetlands covers some 135 acres, where

four miles of trails are open to the public. The Mary E. Theler Exhibit Center, located at the Hood Canal Watershed Project Center near the trailhead, offers hands-on interactive displays and educational exhibits.

The 215-acre Union River Wildlife Recreation Area, owned and operated by the Washington Department of Fish and Wildlife, is located at the end of Hood Canal near Belfair and accessed from SR 300. It provides estuary protection on the Union River Delta, and habitat for salmon and waterfowl. Much of the land surrounding this parcel is protected by other conservation organizations, including the Theler Wetlands. The recreation area offers fishing, boating, hiking trails and picnic areas.

The Mary E. Theler Community Center is located along SR 3 in Belfair across from the Belfair Elementary School. The center offers a meeting place for community groups, social activities and classes. The Wetlands Native Plant Demonstration Gardens are accessed by a trail located behind the Theler Community Center.

A number of schools in the North Mason School District are located in close proximity of the study area. These schools offer a variety of resources for school activities, including tennis courts, baseball facilities, football and soccer fields, playgrounds, and running tracks. Two schools are located within the study area; these are the Hawkins Middle School and North Mason High School which are located on adjacent parcels at the southern terminus of the proposed project. The school property is approximately 121.5 acres, and includes the High School, Middle School, PACE Academy (alternative high school), Homelink (classroom and services supporting home-schooling for kindergarten through 12th grade students), sports fields and other outdoor use areas. The property also includes North Mason School District administrative offices. Near the school property is the Boys and Girls Club North Mason Branch, which does not provide for general public recreation use.

Also within the study area at the southern terminus of the proposed project is Devereaux Lake, a 1.3-acre site that provides fishing and beach access. The Washington Department of Fish and Wildlife provides public access through a public boat launch with parking for approximately 40 vehicles. On the southeastern shore of Devereaux Lake is Camp St. Albans, a 414-acre site that provides camp and recreational activities for girls. Activities include swimming, boating, cookouts, campfires, nature exploration, outdoor skills, songs, games, and crafts. The camp is operated by the Girl Scouts of Western Washington and is not open to the general public.

The closest park facilities in Kitsap County include Coulter Creek Heritage Park, an 1,195-acre county park located off Old Clifton Road that provides walking trails to the public. In addition, Wicks Lake Park provides freshwater access, fishing, and walking trails and encompasses 157 acres. Both parks are in Kitsap County Parks Department South District, though neither is within the immediate study area.

3.4 Adopted Regional and Local Land Use and Transportation Plans

Land use and development are regulated by federal, state, regional, and local plans, policies, and regulations.

3.4.1 Federal Policies

When a project's effects on land use results in a need to relocate homes or businesses, relocation assistance is required under the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (42 USC 4601 *et seq.*).

The FPPA protects farmlands classified as prime, unique, or of statewide or local importance. These special designations are based on regulations administered by the Natural Resources Conservation Service (NRCS). The purpose of the FPPA is to minimize effects on farmland and maximize compatibility of projects with state and local farmland programs. Washington's Farmland Preservation Executive Order 80-01 of 1980 also requires state agencies to consider farmland preservation during program development.

Section 4(f) of the Department of Transportation Act of 1966 (49 USC 303 and 23 USC 138) prohibits the Federal Highway Administration (FHWA) from approving a project or program that uses land from a public park, recreation area, wildlife or waterfowl refuge, or historic site unless certain criteria are met.

Section 6(f) of the Land and Water Conservation Fund Act (LWCFA, 54 USC 2003) protects outdoor recreation property that is acquired or developed with LWCFA grant assistance. If the project results in converting Section 6(f) properties to another use, replacement land would be necessary, and the National Park Service's approval on Section 6(f) property land transfer must be documented.

The Wild and Scenic Rivers Act of 1968 (16 USC 1271 *et seq.*) was created to protect certain rivers deemed to have remarkable characteristics. The US Forest Service manages over 5,000 wild and scenic river miles in natural, free-flowing conditions.

3.4.2 State Policies and Plans

Growth Management Act

Adopted in 1990, the GMA requires state and local governments to manage statewide growth by identifying UGAs and developing comprehensive plans, capital improvement programs, and development regulations. GMA also specifies that transportation projects be identified and constructed concurrent with future development projects.

Washington Transportation Plan

The 2040 Washington Transportation Plan (WTP) is a comprehensive and balanced statewide transportation plan that establishes a 20-year vision for the development of the statewide transportation system, from state highways and ferries to sidewalks and bike paths, county roads, city streets, public transit, air and rail. The WTP identifies the total unfunded statewide need over 20 years, identifies significant statewide transportation issues, and recommends statewide transportation policies and strategies to the legislature and Governor (RCW 47.01.071(4)). By law, the WTP is required to be consistent with the state's growth management goals, reflect the priorities of government, and address regional needs, including multimodal transportation planning.

Washington State Highway System Plan

The 2007-2026 Washington State Highway System Plan (HSP) is the element of the Washington Transportation Plan that addresses current and forecasted state highway needs based on the investment options identified in the WTP. The HSP identifies all needs consistent with the policies set by the Legislature. The HSP is updated every two years, and guides WSDOT in the development and prioritization of the Capital Improvement and Preservation Program (CIPP). Each future update of the HSP builds upon the previous plan, refining identified needs, strategies and solutions; and expands to cover emergent issues and additional locations previously unidentified. Each update also includes a "snapshot" of the most recent findings of WSDOT's continuous system-wide analysis, performance measurement and monitoring programs. The HSP is currently being updated.

The HSP identified the proposed SR 3 Freight Corridor project as a Tier III mobility strategy to address a mobility deficiency.

3.4.3 Regional Plans

Peninsula Regional Transportation Planning Organization (RTPO) Regional Transportation Plan

Both Mason and Kitsap Counties are members of the Peninsula Regional Transportation Planning Organization (RTPO). The Peninsula RTPO Regional Transportation Plan was first adopted in 1995 and has subsequently been reviewed and revised by the RTPO. The plan went through a major update in 2019. The purpose of the regional transportation plan is to help local jurisdictions within the Peninsula RTPO to coordinate their transportation planning with one another and with the Washington State Department of Transportation.

The Peninsula RTPO's regional goals and policies are designed to guide the actions of the RTPO organization and to direct the focus of its Regional Transportation Plan. The regional goals and policies were designed to be complementary to local goals and policies (and vice versa), and are

intended to serve as a guide to transportation planning while allowing for and supporting local variations.

The regional goals of the RTPO are:

- Preserving and maintaining the transportation system
- Improving Peninsula links within the region as well as to/from the Olympic and Kitsap Peninsulas
- Better partnerships and better coordination/cooperation with internal and neighboring regional areas
- Importance of funding projects
- Improving the regional economy
- Adequate funding for Rural Transit agencies
- Freight movement

Puget Sound Regional Council Vision 2050

Puget Sound Regional Council (PSRC) is responsible for developing the regional transportation and land use vision for King, Kitsap, Pierce, and Snohomish Counties. Vision 2050 is PSRC's long-range growth management and transportation strategy for the Puget Sound region. Vision 2050 includes numerous land use and transportation policies, including the following:

- Maintain and operate transportation systems to provide safe, efficient, and reliable movement of people, goods, and services.
- Design transportation projects and other infrastructure to achieve community development objectives and improve communities.
- Maximize transportation system continuity to support regional economic development and growth management objectives.

The policies described in Vision 2050 are carried forward in the comprehensive plans and policies of Kitsap County.

PSRC Regional Transportation Plan

PSRC's 2018 Regional Transportation Plan is an action plan for transportation in the central Puget Sound region for the next 30 years. By 2050, the region is expected to grow by roughly 1.5 million people and support more than 1.2 million new jobs. All of these new people and new jobs are expected to boost demand for travel within and through the region by about 40 percent. Recognizing that some uncertainties exist regarding the economy, transportation funding, energy supply, technology, and climate change, the Regional Transportation Plan outlines a long-term template for how this region should invest in transportation to accommodate rising travel

demand, while at the same time embracing the need to be flexible and responsive to the ways people – and the world – actually will change.

The plan identifies investments to support expected growth and improve the service that transportation provides to people and businesses, lays out a financing plan that suggests a long-term shift in how transportation improvements are funded, with more reliance on users paying for transportation improvements, and proposes a strategy for reducing transportation's contribution to climate change and its effect on important regional concerns such as air pollution and the health of Puget Sound. The strategies, programs, and projects described in the Regional Transportation Plan are carried forward in the comprehensive plans and policies of Kitsap County.

3.4.4 Local Comprehensive Plans

County-wide Planning Policies

Under the GMA, counties are required to develop countywide planning policies to manage growth in a comprehensive manner. The countywide planning policies are not substitutes for comprehensive plans, but rather goals, objectives, policies, and strategies to guide the production of the County and municipal comprehensive plans. Both Kitsap and Mason County have adopted countywide planning policies that serve as a framework for growth management. These policies are reflected in the counties' comprehensive plans.

Mason County Comprehensive Plan

Mason County's Comprehensive Plan, adopted in 1996 and most recently updated in 2017, is the county's policy plan to guide growth and development through the year 2036. The plan establishes three general types of performance districts: UGAs, resource lands and rural lands. Mason County is predominately a rural county; therefore, the plan focuses on maintaining rural character as the County moves forward to accommodate growth. Rural lands are those lands outside of the designated UGA, but are not designated as resource lands.

There are three designated UGAs, Shelton, Belfair, and Allyn, of which Shelton is the only incorporated UGA in the county. Unincorporated Belfair is the primary commercial center in the northeast corner of Mason County. Forestry is the primary land use within the UGA, accounting for 40 percent of the area's total land.

The Transportation Element of the County's comprehensive plan defines existing facilities and establishes future strategies that include funding, system expansion, and management. It establishes goals that aim to promote a transportation system that provides adequate mobility in an efficient and economical manner; that is maintained, improved and support economic growth and development while preserving the "rural character" of the area.

Belfair Urban Growth Area Subarea Plan

The Belfair UGA is comprised of approximately 2,400 acres around and including the unincorporated community of Belfair, to accommodate projected growth over the next 20 years. The current population within the UGA is approximately 1,100; however, Belfair serves residents within the larger rural geographic area with a population of approximately 23,000. The plan, completed in 2004 and updated in 2022, is the reflection of the community's vision for Belfair. The key concepts are to:

- Facilitate growth reflective of a community-supported vision. Consider and include a Planned Action Ordinance for some or all of the UGA.
- Focus new growth in the area from SR 3 east to the SR 3 Freight Corridor bypass.
- Support and enhance Belfair as a hub for the broader community.
- Provide opportunities for clustered development that provides housing choices and recreation/open space.
- Refresh the 2004 Belfair UGA Plan, while advancing key plan themes:
    - Promote natural environment conservation and sustainability. Care for the land and natural resources which area critical to the community's economic health and long-term sustainability.
    - Support an economically diverse center. Diversify the economy to include industrial, professional, service, and tourist-based businesses.
    - Promote community identity and well-designed growth. Create focal points.
    - Develop new residential development to create neighborhoods, not just housing.

Encourage multimodal transportation connections.Five different land use designations are proposed to concentrate development in the three commercial centers and to accommodate growth: Mixed-Use, General Commercial, Business-Industrial, Residential, and Master Planned Mixed Use.

The plan also identifies transportation policy recommendations as they relate to the area transportation system.

Belfair Mobility Plan

The 2018 Belfair Mobility Plan provides an update to the transportation element of the Belfair UGA Plan. The Mobility Plan doesn't make changes to the land use recommendations in that original plan; instead, it takes stock of what has been accomplished since adoption of the 2003 plan, considers subsequent studies and trends, anticipates future changes, and identifies the next generation of transportation investments needed to support the community's long-range vision.

The Mobility Plan is based around five core objectives:

- Connect SR 3 to the SR 3 Freight Corridor.

- Increase local network connectivity.
- Improve walkability and bikeability.
- Address operational efficiency of key intersections.
- Ensure economic viability of the downtown business district.

Kitsap County Comprehensive Plan

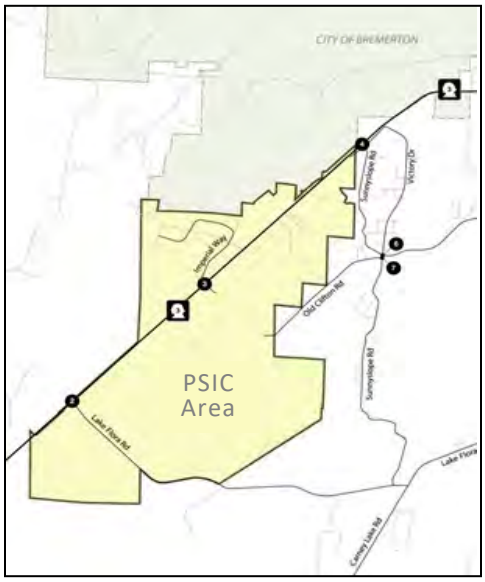
The portion of the study area within Kitsap County is dominated by rural land use and the Puget Sound Industrial Center (PSIC). The PSIC area was incorporated into the City of Bremerton in 2009. Kitsap County's Comprehensive Plan identifies rural lands for rural development and protection of rural character. These lands are located outside of the County's UGAs. The Kitsap County Comprehensive Plan includes policies to preserve rural character through the establishment of rural transportation design standards, and defines measures and procedures to help implement that vision.

City of Bremerton Comprehensive Plan

The City of Bremerton's Comprehensive Plan provides general policy direction for promoting economic growth and attracting new employment opportunities citywide. The City amended the Comprehensive Plan in 2008 to add PSIC Manufacturing/Industrial Center (MIC) as a new center type. The Manufacturing/Industrial Center (MIC) land use designation was also adopted as part of the City's 2008 Comprehensive Plan amendment and applied to PSIC. The MIC designation accommodates large scale and heavy industrial and manufacturing uses that cannot be easily mixed with other activities. Its focus is on providing regional growth opportunities for industrial development.

The entire PSIC subarea is zoned as Industrial by the City of Bremerton. The intent of the Industrial (I) zone designation is to accommodate large-scale and/or heavy industries in a manner that reduces impact to the community while meeting industry needs for easy access, large sites, and locations that do not cause conflicts with residential and other less intense use areas. Areas within the City that are adjacent to PSIC to the north are zoned Industrial Park (IP) and City Utility Lands (CUL). The intent of the IP zone designation is to provide an environment for and conducive to a broad range of existing and future light industrial, office and large retail uses. The intent of the CUL zone designation is to preserve resource related functions of land, and to protect watersheds and timberlands.

PSIC Area



PSIC Planned Action EIS

The City of Bremerton developed a Planned Action Environmental Impact Statement (EIS) for the Puget Sound Industrial Center (PSIC). PSIC, located in southwest Bremerton contains almost 3,600 acres planned for industrial development and use. Existing development of PSIC includes the Bremerton National Airport, the Olympic View Industrial Park and other industrial and commercial uses scattered within its boundaries. The area has abundant natural features, including extensive vegetation, streams, and wetlands. The subarea plan will establish goals and strategies that support the planned industrial center.

3.4.5 Shoreline Master Program

Under Washington State's Shoreline Management Act (SMA, RCW 90.58), each city and county adopts a shoreline master program based on state guidelines, but tailored to its specific needs to guide development. The Shoreline Management Act and implementing regulations establish the foundation of the Washington State Coastal Zone Management Program. Based on the SMA, preference is given to uses that protect water quality and the natural environment, depending on proximity to the shoreline, and uses that preserve and enhance public access or increase recreational opportunities. Local shoreline master programs combine both plans (the vision and policies for shoreline use and development) and regulations (the standards that shoreline projects must meet). The following bullets summarize the shoreline designations within the study area:

- ***Mason County:*** Mason County is in the process of updating its Shoreline Master Program (SMP), which regulates land use and development within 200 feet from jurisdictional rivers, lakes, streams, and marine shores. Mason County has over 709 miles of shoreline that are protected by the Washington State SMA and by the Mason County SMP.
- ***Kitsap County:*** Rural, Natural, Conservancy, and Urban. The purpose of the rural environment is 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 and forestry uses. The purpose of the natural environment is to preserve and restore natural systems existing relatively free of human influence.

  The purpose of the conservancy environment is to protect, conserve, and manage existing natural resources and valuable historic and cultural areas to ensure a continuous flow of recreational benefits to the public and to achieve sustained resource utilization. Another purpose is to protect fish and wildlife habitat and environmentally sensitive areas. The purpose of the urban environment is to ensure optimum utilization of shorelines within urbanized areas.

3.5 Development Trends

The period of highest rate of population growth in Mason County was the 1970s, with a 49 percent increase for the decade. The decade from 1990 to 2000 saw an increase of 28.9 percent. The Mason County Comprehensive Plan states the county is planning for a population increase of 28.4 percent over the next 20 years. The plan explains that the county growth reflects regional trends of population migrating toward rural areas. Mason County projects the continuing trends of retirees being attracted to the area and especially the rural land, and seasonal residences being converted to year-round occupancy. Relatively few multifamily units exist in Mason County.

Development that occurred in rural areas before the adoption of UGAs and comprehensive plans include low-density and medium-density subdivisions. Within the project study area, this pattern is found in the single-family residential developments near the southern proposed SR 3/Freight Corridor connection (outside the UGA, zoned R-10 AC). The great majority of new housing over the last ten years has been in the rural area outside the UGA.

The Belfair UGA has experienced very low growth in the past decade while the surrounding rural area has grown more rapidly. Land use policies related to GMA enacted by the county with an effort to focus growth within the UGAsindicates that growth will occur at a higher rate than previously experienced. Large amount of undeveloped land within the UGA offers substantial opportunities for development to occur. Development within the Belfair UGA has occurred primarily adjacent to the current SR 3 corridor and further development of the UGA area is limited by infrastructure needs. Additional commercial development along the existing SR3 corridor will likely continue in association with the hospital/clinic at Romance Hill Road (for example, small retail and assisted care facilities or physician offices).

While Kitsap County is the third most densely populated county, the study area in Kitsap County is also mostly undeveloped. Most of the study area in Kitsap County falls within the Puget Sound Industrial Center (PSIC). The City of Bremerton annexed PSIC into its city limits in 2009 and is developing it over time into an economic center. PSIC is one of twelve Manufacturing Industrial-Centers (MIC) in the Puget Sound Region as classified by the Puget Sound Regional Council (PSRC). It is anticipated that this area will experience significant job growth over the next 20 years. This land has been a part of Bremerton’s UGA since 1998; it includes the Bremerton National Airport, a small industrial subdivision, and undeveloped land that is currently in forest practice use. There are 39 firms that employ 1,000 jobs of which 680 were industrial sector jobs. Bremerton faces strong development pressures from a growing population, as well as the need to provide a vibrant, healthy economy that supports economic development and human well-being.

The future development trends of the PSIC area will be guided by the Planned Action EIS for the PSIC subarea.

Chapter 4 Potential Effects

This chapter discusses the potential impacts of the project related to short-term (construction) and long-term (operational) effects of the project improvements on the land use in the project area.

4.1 Short Term Effects

Construction impacts primarily address temporary changes in use or access to properties. Residential, commercial, and public land uses are sensitive to temporary construction-related activity. The magnitude of the impact varies with the timing, intensity, location, and duration of the type of land use exposed to disturbance. Construction equipment and activities could likely affect adjacent businesses and property owners over the length of construction time needed to complete the Build Alternative.

4.1.1 No Build Alternative

The No Action Alternative would not result in any construction-related effects in the proposed project area.

4.1.2 Build Alternative

Temporary impacts during construction would result from increased noise, dust, and traffic congestion. Vehicle delays would occur particularly as the result of lane reductions established to provide work zones. Other impacts as a result of construction would include changes to access for businesses and/or residences, and vehicle delays or detours. Short and long-term shoulder and lane closures may be necessary. The Build Alternative will require construction along SR 3 during the building of the southern and northern termini reconnecting the proposed Freight Corridor to the current SR 3 alignment. Construction of intersection areas will be handled by the use of flaggers and other means of traffic control including devices.

It is not anticipated that construction will result in the loss of property within adjoining land use zones. However, the function of adjacent properties for applicable land uses may be diminished or precluded until construction activities are completed. While it is difficult to predict the extent of this potential impact, it is not expected to result in any changes to land uses. Economic impacts on local businesses are discussed in the Socioeconomic and Environmental Justice Discipline Report.

4.2 Long Term Effects

Operational impacts are direct land-use impacts that are expected to result in long-term changes in access or land use. For this report, displacements and right of way acquisition impacts are considered to be operational impacts. Operational impacts under this alternative would primarily involve the long-term conversion of existing land uses to transportation-related uses (right of way and stormwater mitigation).

4.2.1 Land Use

No Build Alternative

No direct conversion of existing land uses would occur with the No Build Alternative. Under this alternative, current land use development trends in the project area would occur according to land use plans, zoning designations, and regulations as currently adopted pursuant to the GMA by Mason and Kitsap Counties. Under this alternative, current land use development trends would continue to occur.

Build Alternative

A total of approximately 72 parcels would be directly impacted by the Build Alternative, depending upon the project's final design (see Exhibit 4-1). Ninety percent (65 parcels) of the impacted parcels are located in Mason County. Of the parcels located in Mason County 63 percent (41 parcels) are located in the unincorporated Belfair UGA. All of the impacted parcels in Kitsap County are located within the Bremerton city limits.

Exhibit 4-1
Parcel Acquisition

	Mason County		Kitsap County	
	Unincorporated County	Belfair UGA	Unincorporated County	Bremerton
No Build Alternative	0	0	0	0
Build Alternative	41	24	0	7

Note: This table includes partial parcel acquisition.

Approximately 115 acres would be converted to transportation-related uses as a result of the Build Alternative's alignment. Converted uses include residential, commercial/industrial, public, forest, private recreation, and other undeveloped land. The final amount of required right of way for the Build Alternative is dependent on the final design. Exhibit 4-2 summarizes the number of acres affected by zoning designation in Mason County within the study area. Of the approximate 115 acres impacted by the proposed alternative, approximately 80 acres are in Mason County (70 percent) distributed between the unincorporated county and the Belfair UGA. Approximately 35

acres would be converted in Kitsap County with all the affected land located in the City of Bremerton's PSIC subarea.

Exhibit 4-2
Mason County Zoning (Acres)

	Unincorporated Country			Belfair Urban Growth Area		
	RR-5	RR-10	RT	R-5	R-10	MU
No Build Alternative	0	0	0	0	0	0
Build Alternative	25	16	2	22	7	8

Exhibit 4-3 summarizes the estimated land use conversion from current designated land use to transportation use. The estimated land use conversions are organized based on generalized land use designations for both Mason County and the City of Bremerton. Exhibit 4-4 shows that the highest percentage of land use conversion under the Build Alternative is land designated for forest use (74 percent). This forest land is not a designated resource land, but rural land that is not in Long Term Commercial Forest Land use.

Zoning Codes

Mason County

RR-5 Rural Residential 5 Acres
RR-10 Rural Residential 10 Acres
RT Rural Tourist
R-5 Medium Density Residential
R-10 Multi Family Residential
MU Mixed use
GC General Commercial
GC-BI General Commercial-Business Industrial
BI Business Industrial

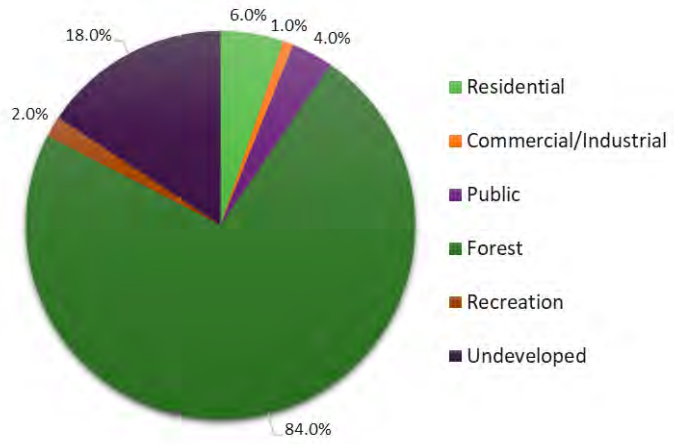
Bremerton

PSIC-B Puget Sound Industrial Center Bremerton

Exhibit 4-3
Land Use Conversion (Acres)

	Residential	Commercial/Industrial	Public	Forest Use	Recreation Use	Undeveloped/Vacant
No Build Alternative	0	0	0	0	0	0
Build Alternative						
Mason County	6	1	1	54	2	18
Bremerton	0	0	3	30	0	0
Total	6	1	4	84	2	18

Exhibit 4-5
Percent Land Use Conversion



4.2.2 Farmlands

No Build Alternative

The No Build Alternative assumes that the proposed project would not be constructed and that no right of way acquisition would be acquired; therefore, no impacts to farmland are anticipated with the No Build Alternative.

Build Alternative

There are no farmlands located within the study area in either Mason or Kitsap Counties. Therefore, no effects to farmlands during construction or operation are anticipated.

The federal PPA is intended to minimize the extent to which federal activities contribute to the conversion of farmland to non-agricultural uses. The FPPA requires agencies to examine the impact of their programs before they approve any activity that would convert farmland. No existing farmland would be converted to non-agricultural uses as a result of the Build Alternative; therefore, no FPPA protection is required.

4.2.3 Recreation Resources

No Build Alternative

The No Build Alternative assumes that the proposed project would not be constructed and that no right of way would be acquired. Therefore, no impacts to recreation resources are anticipated with the No Build Alternative.

Build Alternative

The Build Alternative would not result in the acquisition of any public land available for recreation use in Mason or Kitsap Counties. The Build Alternative would acquire a 2-acre portion of Camp St. Albans, owned and operated by the Girl Scouts of Western Washington, identified for recreation, and zoned as Rural Tourist. The potentially-affected area would not affect any camp recreational facilities. The Camp St. Albans property acquisition would account for approximately 2.0 percent of the total land use conversions from the project.

4.2.4 Consistency with Plans and Policies

No Build Alternative

The No Build Alternative will not construct the SR 3 Freight Corridor, which is not consistent with existing plans and policies.

Build Alternative

State and Regional Plans

The proposed project would be consistent with state plans to the extent the proposed project would facilitate traffic flow along the SR 3 corridor and support transportation mobility (by helping to meet level of service standards) and safety goals, as well as improving regional connectivity. A primary emphasis for the Washington Transportation Plan (WTP) is the relief of congestion, preservation of existing investments, accommodation of planned population and employment growth, improvement of traveler safety and efficient movement of freight and goods. The WTP developed state policies and investment strategies to maximize traffic flows on the state's most congested highways through strategic expansions of the state system to accommodate growth and reduce congestion when possible.

The State Highway System Plan (HSP) is the highway modal element which implements WTP policies and investment priorities by assessing deficiencies and identifying potential solutions. In the current HSP, the proposed Freight Corridor is listed as a Tier III solution as a four-lane highway and is also identified as need for further analysis as a two-lane highway. Analysis was started and not completed for inclusion in the 2007-2026 HSP, but will be included in future HSP updates.

State Highway System Plan Solution Strategies

Tier I – Low-cost projects that deliver a high return on capital investment and have short delivery schedules. System-wide implementation, typically minimum fix.

Tier II – Moderate to higher-cost improvements that further reduce congestion on both highways and local roads. Typically moderate fix.

Tier III – Highest-cost projects that can deliver corridor-wide benefits. Typically maximum fix.

The Peninsula Regional Transportation Planning Organization's Regional Transportation Plan (RTP) recognizes that the state highway system provides the backbone of the regional road system and serves multiple purposes by accommodating different types of travel. SR 3 is identified as

one of the primary regional links for the Olympic Peninsula. The Peninsula RTPO has formally endorsed the SR 3 Freight Corridor as one of the most important projects for the region, being viewed as a critical need for relieving an existing traffic bottleneck, and supporting Bremerton Area economic development efforts. The Build Alternative would be consistent with the Regional Transportation Plan by fulfilling plan goals that emphasize the safe and efficient movement of people and goods.

The Build Alternative is consistent with PSRC's Vision 2050 and Regional Transportation Plan because it has been developed to function as follows: (1) provide safe, efficient, and reliable movement of people, goods, and services; and (2) to be consistent with local comprehensive plans.

The Freight Corridor will be designed to include an eight-foot shoulder that can provide accommodations for bicycles and pedestrians that will meet WSDOT Complete Street guidelines.

Local Plans

The plans adopted by Mason and Kitsap Counties present common policies regarding urban growth and transportation system development, which generally include the following:

- Maximizing transportation system continuity
- Developing a transportation system that accommodates planned development and safety
- Protecting the rural environment and resource lands
- Avoiding and minimizing effects to critical areas and promoting farmland preservation

The Build Alternative would be consistent with Mason County 2016 Comprehensive Plan Planning Principles to "*encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with city and city comprehensive plans"* and with Planning Objectives that call for "*working with stakeholders to secure full funding and subsequent construction of the Belfair Bypass so that it is operational no later than 2022"*. Additionally, the SR 3 Freight Corridor is specifically identified in the Mason County Transportation Plan as a potential addition to the transportation system.

The Build Alternative helps provide access and connectivity for the areas of land identified within the Belfair UGA planned primarily for residential use – consistent with the direction to focus growth to the UGA. The Build Alternative would be consistent with the vision, policies and recommendations as identified by the Belfair UGA Plan. The plan recognizes major transportation improvement in Belfair will be needed over time to meet growth projections for the UGA and accommodate current traffic conditions. This includes improvements to SR 3, and a planned alternate north/south route as well as other local access roads (Belfair UGA Plan, p. 6). Transportation recommendation/policy in this plan include:

> *"Develop an alternative north/south bypass route on the plateau. Continue to pursue an alternative route to SR 3 on the plateau to the east. This will relieve traffic congestion on SR 3 through Belfair and accommodate new development"* (p. 30).

Likewise, the Build Alternative would be consistent with the objectives of the Belfair Mobility Plan, which include increasing local network connectivity and addressing the operational efficiency of key intersections in downtown Belfair. The Mobility Plan also emphasizes the importance of investing in multimodal transportation options; the Build Alternative would create new non-motorized connections at the southern end of the corridor, in the vicinity of North Mason High School.

The Build Alternative would be consistent with Kitsap County Comprehensive Plan goals and policies because it is intended to improve mobility and regional interconnectivity. Based on its location and function, the alternative supports the county's planned urban and rural land use pattern and county policies to ensure consistency regarding to state LOS standards for transportation facilities of statewide significance.

The Build Alternative would be consistent with City of Bremerton Comprehensive Plan goals and policies. This alternative also helps provide access for the Puget Sound Industrial Center (PSIC) recently annexed into the city limits and identified and planned as a Manufacturing and Industrial Center – thus consistent with the direction to facilitate economic growth and focus development to PSIC.

The Build Alternative would be consistent with Mason and Kitsap County Development Regulations (Shoreline, Critical Areas, Zoning) by acquiring the necessary permits and approvals as required prior to construction. In addition, to the extent possible, the right of way alignment would minimize effects to the natural resources located near the proposed project. There is no shoreline jurisdiction within the project area.

4.3 Displacements

4.3.1 No Build Alternative

The No Build Alternative assumes that the proposed project would not be constructed and that no right of way acquisition would be required; therefore, no displacements or relocations would result.

4.3.2 Build Alternative

Exhibit 4-6 summarizes the number of displacements that could be expected as a result of construction of this alternative. Disruption to several property accesses will be unavoidable as a result of constructing the new highway grade. Most of the access impacts would not be expected

to result in any displacements. Potential impacts from displacements were also studied in the *SR 3 Freight Corridor Socioeconomic and Environmental Justice Discipline Report*.

Exhibit 4-6
Displacements

	Single Family Units	Mobile Homes	Business	Public Facilities
No Build Alternative	0	0	0	0
Build Alternative	2	1	0	0

Pending final design, an estimated three residential units could be displaced, two single-family residences along with associated out buildings (sheds, garages, barns, etc.) and one single-wide mobile home. All of the residences are located on the south side of the proposed alignment in Mason County.

The project may require acquisition of all, or a portion, of a parcel owned by the Church of Latter Day Saints, located at the intersection of SR 3 and SR 302, due to right of way requirements. The parcel contains a water tank and a well house that would have to be relocated.

No displacements are identified due to increased noise levels. Noise impacts and mitigation are addressed in the Noise Discipline Report.

4.4 Indirect Effects

Indirect effects are reasonably foreseeable effects of an action that occur later in time or are further removed in distance from the direct effects of the proposal. Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems (40 Code of Federal Regulations [CFR] 1508.8).

Indirect effects result from one project but, unlike direct effects, typically involve a chain of cause-and-effect relationships that can take time to develop and that can occur at a distance from the project site. This makes indirect effects difficult to accurately predict and usually requires a qualitative estimate more general than predictions of direct effects.

Direct effects ". . . are caused by the action and occur at the same time and place."

Indirect effects " . . . are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable" (40 CFR 1508.8). The Council on Environmental Quality (CEQ) regulation adds that indirect effects ". . . may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems."

4.4.1 Geographic and Temporal Boundaries

The geographic scope for the purpose of examining the indirect effects of the proposed project on land use, relocations, and right of way acquisitions has been defined as the boundary of parcels within or partially within the study area. A 20-year horizon (2020–2050) has been defined as the temporal boundaries (timeframe) for examining the indirect effects of the proposed project on land use and relocations and right of way acquisitions. The latest extent of the adopted planning documents used to compile the list of other current and reasonably foreseeable projects is 2050, so this is used as the ending temporal boundary.

4.4.2 Population Trends

Mason County Census 2020 figures show the total county population of 65,650, representing an 8.2 percent increase from its 2010 population of 60,699. This is less than growth for Washington State as a whole during the same period (14 percent). Eighty-four percent of the population lives in the unincorporated areas of the county. Washington State Office of Financial Management's population estimates for the Belfair UGA showed an increase from 987 in 2010 to 1,54 in 2020 – a seven percent growth.

Kitsap County experienced a similar population growth rate. During the same 10-year period Kitsap grew by 8.4 percent; from 251,133 in 2010 to an estimated 272,200 in 2020. Approximately 66 percent of Kitsap estimated 2020 population lives in the unincorporated area. The City of Bremerton experienced an increase in population between 2010 and 2020, growing by over ten percent.

In the PSIC area, where the northern connection is planned to occur, the area is zoned as industrial. Development in this area is guided by the PSIC Planned Action EIS and subarea plan.

4.4.3 No Build Alternative

Current land uses and trends would be expected to continue with the No Build Alternative.

4.4.4 Build Alternative

Land use conversions farther away in distance or in time beyond the project's right of way acquisitions are possible. While existence of the proposed Freight Corridor alone will not necessarily spur land development on its own, it would facilitate planned growth and land development both within the designated urban areas and the surrounding rural area.

Potential indirect impacts could result from project improvements that would directly increase accessibility of the land in and around the designated urban areas as well as improve travel time. The most direct influences on local land uses would likely occur in the PSIC area and the Belfair UGA, particularly in the eastern portion of the Belfair UGA. Highway improvements could

induce development by improving travel times and increasing accessibility to currently undeveloped land making areas more attractive to developers.

The travel time data suggests that travel time on SR 3 will be improved considerably; with the construction of the Freight Corridor and no other facility additions, travel times for regional traffic would be improved by around 50 percent or more. The improvement of travel time and operating speeds would enhance regional travel within the study area and encourage economic growth and development. WSDOT would, where feasible and appropriate, incorporate access management techniques along SR 3. See the *SR 3 Freight Corridor Transportation Discipline Report* for more information.

The Build Alternative would increase accessibility to land that is currently designated forested and undeveloped, particularly in the eastern portion of the Belfair UGA. The proposed Freight Corridor is planned as a limited access controlled facility. SR 3 within the study area is classified as rural where access points/local road connections can be no less than two miles apart. The Freight Corridor currently is planned to have only two access points; the southern terminus located in the vicinity of the SR 3 and SR 302 intersection, and the northern terminus in the vicinity of Lake Flora Road in Kitsap County.

Being a limited access facility, it is reasonable to anticipate that any development would occur in the vicinity of planned access points along the Freight Corridor. Though accessibility to undeveloped land will be increased, other factors would also limit the rate of development, such as availability of other infrastructure, including sewer system and local road infrastructure. Based on adopted land use plans for Mason and Kitsap Counties, any land use changes would likely occur at levels that support existing development patterns in the surrounding rural communities. As a result, they would not be expected to require changes or conversions in land use.

Overall, the Build Alternative could result in long-term indirect land use effects after construction. The existing land uses in the study area have been established and are generally consistent with the applicable comprehensive plan and zoning designations. Regional land use planning decisions are documented in adopted regional and local land use plans. These documents describe planned developments, transportation planning decisions, and future transportation improvements.

No indirect effects to farmland are expected for the Build Alternative. It is not anticipated that additional farmland would be converted to a different land use as a result of the action in the reasonably foreseeable future or farther in distance from the study area.

Few designated recreation facilities are located in the study area, although there are surrounding concentrations of public lands designated for parks and recreational use. Conversion is not anticipated for lands located away from the project action or in the reasonably foreseeable future

due to this and other planned projects. However, the Build Alternative may provide improved access to recreational areas through the improvement of regional transportation mobility from Shelton to Bremerton through the Belfair area and accommodation of seasonal influxes of tourists. Promoting recreational/tourism activities is part of the communities' development plans and vision. Therefore, improved access to these areas could provide an indirect economic and community benefit.

Potential Effects

Chapter 5 Cumulative Effects

5.1 What Are Cumulative Effects?

Cumulative effects are impacts on the environment that result "… *from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions, regardless of what agency or person undertakes such other actions Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time"* (40CFR 1508.7).

Cumulative effects are direct and indirect impacts within the project study area that result from the incremental consequences of an action when added to other past, present, and reasonably foreseeable future actions. The cumulative effects of an action may be undetectable when viewed in the individual context of direct and even indirect impacts, but nonetheless can add to other disturbances and eventually lead to a measurable environmental change.

5.1.1 Geographic and Temporal Study Boundaries

The geographic scope for examining the cumulative effects of the proposed project on land use, relocations, and right of way acquisitions has been defined as the boundary of parcels within the Belfair UGA and the City of Bremerton's Puget Sound Industrial Center (PSIC). Expanding the geographic area beyond that of the direct impact area of the Build Alternative allowed for a more comprehensive analysis of cumulative effects on the environmental resource. The temporal boundaries (timeframe) for examining the cumulative effects of the proposed project on land use and relocations and right of way acquisitions have been defined as 2020 through 2040. The starting year of 2020 was selected because this year was identified as the beginning date in the analysis of population trends. The latest extent of the adopted planning documents used to compile the list of other current and reasonably foreseeable projects is 2040, so this is used as the ending temporal boundary.

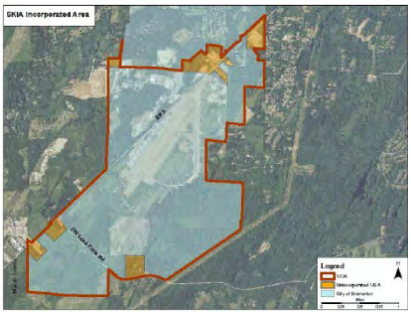
5.2 Past Actions

Other than preservation and maintenance projects, there were few major transportation projects that occurred within the Belfair UGA and the PSIC area over the past decade. The projects that occurred within the PSIC area included the adding of climbing lanes on SR 3 between Imperial Way and Sunnyslope, Phase I of the Cross-PSIC Connector project, and a county project that improved Lake Flora Road. Within Mason County the only project that occurred in the Belfair area was the signalization and channelization project of the SR 3/SR 106 intersection. None of these projects resulted in any relocations or impacted public property such as area schools, parks and/or recreational facilities.

Within the Belfair UGA there have been a number of developments that came about over the last decade, most of which were commercial developments to include the Harrison Hospital Clinic. The commercial developments are primarily located along and or west of the SR 3 corridor. One 150 lot residential development located west of the SR 3 corridor in the Belfair UGA was initiated during this time.

Within the Puget Sound Industrial Center (PSIC) during this same period there was only one major development, a mobile home park located north of the Bremerton Airport.

PSIC Subarea



Source ABHL 2011

5.3 Reasonable and Future Actions

Reasonably foreseeable future actions are actions or projects with a reasonable expectation of occurring, as opposed to potential actions or projects based only on speculation. Exhibit 5-1 briefly summarizes information about current and reasonably foreseeable future actions (RFFAs) in the project vicinity that could add to or interact with the Build Alternative to contribute to cumulative effects on land use.

Exhibit 5-1
Current and Reasonably Foreseeable Future Actions

Project [a]	Location	Purpose	Proponent	Expected Construction Timeframe [b]
Belfair View Apartments	Belfair	Continued development of apartment complex consisting of 126 apartments and recreation center across seven buildings. Within Belfair UGA	Private developer	2024
Old Belfair Highway Road Improvements	Belfair	Maintenance, Paving/Reconstruction, Site Development	Mason County	2023
Olympic Ridge Residential	Belfair	144-unit residential development	Private developer	Through 2025
Port of Bremerton Multi-Purpose Facility	Bremerton/ PSIC Subarea	Construction of an 8,900 square foot building facility housing a hangar, aeronautical use office, pilot planning facility, and a restaurant. Within PSIC subarea	Port of Bremerton	2023

[a] Only major planned projects are listed. Many other projects that could be implemented in the reasonably foreseeable future are not shown.
[b] Dates are approximate.

Sources: Mason County; Kitsap County

5.4 Cumulative Impacts

5.4.1 No Build Alternative

Under the No Build Alternative the proposed project would not be constructed; therefore, no property would be purchased for right of way and no subsequent conversion of land use would occur. The reasonably foreseeable future actions would still occur under the No Build Alternative, some of which may contribute to a cumulative effect on land use.

5.4.2 Build Alternative

Cumulative impacts associated with the Build Alternative relate to the combination of factors that could create development pressure to convert forested and undeveloped land lying outside of the study area. The proposed project would contribute to cumulative impacts on adjacent land uses that could result from other projects that may occur along, or near, the proposed project route.

Approximately 111 acres would be directly converted to transportation-related use under the Build Alternative. This incremental effect along with other land use effects and transportation improvement projects in the region could contribute to and hasten the development within the project area.

In Mason County, the Build Alternative may serve to accelerate planned development along the proposed corridor by substantially improving travel and accessibility, especially in the vicinity of new access points. It is clear that the Freight Corridor has the potential to make the eastern undeveloped portion of the Belfair UGA attractive by providing access to an area that has been isolated, until now requiring access primarily via logging roads. Accessibility combined with improved travel time would attract new interest to the area.

There are currently very few local roads on the east side of SR 3 extending into the undeveloped areas, both within and outside of the UGA. As identified in the Belfair subarea plan the lack of road networks within the UGA is a significant limitation to development.

Several projects are planned for construction in the reasonably foreseeable future in Mason County. The projects involve transportation improvements and residential and commercial development (Exhibit 5-1). The Build Alternative along with other transportation improvements, such as the SR 3 Belfair widening project, is consistent with plans and policies established by Mason County, which encourage investment in infrastructure within the UGA, mobility, economic development, and urban development. Though conversion to higher intensity land uses is expected, it will occur according to land use plans, zoning designations and regulations adopted pursuant to the Growth Management Act (GMA) by Mason County.

On the northern end of the project in Kitsap County, the PSIC area has recently been redefined through a subarea planning process. This major planning effort by the City of Bremerton details regulatory and zoning designations as part of the subarea plan. The Build Alternative is compatible with existing land use plans. It is assumed that the management of growth and development will be consistent with the draft growth management subarea plan.

Again, many other factors will influence land use decisions, including economic conditions, zoning, and land supply. Cumulatively, impacts from the proposed alternative would contribute to impacts associated with other proposed and future changes that may occur in the PSIC area. The Build Alternative's contributions to the cumulative effects on the conversion of land use would not be adverse or substantial in combination with other past, present, and reasonably foreseeable future actions in Kitsap County.

The Build Alternative represents one of a number of planned improvements occurring within the study area. Overall, it is anticipated that the Build Alternative would support economic development in the area. Land use conversions are occurring in Mason and Kitsap Counties and are forecasted to happen with or without the project. The project has a minor contribution to the cumulative effect in combination with these trends The Build Alternative's contributions to the cumulative effects on the conversion of land use, farmland, or recreational lands would not be adverse or substantial in combination with other past, present, and reasonably foreseeable future actions.

5.5 Cumulative Effect Mitigation

The decisions as to where development will occur are made within the policy framework of local land use planning. Major road facilities tend to follow development, not necessarily lead it or cause it. To reduce the potential for unplanned local growth and development that could result, in part, from potential cumulative effects due to the Build Alternative, Mason and Kitsap Counties and the City of Bremerton could strive to retain the current urban boundaries as well as current zoning and density limitations in the rural areas as opposed to allowing greater densities in these areas. The PSIC subarea plan will assist in focusing growth and development in the Bremerton city limits and allow Kitsap County to maintain rural zoning and low densities adjacent to the urban area.

Existing local plans and development regulations manage the impacts of growth, to include concurrency requirements for public facilities and critical ordinances. In addition, local jurisdictions may also use their authority under the State Environmental Policy Act (SEPA) to address impacts that may occur from future development. The decision to make changes to local comprehensive plans, zoning designations, and other development regulations, is ultimately determined by residents of the local jurisdictions through elected representatives.

WSDOT has a comprehensive access management program that combines traffic engineering and land use regulatory techniques to protect the public's investment in transportation infrastructure, as well as providing for the increased safety and efficiency of the state's highways. Access management can also serve as a mechanism for implementing local land use plans and policies. Controlling the number of access points allowed on the state facility would assist in preventing a proliferation of access points, thereby reducing the potential for unplanned local growth and development that could result in part from increased accessibility. If the highway classification were to be changed from limited access to partial or modified controlled access, it could lead to more access points allowed along the proposed corridor. WSDOT would, where feasible and appropriate, incorporate access management techniques along SR 3.

Chapter 6 Mitigation Measures

6.1 Mitigation

To the extent feasible, the final design for this project will attempt to minimize or avoid displacements and disruptions; however, the project is anticipated to result in three residential displacements and minor disruptions to traffic during const It is anticipated that some displacement may be avoidable as noted previously, through design measures; these could include the additional design features such as retaining walls, design modifications to project improvements that result in reduced right of way requirements, etc. Where possible the relocation of buildings and facilities on the existing property could help to negate the impact to property.

Construction of the SR 3 Freight Corridor could induce development in Bremerton's PSIC area by improving travel times and increasing accessibility to currently undeveloped land making areas more attractive to developers. WSDOT will coordinate with the local jurisdictions as development occurs, and as local transportation plans are updated.

A mitigation measure that would be implemented to minimize construction impacts on residences and businesses includes maintaining access to existing uses wherever possible. The contractor will be required to submit an approved construction plan prior to the start of any construction activity. Affected businesses and residences would be notified of construction activities in advance (including any necessary closures, lane reductions, etc.), and reasonable efforts would be made to ensure that traffic flow is maintained and negative effects on land use and access revisions are minimized. Disturbed areas along the roadway will be replanted after construction in accordance with local and state guidelines.

Since the Build Alternative is consistent and compatible with state, local and regional plans and regulations, no mitigation would be required for compliance.

6.2 Relocation Assistance

Where right of way acquisition is needed, the acquisition and relocation program will be conducted in accordance with the Uniform Relocation and Real Property Acquisition Policies Act of 1970, as amended. Relocation resources are available to all relocated residents and businesses without discrimination. Chapters 8.08, 8.25, and 8.26 of the Revised Code of Washington (RCW) will govern right of way acquisition proceedings. These laws ensure fair and equitable treatment of those displaced. They also encourage and expedite acquisition of property by negotiation.

In addition, the State of Washington Uniform Relocation and Assistance and Real Property Act of 1970, as amended, provides for payment of reasonable and necessary costs to relocate people, businesses, or farms displaced for all build alternatives. This law protects both tenants and owners. It requires provision of advisory services on available housing; ensures prompt, fair relocation payments; requires agency review of grieved parties; and provides for relocation assistance payment for necessary moving expenses. Depending on the length of occupancy prior to mitigation of acquisition proceedings, state law also provides for payment of necessary increased mortgage interest cost and closing costs for replacement dwelling purchase, and for supplemental assistance when necessary for purchase or rental of replacement housing.

Federal and state laws require that no person can be required to move from his or her residence unless a comparable replacement property is available for sale or rent within the displaced person's financial means. The location and sale price or rent of the comparable property is made available to the displaced individual.

In the event that replacement housing is not available within the affected person's financial capabilities, any number of other alternative solutions may be used. These alternative solutions known as providing "housing of last resort" include, but are not limited to:

- Purchasing housing for displaced person and renting or selling dwelling at a price within the persons financial means;
- Renovating existing housing;
- Providing financing for homeowners-occupants with low-income and/or bad credit rating who have occupied their home for at least 180 days; and
- Entering into partnerships with public and private agencies that provide housing for low-income persons.

Individuals for the state will work with affected occupants to ensure that appropriate replacement housing opportunities are made available to any displaced resident in the project area.

Chapter 7 References

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