



Hearing Examiner Staff Report and Recommendation

Report Date: 06/01/2023
Hearing Date: 06/08/2023

Application Submittal Date: 01/21/2022
Application Complete Date: 01/21/2022

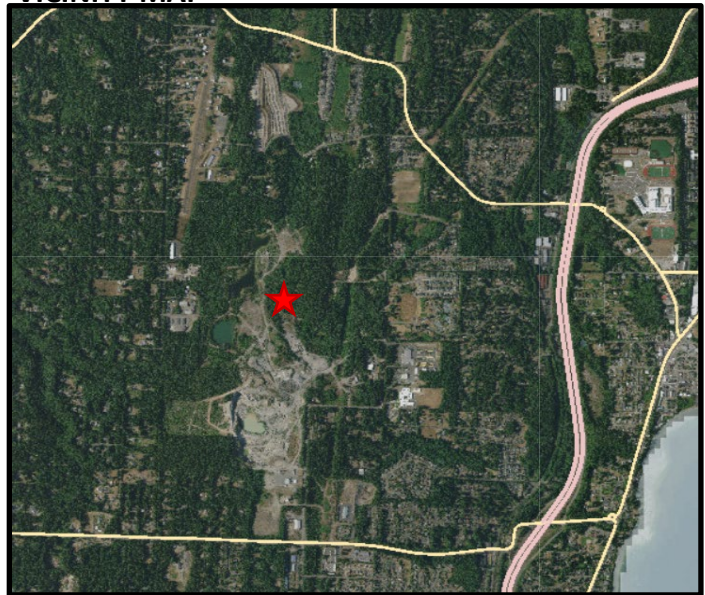
Project Name: Stoneridge
Type of Application: Preliminary Plat, and Performance Based Development
Permit Number: 22-01032 and 22-00424

Project Location
9575 Dickey Rd NW
Silverdale, WA 98383
Commissioner District #3 (Central)

Assessor's Account #
192501-1-023-2006
182501-3-031-2003
192501-2-009-2002
182501-4-026-2008
192501-1-006-2007

Applicant/Owner of Record
Johnson & Holmes 4, LLC and
Sequoia Spring II, LLC

VICINITY MAP



Recommendation Summary

Approved subject to conditions listed under Section 13 of this report.

1. Background

The project site partially includes the former Dickey Pit Sand and Gravel Mine (109 acres). The aggregate resources have been exhausted and there have no mining operations for over 20 years. The site remains vacant, underutilized and awaiting restoration. The property still contains a large screening pile and two exiting storm ponds. Other parcels (34 acres) remain vacant and undeveloped.

Most of the project site parcels were the subject of a Comprehensive Plan site-specific zoning amendment (CPA 18-00495) conditionally approved in 2020. The changes that resulted in the conditionally approved zoning also required several other important conditions to be met. A Development Agreement (DA) (Ordinance 587-2020) between the applicant and Kitsap County, approved on December 13, 2021, articulates those conditions. As such, the County zoning maps (collectively the Zoning Map and the Comprehensive Land Use Designation Map) have not been

updated to reflect the zoning reviewed under this DA, however the CPA will be fully approved and the zoning map updated on approval of this Preliminary Plat and PBD.

2. Project Request

The project proponents have requested Preliminary Plat and Performance Based Development approval for a residential development within the Silverdale Urban Growth Area. This project requires the subdivision of six parcels totaling approximately 143.41 acres and results in 761 single-family lots (588 detached and 173 attached single-family lots), including 76 affordable housing units. Current zoning includes Urban Low, Neighborhood Commercial, Industrial and Mineral Resource Overlay. The site includes proposed tracts supporting utilities, access, stormwater facilities, open space, recreational amenities, vegetated buffers from adjacent land uses, and protected critical areas and their buffers. Access is from Dickey Rd NW via a 60-foot wide boulevard access road, with a second emergency vehicle access point provided along the western boundary of the site where NW Warehouse Way stubs at the boundary. To ensure compatibility with surrounding neighborhoods a fifty-foot open space tract has been established where the project abuts adjacent industrial zones to the south and west. Homes have also been clustered away from the adjacent Apex Airfield, a private airpark community. Adjacent to rural areas, a solid screening buffer is provided to maintain separation between rural and urban areas.

The Stoneridge project is proposed to be carried out in four phases with each phase being completed independently of other phases, but conditioned to be carried out in the order presented to ensure adequate services and amenities are present. Potable water is proposed to be provided by Silverdale Water District; sanitary sewage disposal is proposed to be provided by Kitsap County Sewer. The proposed stormwater facilities include six detention ponds for stormwater quantity control with wet pools for water quality treatment.

3. SEPA (State Environmental Policy Act)

The State Environmental Policy Act (SEPA), found in Chapter 43.21C RCW (Revised Code of Washington), is a state law that requires the County to conduct an environmental impact review of any action that might have a significant, adverse impact on the environment. The review includes the completion of an Environmental Checklist by the applicant and a review of that checklist by the County. If it is determined that there will be environmental impacts, conditions are imposed upon the applicant to mitigate those impacts below the threshold of "major" environmental impacts. If the impacts cannot be mitigated, an environmental impact statement (EIS) must be prepared. The decision following environmental review, which may result in a Determination of Nonsignificance (DNS), Mitigated DNS, or the necessity for an EIS is called a threshold determination. A separate notice of the threshold determination is given by the County. If it is not appealed, it becomes part of the hearing record as it was issued, since it cannot be changed by the Hearing Examiner.

Pursuant to WAC 197-11-355, the optional DNS process was utilized for this project The

SEPA Comment period previously occurred concurrent with the Notice of Application dated April 12, 2012 (Exhibit 33). Comments were received from WA Department of Ecology, WA Department of Transportation and Central Kitsap School District. A Determination of Nonsignificance (DNS) was issued on May 16, 2023 (Exhibit 61). SEPA noted comments from Washington Department of Ecology, Washington Department of Transportation and Central Kitsap School District. These comments have been addressed in project revisions or approval conditions listed in Section 13 at the end of this report. The DNS also comments on expected conditions of approval based on the Development Agreement (Exhibit 22).

The SEPA appeal period expired May 30, 2023. No appeals were filed; therefore, the SEPA determination is final.

4. Physical Characteristics

The majority of the site is a former sand and gravel mine with significant soil and earth disturbance, two remnant construction stormwater ponds and screening and spoils piles. The former mine does not contain intact forested areas and is populated with intermittent other vegetated areas. The topography varies throughout the site ranging from gentle to steeply sloping. It appears much of the steeply sloping areas were man-made during storm pond excavation. A geotechnical engineering investigation report is included (Exhibit 24). The balance of the Stoneridge site contains upland stands of trees, upland shrubs, and grasses. The access from Dickey Road is heavily disturbed with an existing power line easement, invasive scotch broom, other vegetation, and a storm pond.

The site contains five wetland areas (A, B, C, D and E) and portions of two mapped, unnamed streams (stream1 and stream 2). A sixth wetland (F) is located off-site. A Critical Areas Report (Exhibits 25,38,50) details the size, category, and rating of the wetland areas, with appropriate buffers and setbacks proposed.

Table 1a - Comprehensive Plan Designation and Zoning-INDUSTRIAL

Comprehensive Plan: Urban Industrial Zone: Industrial (partial MRO)	Standard	Proposed
Minimum Density	0	0
Maximum Density	0	
Minimum Lot Size	NA	NA
Maximum Lot Size	NA	NA
Minimum Lot Width	NA	NA
Minimum Lot Depth	NA	NA
Maximum Height	35 feet	NA
Maximum Impervious Surface Coverage	NA	NA
Maximum Lot Coverage	60%	NA

Staff Comment: The Industrial zoning remains only for a fifty-foot tract boundary where the project abuts adjacent industrial zones to the south and west, and as open space. These dedicated tracts will serve as physical-distancing buffers between the two land uses as required in the DA section 2.7.1 (Exhibit 22).

Table 2b - Comprehensive Plan Designation and Zoning-NEIGHBORHOOD COMMERCIAL

Comprehensive Plan: Commercial Zone: Neighborhood Commercial (partial MRO)	Standard	Proposed
Minimum Density	10 (31.86 acres of net developable acreage x 10 = 318.6 or 319 minimum units)	456 units
Maximum Density	30 (71.14 acres x 30 = 2134.2 or 2134 maximum units)	
Minimum Lot Size	NA	NA
Maximum Lot Size	NA	NA
Minimum Lot Width	NA	NA
Minimum Lot Depth	NA	NA
Maximum Height	35 feet	35 feet
Maximum Impervious Surface Coverage	85%	52%
Maximum Lot Coverage	NA	NA

Staff Comment: The proposal for 456 units within the Neighborhood Commercial zone is between the minimum of 319 and maximum of 2,134 units, meeting density requirements. Impervious surface will be under the 85% threshold as well.

Table 3c - Comprehensive Plan Designation and Zoning-URBAN LOW

Comprehensive Plan: Urban Low Density Residential Zone: Urban Low (partial MRO)	Standard	Proposed
Minimum Density	5 (27.48 acres of net developable acreage x 5 = 137.4 or 137 required units)	305

Maximum Density	9 (55.01 acres x 9 = 495.09 or 495 maximum units)	
Minimum Lot Size	2,400 sf	2,125 sf*
Maximum Lot Size	9,000 sf	6, 454 sf
Minimum Lot Width	40 feet	25 feet*
Minimum Lot Depth	60 feet	80 feet
Maximum Height	35 feet	35 feet
Maximum Impervious Surface Coverage	NA	NA
Maximum Lot Coverage	NA	NA

Staff Comment: The proposal for 305 units within the Urban Low zone is between the minimum of 137 and maximum of 495 units, meeting density requirements.

**See Performance Based Development request and analysis in Section 10a.*

Table 4a - Setback for Zoning District- Neighborhood Commercial

	Standard	Proposed
Front	20 feet	10 feet (20 feet for garage)*
Side	10 feet	0-5 feet*
Side	10 feet	0-5 feet
Rear	10 feet	10 feet

** See Performance Based Development request and analysis in Section 10a.*

Table 2b - Setback for Zoning District- Urban Low

	Standard	Proposed
Front	10 feet (20-feet for garage)	10 feet (20 feet for garage)
Side	5 feet	5 feet
Side	5 feet	5 feet
Rear	10 feet	10 feet

Table 3 - Surrounding Land Use and Zoning

Surrounding Property	Land Use	Zoning
North	Single-Family; Undeveloped Industrial; General Warehouse	Rural Residential; Industrial
South	Undeveloped Industrial; Mining Industrial; Single-family	Industrial; Industrial/Mineral Resource

East	Single-family; Undeveloped Industrial	Urban Low; Industrial
West	General Warehouse; Business Services; Undeveloped; Stormwater retention; Repair Services; Common Area	Industrial; Industrial/Mineral Resource

Table 5 - Public Utilities and Services

	Provider
Water	Silverdale Water
Power	Puget Sound Energy
Sewer	Kitsap County
Police	Kitsap County Sheriff
Fire	Central Kitsap Fire & Rescue
School	Central Kitsap School District #401

5. Access

The primary access for the site is provided by 60-foot wide boulevard access road from Dicky Road NW, a major-collector County ROW. The access will be improved with the addition of a left-turn refuge/turning lane along Dickey Road NW. Once inside Stoneridge, the main access road has been limited to only three intersections. The first intersection provides access to the eastern cluster of attached single family homes. The second intersection provides access to another cluster of attached single-family homes. The “T” intersection terminus is the entrance to the detached single-family community of Stoneridge. Minimizing intersections and using a landscape planter to separate travel lanes helps move travelers safely to and from the Dickey Road NW intersection. Once off the main road, gently curved local access roads running predominantly north and south move travelers to homes or to an intersecting spur road. The west access point is a connection with NW Warehouse Way to Willamette Meridian and is proposed through a gated, access-controlled point proposed to be used by emergency personnel only. This secondary access is conditioned to meet International Fire Code (IFC) standards, with details on design and access control to be submitted with Site Development Activity Permit. (Exhibits 11 and 51).

6. Site Design

The proposed Stoneridge Preliminary Plat and Performance Based Development was reviewed for consistency with requirements pursuant to KCC 17.420.037 Single-family Subdivision/Design Standards, Chapter 16.24 Land Segregation Standards, and Chapter 16.40 Subdivisions, and Chapter 17.450 Performance Based Development. The preliminary plat is required to comply with urban development standards for utilities, roads, sidewalks, landscaping and recreation facilities. The project will be required to incorporate frontage

improvements along the property frontage on Dickey Rd NW, as well as along internal plat roads.

The Stoneridge project will establish a fifty-foot tract boundary where the project abuts adjacent industrial zones to the south and west. These dedicated tracts will serve as physical distancing buffers between the two land uses. The plans include additional measures to provide a more robust buffer between neighboring industrial uses such as increasing the existing grades within the industrially zoned tracts to create 6 to 12-foot-tall landscaped berms to block noise, light, dust, etc., as well as planting of solid screening buffers of these industrially zoned areas to provide further separation between uses. This is in keeping with the neighborhood compatibility requirements described in the Development Agreement and provides landscaped open space to the project overall.

The project, namely Phase 3, has been designed to minimize conflict with the adjacent Apex Airport community. To date, the project has shifted units away from original plans that had lots closer to the runway in the airport's Compatibility Zone 3 – a wedge-shaped area that fans out at the end of the small runway signifying where small aircraft take off and landings are expected to fly over. Also, storm ponds and open space were relocated to add undeveloped land area to Zone 3. To further avoid any future issues between the Stoneridge residences and the Apex Airpark, a Notice to Title will be recorded on all 761 lots that expressly states 'no contest' to airport operations. (Exhibit 11).

Wetlands, streams and their buffers are included as separate tracts. Buffer averaging is proposed for a portion of Wetland D to accommodate the necessary grade and pedestrian connectivity requirements for the main road into Stoneridge, but otherwise all required buffer widths are met. (Exhibit 50).

The existing remnant, man-made storm ponds will be filled and grading completed to stabilize the site. All grading and site preparation under the Site Development Activity Permit will need to demonstrate the mining site has been reclaimed per the Development Agreement prior to any home construction.

The site is designed to include pedestrian trails, open space, recreational amenities, required parking, and landscaping. Landscaping is included with frontage improvements, sidewalks, street trees, and open space.

7. Policies and Regulations Applicable to the Subject Proposal

The Growth Management Act of the State of Washington, RCW 36.70A, requires that the County adopt a Comprehensive Plan, and then implement that plan by adopting development regulations. The development regulations must be consistent with the Comprehensive Plan. The Comprehensive Plan process includes public involvement as required by law, so that those who are impacted by development regulations have an

opportunity to help shape the Comprehensive Plan which is then used to prepare development regulations.

Kitsap County Comprehensive Plan, adopted June 30, 2016

The following Comprehensive Plan goals and policies are most relevant to this application:

Land Use Goal 1

Focus current and future and planning on infill development of existing Urban Growth Areas.

Land use Policy 2

Support innovative, high quality infill development and redevelopment in existing developed areas with Urban Growth Areas.

Land Use Policy 3. Address design variations in multifamily building design features and design variety through lot clustering, flexible setback requirements and mixed attached and detached housing types.

Land Use Policy 14

Through development standards, encourage urban amenities such as open space, plazas, and pedestrian features in areas of more intensive development within Urban Growth Areas.

Land Use Policy 15

Link non-motorized planning requirements to land use planning decisions.

Land Use Policy 48. Land use decisions near or within the operating envelope of an airport must not compromise air safety.

Environment Policy 18. Compensatory mitigation shall be the last option of resort in mitigation sequencing, following documentation of avoidance and minimization of any impact to the natural environment that triggers compensatory mitigation. Replacement of altered or displaced natural environments (including critical areas and buffers) must be mitigated either on-site, within the watershed, or service area as defined through an approved mitigation bank or in-lieu fee program.

Housing and Human Services Goal 2. Increase affordable housing units and ensure that a broad range of housing types are available.

Housing and Human Services Goal 6.

Integrate affordable housing and human services planning with transportation, workforce development, and economic development efforts.

Transportation Policy 3. Continue to require sidewalks on roads when development occurs within Urban Growth Areas.

The County's development regulations are contained within the Kitsap County Code. The following development regulations are most relevant to this application:

Code Reference	Subject
Title 12	Storm Water Drainage
Title 13	Water and Sewers
Title 14	Buildings and Construction
Title 16	Land Division and Development
Title 17	Zoning
Chapter 18.04	State Environmental Policy Act (SEPA)
Title 19	Critical Areas Ordinance
Chapter 20.04	Transportation Facilities Concurrency Ordinance
Chapter 21.04	Land Use and Development Procedures

8. Documents Consulted in the Analysis

A complete index of exhibits is located in the project file. To date, the index to the record consists of Exhibits 1-64.

Exhibit #	Document	Dated	Date Received / Accepted 22-01032 PPlat	Date Received / Accepted 22-00424 PBD
1	STAFF REPORT	06/08/2023		
2	Application Submission Forms - PPlat & PBD	03/02/2022	03/14/2022	
3	Authorization Forms – Stoneridge, D Moergeli, B Harris	01/03/2022	03/14/2022	03/14/2022
4	Engineer's Affidavit	01/05/2022	03/14/2022	03/14/2022
5	Concurrency Test	01/05/2022	03/14/2022	03/14/2022
6	Post Construction Soil Quality and Depth Worksheet	01/05/2022	03/14/2022	03/14/2022
7	Preliminary Landscape Plan	01/05/2022	03/14/2022	03/14/2022
8	Preliminary Storm Drainage Report	01/4/2022	03/14/2022	03/14/2022
9	Preliminary Drainage Plans	01/05/2022	03/14/2022	03/14/2022
10	Preliminary Civil Plans	01/05/2022	03/14/2022	03/14/2022
11	Project Narrative	1/2022	03/14/2022	03/14/2022
12	SEPA Checklist		03/14/2022	03/14/2022
13	Site Assessment and Planning Packet	01/05/2022	03/14/2022	03/14/2022
14	Stormwater Worksheet	01/05/2022	03/14/2022	03/14/2022

Exhibit #	Document	Dated	Date Received / Accepted 22-01032 PPlat	Date Received / Accepted 22-00424 PBD
15	SWPPP Narrative	01/05/2022	03/14/2022	03/14/2022
16	SWPPP	01/05/2022	03/14/2022	03/14/2022
17	Stormwater BMP Infeasibility Worksheet	01/05/2022	03/14/2022	03/14/2022
18	Traffic Impact Analysis	01/05/2022	03/14/2022	03/14/2022
19	Binding Sewer Availability Letter	01/10/2022	03/14/2022	03/14/2022
20	Stoneridge Lot Areas		03/14/2022	03/14/2022
21	Binding Water Availability	01/13/2022	03/14/2022	03/14/2022
22	Signed Development Agreement (DA)	12/13/2021	03/14/2022	03/14/2022
23	Prelim. Plat Matrix of DA Compliance	01/21/2022	03/14/2022	03/14/2022
24	Geotechnical Engineering Investigation	11/23/2021	03/14/2022	03/14/2022
25	Critical Areas Report	01/20/2020 <i>Rev.</i> 12/30/2021	03/14/2022	03/14/2022
26	Outreach to WSDOT	01/07/2022	03/14/2022	03/14/2022
27	Outreach to Apex Airport	01/12/2022	03/14/2022	03/14/2022
28	Outreach to R. Call @ Port Gamble S'Klallam Tribe	01/14/2022	03/14/2022	03/14/2022
29	Outreach to C. Rossi @ Point No Point Treaty Council	01/14/2022	03/14/2022	03/14/2022
30	Outreach to A. Osullivan @ Suquamish Tribe	01/14/2022	03/14/2022	03/14/2022
31	NTT Apex Airport		03/14/2022	03/14/2022
32	NTT Affordability	12/13/2021	03/14/2022	03/14/2022
33	Notice of Application	04/12/2022		
34	SEPA Comment - Dept. of Ecology	04/26/2022	04/26/2022	04/26/2022
35	SEPA Comment - CK School District	04/26/2022	04/26/2022	04/26/2022
36	SEPA Comment - WSDOT	04/28/2022	04/28/2022	04/28/2022
37	REVISED Traffic Impact Analysis	07/05/2022	10/26/2022	10/26/2022
38	REVISED Critical Areas Report	09/16/2022	10/26/2022	10/26/2022
39	REVISED Civil Plans	10/18/2022	10/26/2022	10/26/2022
40	REVISED Landscape Plans	10/18/2022	10/26/2022	10/26/2022
41	REVISED Narrative	10/20/2022	10/26/2022	10/26/2022
42	Boundary and Topographic Survey	09/28/2022	10/26/2022	10/26/2022
43	Traffic Comment Summary Memo	07/18/2022	10/26/2022	10/26/2022
44	Response to Planning Comments	09/28/2022	10/26/2022	10/26/2022
45	Response to SEPA Comments		10/26/2022	10/26/2022
46	Response to P Plat Comments		10/26/2022	
47	Response to PBD Comments			10/26/2022
48	Stormwater Conditions Memo	02/13/2023		
49	Project-Specific Informal Director's Interpretation	04/27/2023		

Exhibit #	Document	Dated	Date Received / Accepted 22-01032 PPlat	Date Received / Accepted 22-00424 PBD
50	REVISED Critical Areas Report	04/25/2022	05/02/2023	05/01/2023
51	REVISED Civil Plans	04/19/2023	05/02/2023	05/01/2023
52	REVISED Landscape Plans	04/19/2023	05/02/2023	05/01/2023
53	REVISED Narrative		05/02/2023	05/01/2023
54	Technical Engineering Memo	04/20/2023	05/02/2023	
55	PSE Consent Request and Request Form		05/02/2023	05/01/2023
56	PSE Emails w/Applicant		05/02/2023	05/01/2023
57	BPA Application and Email w/Applicant		05/02/2023	05/01/2023
58	Response to PBD Comments			05/01/2023
59	Response to P Plat Comments		05/02/2023	
60	Communication w/Dept of Ecology RE: Contamination	05/11/2023		
61	SEPA Determination of Non-Significance	05/16/2023		
62	Notice of Public Hearing	05/24/2023		
63	Certification of Public Notice	05/31/2023		
64	Communication w/Kitsap Transit RE: Stop Location	05/31/2023		

9. Public Outreach and Comments

Outreach on this project formally began with the Notice of Application and SEPA comment period on the Development Agreement (21-01506) dated 06/03/2021. A Programmatic DNS was issued on 10/19/2021 and Public Hearing held 11/18/2021. The Development Agreement was required as a condition of approval in Ordinance 587-2020 (CPA 18-00495). Per section 2.1 of the DA, the applicant conducted outreach prior to application with the Washington State Department of Transportation Aviation Division, Apex Airport, Suquamish Tribe, Port Gamble S’Klallam Tribe, and Point No Point Treaty Council. Those are included in the application submittals as Exhibits 26-30.

For this project action proposal (22-01032 and 22-00424), formal outreach began with the joint Notice of Application / SEPA Notice dated 04/12/2022 (Exhibit 33). Comments were received and addressed as noted in the following tables.

Issue Ref. No.	Summary of Concern (See corresponding responses in the next table)	Comment Letter Exhibit Reference No.
----------------	---	--------------------------------------

1	Traffic Impact Analysis (WSDOT). Modifications requested to TIA tables, methods and wording. Proposed mitigation measures for Intersection 9, southbound SR 3 off ramp, which has a reported LOS F. While it will be at LOS F in both baseline and with development conditions, the latter comes close to doubling the delay seen in the former and creates an unacceptable level of impact.	#36
2	Safe Routes to School (CKSD). The district expects that elementary school age children living in this development will walk to Silverdale Elementary School. At the present time there is not a designated walking route from this planned development to Silverdale Elementary School.	#35
3	Dam Safety for storm ponds (Dept of Ecology). Under RCW 90.03.350, a Dam Safety construction permit is required for those dams or ponds that can impound a volume of 10 acre-feet or more of water or other liquids above ground level. This also includes ponds that share a common berm which in combination the volume is 10 acre-feet or more. The Stoneridge Washington LLC project references the construction of six stormwater detention ponds. If the impoundments meets or exceeds the above referenced criteria the applicant will need to apply for a dam construction permit.	#34
4	Ace Paving Clean-up (Site ID 697). Concern noted that this clean-up site may be of concern for this proposal.	#60

Issue Ref. No.	Issue	Staff Response
1	Traffic Impact Analysis	The applicant’s Revised Traffic Impact Analysis addresses comments and provides for proportionate share of off-site improvement costs (Exhibit 37). Permit(s) will be conditioned to provide documentation from WSDOT regarding mitigation needs.
2	Safe Routes to School	The applicant met with CKSD representative (10/11/22), at which time it was indicated that the district approved of the proposed “safe walk route” as shown on sheet C1.35 of the Preliminary Civil Plans. Interior bus stops were also discussed at this meeting and due to the dynamic nature of the eventual demographics of the neighborhood, it was requested that the applicant not determine bus stop locations in the plat at this time. Bus stops in CKSD do not generally include a covered structure and therefore, their

		placement within the neighborhood can be fluid as needs change over the course of the buildout of the project and as assessed annually by the district (Exhibit 45).
3	Dam Safety	The applicant has been in contact with Department of Ecology regarding dam safety. At this time, Ponds 5 and 6 have been designated as requiring a dam safety design. This will be further evaluated during final design to confirm if this is applicable. If applicable, the design component will be incorporated into the SDAP plans for the phase in which the pond is constructed. The applicant understands that separate review and approval from DOE is required and is included as condition to address with SDAP. (Exhibit45).
4	Clean-up Site	See Exhibit 60. Per communication with Dept of Ecology staff, the clean-up site in question should not pose any issue to the proposed subdivision. There is another nearby site that is sufficiently close to the project footprint to be a potential concern. <i>“The Kitsap County Silverdale Landfill Site (FSID 50996873; CSID 3741) is south of the proposed subdivision on Dickey Rd NW in Silverdale. Based on the limited data available, confirmed contamination in the soil includes metals and polycyclic aromatic hydrocarbons (PAHs). These and other contaminants may be impacting groundwater, surface water, and air. In response to this potential concern, the developer should observe for indications of contamination in soil and groundwater during gravel pit reclamation and project construction and sampling conducted as appropriate. Contamination above MTCA cleanup levels must be managed in accordance with the MTCA regulation.”</i> The project will be conditioned that if contamination were to be found during construction, appropriate measures must be taken to mitigate potential impacts.

10. Analysis

a. Planning/Zoning

This proposal was reviewed for consistency with KCC 16.04.080 General Subdivision requirements and 16.24.040 Urban Subdivision Standards. In addition, the proposal is subject to the requirements of the approved Development Agreement (Exhibit 22) and will meet the requirements therein. The proposal has been reviewed under the parameters of the associated Development Agreement and therefore deviates from some of the zoning development standards. The proposal was found to have

adequate access, walking conditions, and lot configurations. The proposal is conditioned for a homeowners' association management of open space and stormwater facilities as required of a project this size in an urban zone. More detail on the specific requirements are addressed below.

The proposal meets the density requirements for each zone per KCC Section 17.420 and the uses proposed are allowed per KCC Section 17.140. Some setbacks have been proposed for modification under the Performance Based Development standards (see below).

The proposal includes review under the Performance Based Development (PBD) standards in KCC 17.450. The PBD request includes a reduction to select lot sizes, lot width, the front and side setbacks to the lots zoned Neighborhood Commercial, and a reduction in setback from the adjacent Industrial Zone.

- The lot size reduction will provide a density that falls within the middle range required, provides for a more efficient use of developable areas and maximizes open space, and allows for lots that will accommodate market-rate affordable homes.
- The setback reduction in Neighborhood Commercial is to be more consistent the setbacks for the Urban Low zoned lots within the same phases of development, but is also required for attached single-family housing allowed in the zone.
- The reduced setback from the Industrial zone of 5-10 feet are addressed through the Preliminary Plat plans depicting the required 50-foot industrially-zoned tract that separates adjacent industrial zoned properties from the proposed residential development. This 50-foot-wide strip is intended to provide relief to adjacent industrially zoned properties by removing the requirement for any future industrial uses needing to setback 50 feet from residentially-zoned properties. The area is set aside as a special tract by the Owners and no buildings are permitted or proposed, except those structures designed to function as part of the buffer, for example but not limited to stormwater facilities, berms, retaining walls, or fences. The plans include additional measures to provide a more robust buffer between neighboring industrial uses such as increasing the existing grades within the industrially zoned tracts to create 6 to 12-foot-tall, landscaped berms to block noise, light, dust etc, as well as planting of solid screening buffers of these industrially zoned areas to provide further separation between uses.
- The Preliminary Plat and Performance Based Development applications include plans for a future Site Development Activity Permit (SDAP) that shall satisfy the requirements in Kitsap County Code 17.170.065 and allow for the removal of the MRO designation.
- As noted earlier, project-level SEPA review has been completed.

- The previously shown analysis and associated measures and proposed conditions ensure compatibility with surrounding zones.

The project narrative (Exhibits 11,41 and 53) thoroughly describes the benefits of the PBD request and how each of the criteria in KCC 17.450.040 are met.

The Development Agreement is the governing document for this development proposal (Exhibit 22). The development is required to meet a set of criteria. The applicant has submitted a matrix of Development Agreement compliance (Exhibit 23) to describe the criteria and how the proposal is compliant. To summarize:

- Obtained 40 TDR certificates;
- Notice to Title on each lot designated as affordable housing, as the threshold for housing affordability is determined in the Development Agreement;
- 10% of housing units in each phase designated affordable;
- Conditioned for compensatory fee in the event the applicant is unable to provide affordable housing until with each phase;
- Separate tract for the 50-foot industrial buffer and condition on the final plat;
- Compatibility/mitigation measures for screening;
- Notice to Title for all lots regarding Apex Airport; and
- Non-motorized, shared-use path.

In addition to the separate 50-foot industrial buffer, a Notice to Title is required in KCC 17.17.070 for new lots of a subdivision within 500-feet of industrial activities. However, the owner of the adjacent mine plans to continue operations, including accessory uses such as batch plants and rock crushers, for the duration of the estimated 75-year remaining life span of the quarry. The noise alone for those activities will surpass the 500-foot radius called for in Kitsap County Code. Staff are recommending a condition for this Notice to Title to extend to all parcels within the proposal.

b. Lighting

Pursuant to KCC 17.420.030, artificial outdoor lighting shall be arranged so that light is directed away from adjoining properties and so that no more than one foot candle of illumination leaves the property boundaries. In addition to on-site lighting, the project includes a buffer between neighboring industrial uses by increasing the existing grades within the industrially zoned tracts to create 6 to 12-foot-tall berms, which buffers these industrially zoned areas to provide further separation between uses.

c. Off-Street Parking

Per KCC 17.490.030 at least two parking stalls will be provided onsite for each detached and attached single-family home, sized 9'x20'. On-street guest parking (0.5 spaces per home) is located throughout the development. The 16' wide townhouse lots in Phase I have one off-street parking space in the driveway and one off-street parking space in

the garage, consistent with the Project-Specific Director's Interpretation (Exhibit 49). All other units will have two 9'x20' off-street parking spaces in the driveway. A list of the 16' wide townhouse units is as follows: 591-592, 597-598, 603-604, 609-610, 615-616, 621-622, 627-628, 633-634, 638, 640, 643, 645, 649-650, 655-656, 661-662, 667-668, 673-674, 679-680, 685-686, 691-692, 696, 698, 702-703, 708-709, 714-715, 720-721, 726-727, 732-733, 737, 739, 742, 744, 747, 749, 753-754, 758, 760.

Each phase is proposed to meet the required number of off-street parking spaces per unit. Phases 2 and 3 will have additional on-street parking, while Phase 4 will have fewer on-street spaces. The project overall will have the correct number of on-street parking. As such, the project has been conditioned to require phases be completed in numerical order to ensure adequate parking is present for all phases.

Table 6 - Parking Table

Use Identified in 17.490.030	Standard	Required Spaces	Proposed Spaces/Existing Spaces
PHASE 1: Single-family attached (Reduced width)*	1.5 per unit + 0.5 per unit on street or set aside	60 lots with reduced width x 1.5= 90 off-street 60 lots with reduced width x 0.5= 30 on-street	60 x 2= 120 off-street 60 x 0.5= 30 on-street
PHASE 1: Single-family attached (standard width)	2 per unit + 0.5 per unit on street or set aside	113 standard width lots x 2= 226 off-street 113 standard width lots x 0.5= 56.5 or 57 on-street	113 x 2= 226 off-street 113 x 0.5= 56.5 or 57 on-street
Phase 1 Subtotal	—	316 off-street 87 on-street	346 off-street** 87 on-street
Phases 2-4: Single-family detached	2 per unit + 0.5 per unit on street or set aside	588 units x 2= 1,176 off-street 588 units x 0.5= 294 on-street	1,176 off-street 294 on-street
Total		1,492 off-street 381 on-street	1,522 off-street** 381 on-street

**Per the Director’s Interpretation (Exhibit 49), the attached single-family units in Phase 1 are not required to meet the 2 off-street parking spaces required since the parcels would not have the physical space. Given the KCC 17 definitional and parking code overlap and intent of the code, the counting of a single garage parking toward total off-street parking for attached housing lots 16’ wide or less is authorized. This applies to the those reduced-width lots listed in the above analysis. They are still required to meet at least 1.5 per unit + 0.5 per unit on-street or set aside.*

***Applicant is required to have and shows 2 off-street parking for all units, calculated by including both garage and driveway, depending on the unit. Since the Director’s Interpretation allows for only 1.5 off-street per unit of reduced width, the parking required is lower than proposed.*

d. Signage

A monument sign is proposed at the north side the Dicky Road entrance. Proposed sign(s) will be reviewed pursuant to KCC 17.510 and additional sign permit(s) as needed.

e. Landscaping

The proposal is required to provide 15% of the site area in landscaping per KCC 17.500.025 and is proposing 24%. In addition, 16% will be maintained in existing vegetation (Critical Area Tracts 1, 2, 3, 5 and Open Space Tract 34). Pursuant to KCC 16.24.040 Urban Land Segregation Standards, the project will provide landscaping at the entrance, street trees and landscaping in accordance with KCC 17.500 (Exhibit 52). Monitoring will be required through the SDAP review process.

In addition, the Stoneridge project will establish a fifty-foot tract boundary where the project abuts adjacent industrial zones to the south and west. These dedicated tracts will serve as physical-distancing buffers between the two land uses. The plans include additional measures to provide a more robust buffer between neighboring industrial uses such as increasing the existing grades within the industrially-zoned tracts to create 6 to 12-foot-tall, landscaped berms to block noise, light, dust etc., as well as planting of solid screening buffers of these industrially zoned areas to provide further separation between uses. This is in keeping with the neighborhood compatibility requirements described in the Development Agreement and provides landscaped, open space to the project overall.

Table 7 - Landscaping Table

	Required	Proposed
Required Landscaping	15% = 937,042 square feet	1,488,961 square feet (24%)

(Sq. Ft.) 15% of Site		
Required Buffer(s) 17.500.025		
North	Solid Screening	Solid Screening
South	Solid Screening	Solid Screening
East	Roadside and Setback Buffer Separation Buffer	Roadside and Setback Buffer Separation Buffer
West	Solid Screening	Solid Screening
Street Trees	195*	195*

** Number indicates street trees as required and proposed along all internal, public roadways. Per 16.24.040)(F)(2) - the street trees may be in the front yard. The front yard for lots 589-761 (attached housing) is the side opposite the alley per KCC 17.420.052. The applicant will plant the required number of street trees consistent with KCC 17.500 in the front yard open space of these lots, spaced at least one tree per 25 feet. The preliminary landscape plan has this area identified for 'general landscaping', which includes tree species. The project will be conditioned to identify and locate trees in this area to meet this requirement with the final landscape plan with SDAP submittal.*

f. Frontage Improvements

This project is located in the Silverdale Urban Growth Area and is subject to urban subdivision standards in KCC 16.24.040, including frontage improvements. Frontage improvements are required along the entire property frontage on Dickey Rd NW, and shall consist of 13-foot-wide travel lane, vertical curb, gutter, 5-foot sidewalks, a left turn lane, and an acceleration lane.

g. Design Districts/Requirements

The project is located within the Silverdale UGA, but not within a designated Design District. No further analysis is required.

h. Development Engineering/Stormwater

Development Engineering (DE) has reviewed the land use proposal (Preliminary Plat and Performance Based Development) and finds the concept supportable in its approach to civil site development. These comments are based on a review of the Preliminary Drainage Report and Preliminary Engineering Plans accepted for review on March 14, 2022 (Exhibits 8 and 9), and as revised by additional materials accepted for review on October 26, 2022 to Kitsap County Development Engineering.

DE accepts the concepts contained in this preliminary submittal and requires that the conditions added in below in Section 13 be met as an element of the land use approval.

i. Environmental

A Critical Areas Report was first completed by Ecological Land Services on 1/20/2020, revised 12/30/2021 as part of the first submittal (Exhibit 25). After the site visit on 5/13/2022 was completed, an additional stream and wetland were discovered. A revised Critical Areas Report was submitted 9/16/2022 (Exhibit 38) to address the findings, however the report was again revised on 4/25/2023 (Exhibit 50) to address mitigation sequencing for a buffer averaging request.

Excerpt From Critical Area Report (4/25/23)

Table 2: Summary of Critical Areas and Buffers

Critical Area	Category/HGM	Total Score	Habitat Score	Buffer Widths (High Intensity) ¹
Wetland A	IV Slope	14	5 ²	50 feet
Wetland B	III Depressional	16	4	80 feet
Wetland C	III Depressional	16	4	80 feet
Wetland D	III Depressional	16	5	80 feet
Wetlands E-1 to E-3	III Depressional	16	5	80 feet
Wetland E-4	IV Slope	12	4	50 feet
Eastern Stream	Type F	--	--	150 feet
Western Stream	Type Ns	--	--	50 feet

¹Buffers per ECC 19.200.220.A Wetlands and 19.300.315 Fish and Wildlife Habitat Conservation Areas.

Critical areas and buffers comprise 21.59 acres of the project area. All buffers and setbacks will be maintained and held separate in open space tracts, except for a portion of Wetland D, described below.

The main road will cross through the northern edge of Wetland D’s 80-foot buffer. Buffer averaging is proposed to reduce the buffer to 60 feet (25%) to the minimum extent necessary. The buffer will be averaged to removed 5,088 square feet of buffer, which will be added to another area along Wetland D. Existing vegetation in the buffer comprises of primarily Himalayan Blackberry, Scotch broom and young alders. Further, the area proposed for reduced buffer lies under the existing Bonneville Power Authority Power line easement and the vegetation is regularly maintained.

Temporary buffer impacts from the road grading (3,234 square feet) will be replanted. A portion of the proposed trail will be in the reduced buffer area, so there will be no additional buffer impacts from that element. The report demonstrates the buffer averaging criteria in KCC 19.200.220(B). The report also demonstrates that the reduced (averaged) buffer is the minimum necessary per KCC 19.200.230. The project's main access road utilizes most of the existing road previously built as part of permitted development (Exhibit 50). The buffer impacts cannot be avoided due to physical site restrictions, further described in the Engineering Technical Memo (Exhibit 54).

Conditions are added for a final mitigation planting plan with SDAP submittal. Monitoring and maintenance will be required.

A geotechnical report was prepared for this proposal (Exhibit 24). While the analysis determined that the site would be susceptible to liquefaction and settlement, it concluded that the proposed grading plan's methods for mitigating this risk through extensive grading were adequate. This includes 20-40 feet of cut/fill depth and excavation where needed around ponds. The proposal is conditioned to provide a revised geotechnical analysis with the SDAP engineering, inclusive of a re-assessment of the liquefaction analysis to determine at what elevation the subsurface water level can be maintained.

j. Access, Traffic and Roads

Proposed streets are designed and conditioned to meet Kitsap County Road standards. Adequate vehicular access will be provided by the proposed interior plat roads, which will result in a singular access point to Dickey Rd NW, an existing constructed County right-of-way. The primary access for the site is provided by 6-foot-wide boulevard access road. Frontage improvements are required along the entire property frontage on Dickey Rd NW and shall consist of 13-foot-wide travel lane, vertical curb, gutter, 5-foot sidewalks, a left turn lane, and an acceleration lane. Once inside Stoneridge, the main access road has been limited to only three intersections. The first intersection provides access to the eastern cluster of attached single family homes. The second intersection provides access to another cluster of attached single-family homes. The "T" intersection terminus is the entrance to the detached single-family community of Stoneridge. As outlined in the Development Agreement, a second emergency vehicle access point is being provided along the western boundary of the site where NW Warehouse Way stubs at the boundary. Interior roads A-L are proposed to be dedicated Kitsap County right-of-way. Other interior roads and tracts are to remain private.

Sidewalks are provided along both sides of all proposed public rights-of-way. The vehicle access to Phase 1 does not include sidewalks on the street side. However, sidewalks are provided on the open space sides, or front sides, from parking to the

homes. In addition, there are over 1.7 miles of trails and pedestrian paths provided throughout Stoneridge; the longest contiguous trail segment being over three-quarters of a mile long. Per the Development Agreement, Stoneridge is providing a 10-foot shared-use path through the property to support the Concept Route identified in the Kitsap County Non-Motorized Facility Plan. DCD will condition the trails development with a durable design.

A Traffic Impact Analysis (Exhibits 18 and 37) was submitted with this application and describes in detail all aspects related to vehicular traffic considerations for the Stoneridge project. The development is anticipated to generate 6,417 new average daily trips with 458 AM peak-hour trips and 625 PM peak-hour trips. With planned County improvements that are included in the County's cost fee bases, all the County intersections will operate at LOS D or better in the 2027 future with development conditions. The project is conditioned that the developer will contribute a proportionate share of intersection improvement costs for the Dickey Road NW at Newberry Hill Road Intersection Improvement Project and the Provost Road NW at NW Newberry Hill Road Intersection Project. The project is also conditioned that final approval include documentation from WSDOT that provides approval for impacts to and any required mitigation on State rights of way.

Regarding public transit, the nearest stop is 1.3 miles away and Kitsap Transit does not currently have a route servicing Dickey Rd. However, Kitsap Transit has recently completed a long-range transit plan identifying the growth in this part of the UGA. Service is planned for this area and a bus stop has been requested. The applicant has worked with both Kitsap Transit and Kitsap County Public Works to identify a location at the north end of the Dickey Road frontage for this stop (Exhibit 64). A condition has been added to include this stop and design specifications with the final SDAP submittal.

k. Fire Safety

This proposal has been reviewed by the Kitsap County Fire Marshal and is conditioned for approval in Section 13 below.

l. Solid Waste

This proposal has been reviewed for solid waste and conditioned for approval in Section 13 below.

m. Water/Sewer

The project has provided availability letters from Silverdale Water (Exhibit 21) and Kitsap County Public Works-Sewer (Exhibit 19). Conditions for final approvals are noted below in Section 13.

n. Kitsap Public Health District

Records indicate a septic and well on tax ID#192501-1-006-2007. This proposal is conditioned that Final plat approval require the well be decommissioned by a licensed well driller and the septic tank abandoned per KPHD code. Sewer and water availability will be required for all lots prior to final plat approval.

11. Review Authority

The Hearing Examiner has review authority for this Preliminary Plat and Performance Based Development (PBD) application under KCC Sections 17.450.020 and 21.04.100. The Hearing Examiner may approve, approve with conditions, remand, or deny the proposed project. The Hearing Examiner may also continue the hearing to allow for additional information necessary to make a proper decision. The powers of the Hearing Examiner are at KCC Chapter 2.10.

12. Findings

1. The proposal is consistent with the Comprehensive Plan.
2. The proposal complies or will comply with requirements of KCC Title 17 and complies with or will comply with all of the other applicable provisions of Kitsap County Code and all other applicable regulations, including all applicable development standards and design guidelines, through the imposed conditions outlined in this report.
3. The proposal is not materially detrimental to existing or future uses or property in the immediate vicinity.
The proposal is compatible with and incorporates specific features, conditions, or revisions that ensure it responds appropriately to the existing character, appearance, quality or development, and physical characteristics of the subject property and the immediate vicinity.
4. The design of the PBD meets the requirements of KCC 17.450, other sections of the county code and the goals and policies of the Comprehensive Plan and the site is adequate in size and character to accommodate the proposed development.
5. The design of the PBD is compatible with neighboring conforming land uses. An assessment of compatibility includes, but is not limited to, association with adjacent land uses and the proposed project's effects on existing views, traffic, blockage of sunlight, and noise production.
6. As a phased development, each phase of the proposed development meets the requirements of this chapter.
7. The site for the proposed use relates to streets and highways adequate in width and pavement type to carry the quantity and kind of traffic generated by the proposed use.
8. The proposed and/or existing public facilities and utilities are adequate to serve the project.
The establishment, maintenance, and/or conduct of the use for which the development plan review is sought will not, under the circumstances of the particular case, be detrimental to the health, safety or welfare of persons residing or working in

a neighborhood of such use and will not, under the circumstances of the particular case, be detrimental to the public welfare, injurious to property or improvements in said neighborhood, or contrary to orderly development.

9. Innovations and/or public benefits are commensurate with the code modifications proposed.

13. Recommendation

Based upon the analysis above and the decision criteria found in Kitsap County Code, the Department of Community Development recommends that the project be **approved**, subject to the following 74 conditions:

a. Planning/Zoning

1. This project is subject to Development Agreement (Resolution 232-2021) dated 12/13/2021.
2. A final plat shall be prepared by a licensed Land Surveyor in compliance with KCC Title 16.
3. All required permits shall be obtained prior to commencement of land clearing, construction and/or occupancy.
4. All private roads shall be labeled as tracts and constructed in accordance to Fire Code requirements. Ten feet for utility easement shall be provided on each side of private road tracts.
5. All potential park areas, common open space, buffers and stormwater management areas shall be labeled as separate tracts. The ownership and maintenance responsibility shall be addressed on the face of the final plat, as well as in the CCRs.
6. Access to all lots shall be from roads within the proposed plat boundaries. A note to this effect shall be placed on the Final Plat.
7. Proof of rights of use of the easement shown as providing access to the subject property shall be submitted with the Final Plat application materials.
8. The names of the roads in this land segregation shall be approved by Community Development prior to final subdivision approval.
9. The decision set forth herein is based upon representations made and exhibits contained in the project application (22-01032 and 22-00424). Any change(s) or deviation(s) in such plans, proposals, or conditions of approval imposed shall be subject to further review and approval of the County and potentially the Hearing Examiner.

10. Pursuant to KCC 17.420.030, artificial outdoor lighting shall be arranged so that light is directed away from adjoining properties and so that no more than one foot candle of illumination leaves the property boundaries.
11. Pursuant to Section 2.5 of the Development Agreement, one of the options outlined in Kitsap County Code Section 17.170.060 or .065 shall be utilized. Prior to SDAP final approval and any building permit issuance, applicant shall demonstrate the project reclamation meets the requirements of DNR permit 17-011156 or a new reclamation plan is approved consistent with Kitsap County Code.
12. The plans and specifications for a new bus stop along the north end of the Dickey Road frontage, as depicted in the Civil Plan excerpt dated 5/31/2023 in the Preliminary Plat record shall be included on the SDAP Civil site plan submittal.
13. The authorization granted herein is subject to all applicable federal, state, and local laws, regulations, and ordinances. Compliance with such laws, regulations, and ordinances is a condition to the approvals granted and is a continuing requirement of such approvals. By accepting this/these approvals, the applicant represents that the development and activities allowed will comply with such laws, regulations, and ordinances. If, during the term of the approval granted, the development and activities permitted do not comply with such laws, regulations, or ordinances, the applicant agrees to promptly bring such development or activities into compliance.
14. A monument sign is proposed at the north side the Dicky Road entrance. Proposed sign(s) will be reviewed pursuant to KCC 17.510 and sign permit(s) as needed.
15. A ten-foot utility easement shall be located along those lot frontages within the land segregation project that abut private and public roads. This easement shall accommodate what is commonly referred to as broadband access.
16. To ensure that each phase meets the requirements of KCC.17.450.050, the proposed phasing order shown must be followed at final plat. Any alternative phasing order shall require prior review and approval by Kitsap County.
17. Per 16.24.040)F)(2) - the street trees may be in the front yard, which for lots 589-761 (attached housing) is the side opposite the alley per KCC 17.420.052. The applicant will plant the required number of street trees consistent with KCC 17.500 in the front yard open space of these lots, spaced at least one tree per 25 feet. The preliminary landscape plan has this area identified for 'general landscaping', which includes tree species. The project is conditioned to identify and locate trees in this area to meet this requirement with the final landscape plan with SDAP submittal.

18. A Notice to Title which outlines the methods in which the affordable housing requirements of Section 2.2.4 of the Development Agreement can be met and is required on each lot designated as affordable. This NTT shall be immediately released by Kitsap County upon receipt of documentation demonstrating that the affordable housing requirements as defined in the Development Agreement Section 2.2.3- 2.2.8 are met. If at the time of Final Plat approval, the Applicant has demonstrated compliance with the affordable housing requirement of the Development Agreement (Permit 21-01506) off-site or by some other approved means, any lot designated as affordable on the Preliminary Plat plan shall have the designation removed from the Final Plat and shall not be subject to the requirements for affordable housing outlined in the Development Agreement.
19. Households qualifying for for-sale products will maintain eligibility for as long as required by the specific housing assistance program or loan program utilized to purchase lots/units pursuant to Section 2.2.4.1 of the Development Agreement (Permit 21-01506).
20. For-rent units shall be available to qualifying households for a period of ten years in accordance with Section 2.2.5.2 of the Development Agreement (Permit 21-01506).
21. In the unlikely event that Owners are unable to meet the total required units of affordable housing, compensatory funds shall be collected based on the difference between the mean sale price of a single-family home in Kitsap County rounded up to the nearest \$1000 (excluding Bainbridge Island) in that year and the HUD loan limit for a single-family home in Kitsap County for that year (base fee).
 - If there is a deficit of 1% to 25% of the total affordable units, then the base fee per unit shall be collected;
 - If there is a deficit of 26% to 50% of the total affordable units, then an additional 25% of the base fee per unit shall be collected;
 - If there is a deficit of 51% to 75% of the total affordable units, then an additional 50% of the base fee per unit shall be collected;
 - If there is a deficit of 75% or greater of the total affordable units, then an additional 75% of the base fee per unit shall be collected
22. A Notice to Title shall be placed on all new lots at the time of final plat approval that states "Apex Airport is an established public-use airport located in a portion of the West half of Section 18, Township 25 North, Range 1 East, east of the Willamette Meridian and south of Anderson Hill Road. No contest shall be made regarding airport operations."

23. The following notice shall be placed on the face of the final plat and Notice to Title required for all lots within the plat:

“The subject property is within or near land in which resource activities are permitted and encouraged, including a variety of activities which may not be compatible with residential use for certain periods of limited duration. In addition to other activities, these may include noise, dust, smoke, visual impacts and odors resulting from harvesting, planting, surface mining, quarrying, application of fertilizers, herbicides and associated reclamation and management activities. When performed in accordance with state and federal law, these resource activities are not subject to legal action as a nuisance.”

24. The following condition shall be placed on the face of the final plat: “Within Tracts OS 18, OS 21 and OS 31, no buildings are permitted, except those structures designed to function as part of the buffer, for example but not limited to: stormwater facilities, berms, retaining walls, or fences. These areas are intended to be buffers between residential development and adjacent industrially zoned properties. Tracts OS 18, OS 21 and OS 31 are designated as common open space.”

25. Throughout the term of the Development Agreement (approved 12/13/21; term 15 years), all land use and development applications shall be reviewed under the following Kitsap County Codes in effect upon the effective date of this Agreement. Full copies of these regulations shall be kept by the Owners and Kitsap County in the Revised Amendment Application file. Nothing herein shall prohibit the Owners, at their sole discretion, from providing more than the minimum required by the codes in effect upon the effective date of this Agreement.

- Title 11 Roads, Highways and Bridges
- Title 13 Water and Sewers
- Title 16 Land Division and Development
- Title 17 Zoning
- Title 18 Environment
- Title 19 Critical Areas Ordinance
- Title 20 Transportation

b. Development Engineering

26. Construction plans and profiles for all roads, storm drainage facilities and appurtenances prepared by the developer’s engineer shall be submitted to Kitsap County for review and acceptance. No construction shall be started prior to said plan acceptance.

27. All soft-surface pathways and multi-use trails separated from and adjacent to roadways shall use a construction profile and detail approved by the Department of Community Development.

28. Approval of the preliminary plat shall not be construed to mean approval of the total number of lots or configuration of the lots and tracts. These parameters may be required to be revised for the final design to meet all requirements of Kitsap County Code Titles 11 and 12.
29. The information provided demonstrates this proposal is a Large Project as defined in Kitsap County Code Title 12, and as such will require Full Drainage Review through a Site Development Activity Permit (SDAP) from Development Engineering.
30. The proponent has proposed phasing of the project. Each phase can be demonstrated as a Large Project defined by Kitsap County Code Title 12 requiring Full Drainage Review and shall require its own SDAP.
31. Should the proponent propose subsequent phasing of the project, a phasing plan shall be submitted to Development Engineering for review and approval. The phasing plan shall, as a minimum, address the following items: Timetables indicating the anticipated time between initial site grubbing/grading activity and the completion of construction, including site stabilization of that specific phase; and the extent of drainage improvements to be installed during the various phases.
32. Stormwater quantity control, quality treatment, and erosion and sedimentation control shall be designed in accordance with Kitsap County Code Title 12 effective at the time the SDAP permit application is deemed fully complete. The submittal documents shall be prepared by a civil engineer licensed in the State of Washington. The fees and submittal requirements shall be in accordance with Kitsap County Code in effect at the time of SDAP application.
33. Any project that includes off-site improvements that create additional impervious surface such as lane widening, sidewalk or shoulder installation or intersection channelization shall provide stormwater mitigation in accordance with Kitsap County Code Title 12 effective at the time the SDAP permit application is deemed fully complete.
34. The site plan indicates that greater than 1 acre will be disturbed during construction. This threshold requires a National Pollutant Discharge Elimination System (NPDES) Stormwater Construction permit from the State Department of Ecology. More information about this permit can be found at: <http://www.ecy.wa.gov/programs/wq/stormwater/construction/> or by calling Josh Klimek at 360-407-7451, email joshklimek@ecy.wa.gov. This permit is required prior to issuance of the SDAP. Processing time for NPDES permit is a minimum of 37 days.
35. Per WAC 173-175, the construction of pond berms that will impound a volume of ten acre-feet or more of water requires review and approval by the Department of Ecology. This approval must be completed prior to issuance of the associated SDAP.

36. The application indicates that a significant quantity of grading material will be imported to and/or exported from the site. Typically, this means five or more trucks entering/leaving the site per hour. Because of this a vehicle wheel wash must be included as an element of the siltation erosion control plan.
37. Individual on-site infiltration systems may be used instead of a secondary drainage system and will be required on lots that cannot be directed to the secondary system. The engineer shall submit a detailed site and grading plan showing the location and design of those proposed stormwater infiltration systems to Development Engineering with the SDAP submittal. Prior to issuance of building permits, the property owners shall submit a sketch for approval by Development Engineering, showing the design and location of the proposed stormwater infiltration systems. Maintenance of these systems will be the responsibility of the homeowner.
38. The impervious area per lot accounted for in the overall drainage facilities installed shall be indicated on the face of the final plat, along with the following note: Additional impervious surfaces created on an individual lot beyond the amount accounted for in the overall drainage facilities shall be mitigated in accordance with Kitsap County Code Title 12 and may require a Site Development Activity Permit.
39. The following shall be added to the face of the Final Plat, under the heading Notes and Restrictions:
 - a. Maintenance of roof and yard drains and appurtenances shall be the responsibility of the individual homeowners.
 - b. All runoff from roof and yard drains must be directed so as not to adversely affect adjacent properties.
 - c. All lots are obligated to accept road drainage at the natural locations after the grading of streets is complete.
 - d. No owner or occupant may obstruct or re-channel the drainage flows after location and installation of drainage swales, storm sewers or storm drains. It is expressly understood that any alteration of the water flow shall be completed only after approval by Kitsap County Department of Community Development.
40. The following condition shall be added to the face of the Final Plat: At the time of submittal of a building permit for any lot within this plat, soil amendment is required for all disturbed areas not covered by hard surface.
41. Prior to recording the Final Plat, soil amendment is required over all disturbed areas within Tracts that are not covered by hard surface; provided, that in the event completion of a Recreational Tract has been bonded, soil amendment shall be completed prior to expiration of the bond covering that work.
42. The owner shall be responsible for maintenance of the storm drainage facilities

for this development following construction. Before requesting final inspection for the SDAP (or for the Building Permit if an SDAP is not required) for this development, the person or persons holding title to the subject property for which the storm drainage facilities were required shall record a Declaration of Covenant that guarantees the County that the system will be properly maintained. Wording must be included in the covenant that will allow the County to inspect the system and perform the necessary maintenance in the event the system is not performing properly. This would be done only after notifying the owner and giving them a reasonable time to do the necessary work. Should County forces be required to do the work, the owner will be billed the maximum amount allowed by law.

43. If the project proposal is modified from that shown on the site plan approved for this permit application, Development Engineering will require additional review and potentially new conditions.

c. Environmental

44. This project shall follow all critical area buffers and setbacks as depicted in the Critical Areas Report (Ecological Land Services; 9/16/22 and revised 4/25/23). Wetland A (Cat. IV) shall maintain a 50-foot vegetated buffer and 15-foot building setback; Wetlands B and C (Cat. III) shall maintain an 80-foot vegetated buffer and 15-foot building setback; Wetland D (Cat. III) will have an 80-foot vegetated buffer and a partial buffer average no less than 60-foot width, and a 15-foot building setback; Wetland E-1 thru E-3 (Cat. IV) will maintain an 80-foot vegetated buffer and 15-foot building setback; Wetland E-4 (Cat. IV) will maintain a 50-foot vegetated buffer and 15-foot building setback. The Eastern Stream (Type F) will maintain a 150-foot vegetated buffer and 15-foot building setback; and the Western Stream (Type Ns) will maintain a 50-foot vegetated buffer and 15-foot building setback. Signage indicating stream and wetlands protection shall be installed every 50 feet along the buffers. Signs are available from DCD.
45. Split-rail fencing shall be placed at the outer edge of critical area buffers, as depicted on the approved Landscape Plan.
46. A final Planting and Mitigation Plan shall be submitted with SDAP for the temporary impacts to Wetland D due to road construction.
47. Per the Geotechnical Engineering Investigation (NL Olson; 11/23/21), a revised geotechnical analysis will be required with the SDAP application and engineered design to reassess the liquefaction analysis to determine at what elevation the subsurface water level can be maintained. This revised report should include review of the most recent engineered design.

d. Traffic and Roads

48. Prior to recording the Final Plat, vehicular access shall be constructed to provide access to all proposed lots.
49. Public roads shall not exceed 12% grade depending on the road classification per Kitsap County Road Standards.
50. Interior roads A-L of the proposed plat shall be designed and constructed in accordance with Kitsap County Code 11.22 and the Kitsap County Road Standards for a local access road or an approved higher standard. Roads A-L shall be publicly-maintained and any right-of-way dedicated to Kitsap County as proposed.
51. The interior roads of the proposed plat shall be designed and constructed in accordance with Fire Marshal standards for emergency vehicular access.
52. The following shall appear on the face of the Final Plat, under the heading Conditions:
 - a. All interior roads, except for Roads A-L, shall remain private. Should the applicant or his successors or assigns choose to dedicate these roads to Kitsap County, it shall be subject to a further review by Kitsap County Development Engineering. All improvements necessary to bring said road to the then current Kitsap County standards shall be done, at no expense to the County, prior to being accepted into the Kitsap County road system for maintenance.
 - b. All lots shall access from interior roads only.
 - c. The property owners within the plat shall be responsible for maintenance of all landscaping within the existing and proposed right of way including any structures other than roadway, storm drainage facilities and traffic signage. Maintenance shall include, but not be limited to, mowing of lawn areas.
53. All traffic control devices on public and private roads shall comply with the Manual on Uniform Traffic Control Devices as amended by the Washington Administrative Code. This is in accordance with 23 Code of Federal Regulations (CFR), Part 655.
54. Sidewalk ramps shall conform to the current requirements of the Americans with Disabilities Act per WSDOT standard plans at the time of construction.
55. The property owners shall be responsible for maintenance of all landscaping within the existing and proposed right-of-way including any structures other than roadway, storm drainage facilities, and traffic signage. Maintenance shall include, but not be limited to, mowing of lawn areas. A note to this effect shall appear on the accepted construction plans. In addition, Development Engineering reserves the right to require that covenants be recorded to address special maintenance requirements depending on final design.

56. Frontage improvements are required along the entire property frontage on Dickey Rd NW, and shall consist of a 13-foot-wide travel lane, vertical curb, gutter, 5-foot sidewalks, a left turn lane; and an acceleration lane.
57. The applicant shall provide surveyed cross-sections at 50-foot intervals along the parcel frontage on existing fronting roads where access is proposed. The cross-sections shall show existing and proposed pavement, shoulders, ditches and slopes. The cross-sections shall also depict centerline of pavement and right-of-way, the right-of-way lines, and easements.
58. The Site Development Activity Permit shall include plans for construction of the road approach between the edge of existing pavement and the right-of-way line at all intersections with county or state rights-of-way. Approaches to county rights of way shall be designed in accordance with the Kitsap County Road Standards as established in Chapter 11.22 of the Kitsap County Code. Approaches to state rights of way shall be designed in accordance with current WSDOT standards. Existing approaches may need to be improved to meet current standards.
59. Conditions for SDAP submittal and review:
 - a. Public roadway intersections shall be sufficient distance from all curves to provide sight distance for the intersecting road and for the through road. Provide sight distance calculations per KCRS Section 4.2.4 and Figure 4-6 for all intersections.
 - b. Provide K Values for all vertical curves. Vertical curves shall be designed for design speed of 25 mph. Vertical sag curves shall be illuminated if K Value fall below the minimum value.
 - c. Intersection corner radii shall be 35 feet minimum.
 - d. Per KCRS Section 4.3.1, a residential road approach (found in Figure 4-3) can serve up to 4 single family residences. Tracts AC 8, 9, 10, 11, 15 and 16 exceed this threshold.
 - e. All intersections shall have curb cuts for each direction of pedestrian travel.
60. The developer shall contribute proportionate share of off-site mitigation as identified in the Stoneridge Traffic Impact Analysis by Kimley Horn, July 2022. The proportionate shares are:
 - a. 18.44% towards the total project cost of the Dickey Road NW at Newberry Hill Road Intersection Improvement Project.
 - b. 8.3% towards the Provost Road NW at NW Newberry Hill Road Intersection Project.
61. The shared-use path needs to be shown inside an easement dedicated to the public on the Final Plat.

62. Any required sidewalk shall be constructed prior to roadway paving. This note shall appear on the face of the final construction drawings.
63. The developer's engineer shall certify that there is adequate entering sight distance at all project intersections with County rights of way or State rights of way. Such certification shall note the minimum required sight distance, the actual sight distance provided, and a sight distance diagram showing the intersection geometry drawn to scale, topographic and landscaping features, and the sight triangle. The sight distance shall meet the requirements of the Kitsap County Road Standards for County rights of way and shall meet WSDOT standards for state rights of way. The certification shall also note necessary measures to correct and maintain the minimum sight triangle. The required information shall be submitted with the SDAP, or with the commercial building permit application if a SDAP is not required.
64. All work, equipment and materials for traffic signal and street lighting installations shall meet and be in compliance with all requirements of the Kitsap County Road Standards, Project Contract Provisions of Plans and Specifications accepted for construction by Kitsap County, Manual on Uniform Traffic Control Devices (MUTCD), National Electrical Manufacturer's Association (NEMA), National Electrical Code (NEC), Washington State Department of Transportation (WSDOT) Standard Specifications and Standard Plans, and the Occupational Safety and Health Administration (OSHA).
65. Final plan approval will require documentation of Washington State Department of Transportation (WSDOT) approval for impacts to and any required mitigation on State rights of way. WSDOT point of contact is Dale Severson who can be reached at (360) 357-2736 or by email dale.severson@wsdot.wa.gov
66. Any work within the County right-of-way shall require a Public Works permit and possibly a maintenance or performance bond. This application to perform work in the right-of-way shall be submitted as part of the SDAP process. The need for and scope of bonding will be determined at that time.
67. Kitsap County sanitary sewer is available for the project. Applicant needs to submit a complete set of sewer plans, profiles, and specifications designed in accordance with Kitsap County Public Works - Sewer Utility Division Standards and Regulations.
68. Sewer Availability Agreement account(s) must be kept current and in good standing.
69. This project includes the construction of rock walls or other retaining facilities that either exceed four feet in height or sustain a surcharge. A separate building permit with an engineered design is required for such walls. This note shall be placed on the face of the final construction drawings.
70. Rock and retaining walls shall meet all applicable setback requirements of Vol. II,

Chapter 9 of the Kitsap County Stormwater Drainage Manual.

e. Fire Safety

71. Prior to any combustibles being placed anywhere on the site, approved fire department access and water for firefighting operations must be in place, available, and operational. Failure to comply with this condition will result in a stop work order being issued.

72. Prior to SDAP approval, applicant shall provide documentation from the solid waste/recycling service provider that their requirements for this project have been met. Waste Management Northwest can be reached at pnwcmervices@wm.com or 1-800-592-9995; their website is <http://wmnorthwest.com/kitsap/index.html>

73. Fire Apparatus Access. The required 2nd fire apparatus access point to Warehouse Way (Tract 24) shall be constructed and operational together with an approved roadway leading to the 2nd access point meeting the requirements of the fire code for fire apparatus access prior to commencing building construction in other than phase one. Alternatively, the fire marshal may amend this requirement where buildings in phases two through four are provided with automatic fire sprinklers. Temporary cul-de-sac turnarounds indicated in 3rd cycle submitted plans shall be approved prior to aboveground combustible construction in the respective phases.

f. Kitsap Public Health District

74. Records indicate a septic and well on tax ID#192501-1-006-2007. Final plat approval will require the well be decommissioned by a licensed well driller and the septic tank abandoned per KPHD code. Sewer and water availability will be required for all lots prior to final plat approval.


Report prepared by:



Kathlene Barnhart, Staff Planner / Project Lead

6/1/2023
Date

Report approved by:



Scott Diener, Planning Manager

6/1/2023
Date

Attachments:

Attachment A – Zoning Map (Current Parcel Map)

Attachment B – Zoning Map (Per Development Agreement)

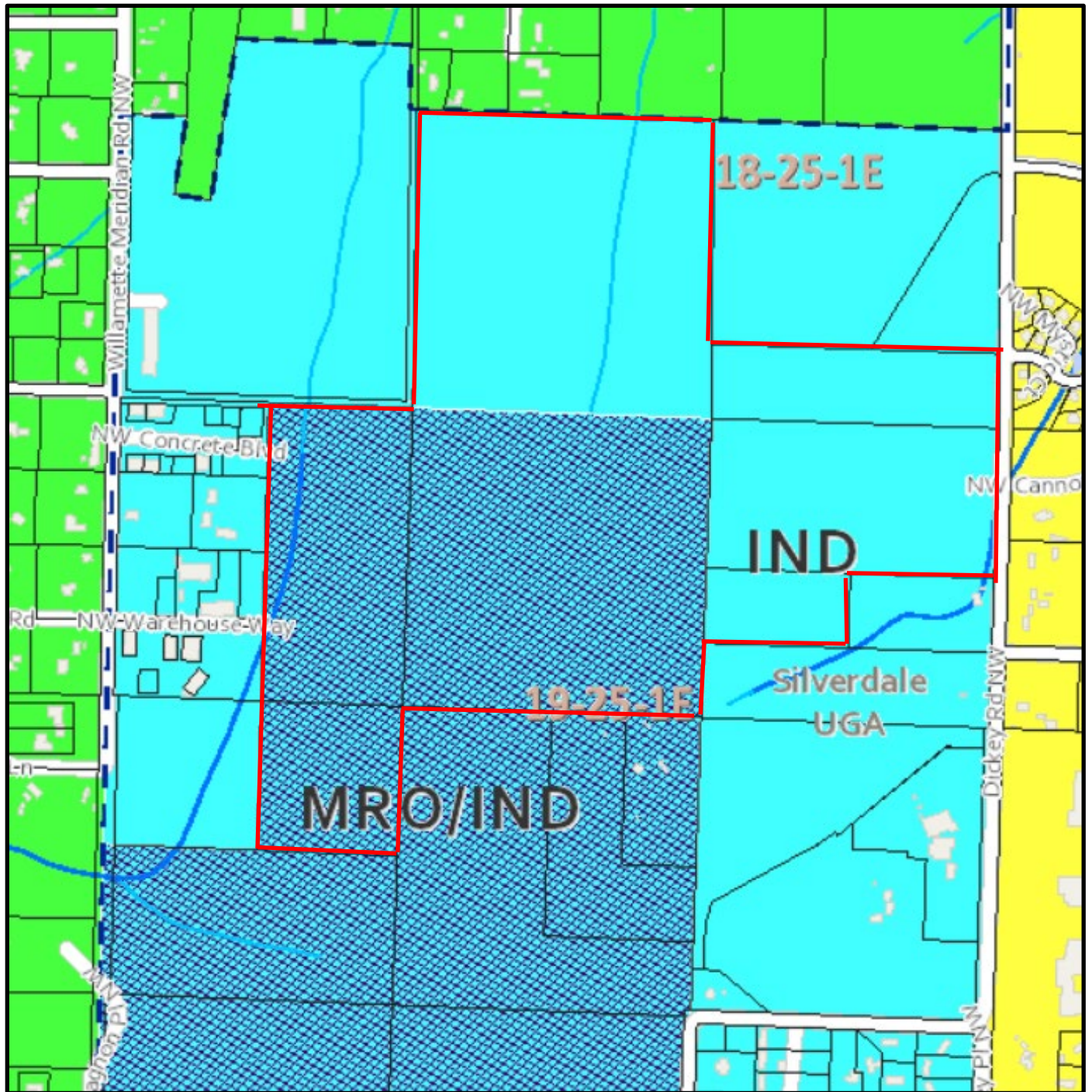
Attachment C - Critical Areas (Per Exhibit 50)

Attachment D- Open Space/Stormwater/Critical Area and Access Tracts

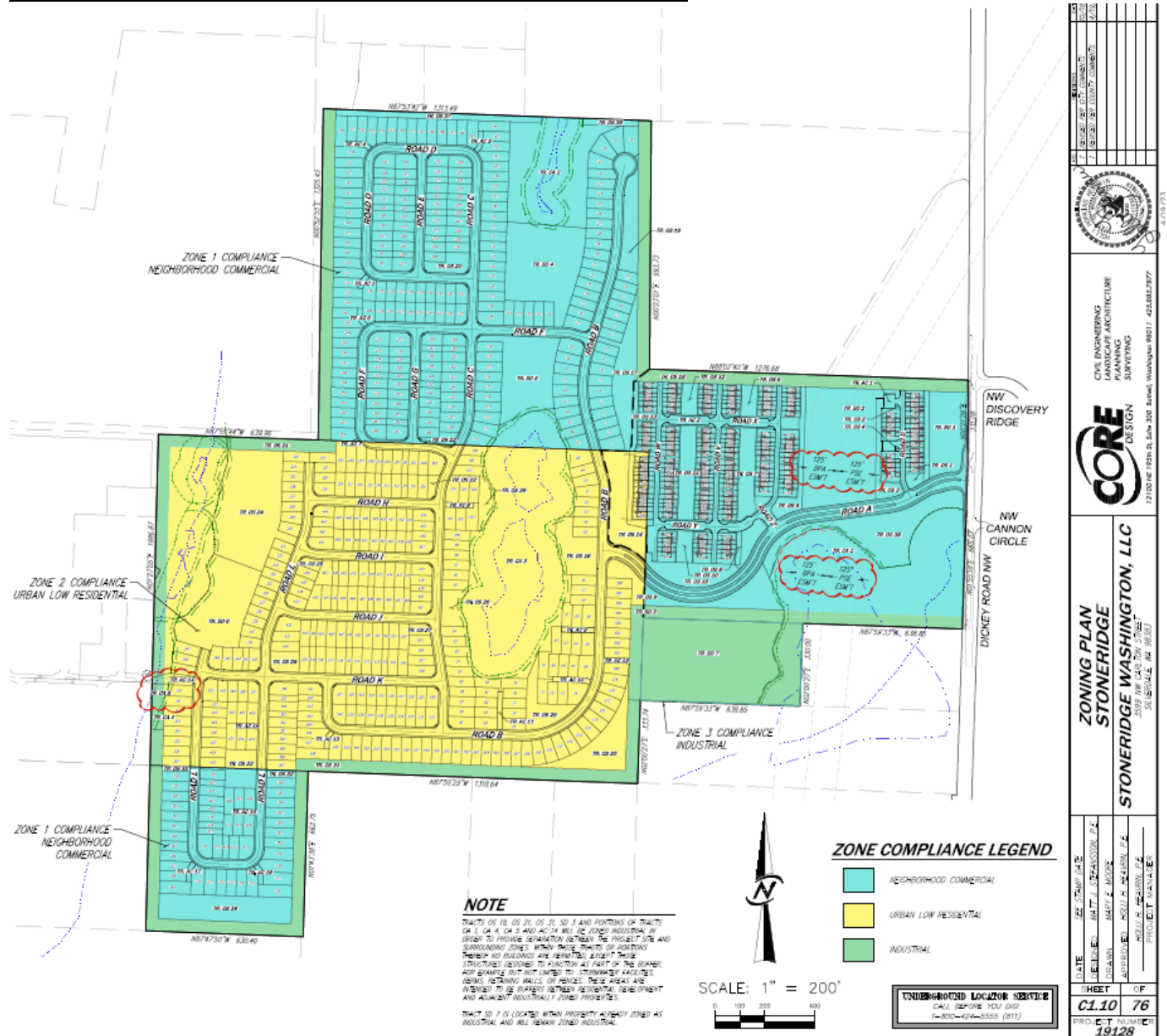
Attachment E- Identified Affordable Lots

CC: Applicant/Owner: Johnson & Holmes 4, LLC, Levi@Chartwellland.com; Sequoia Spring II LLC, max@bluefern.com;
Authorized Agents: Deb Purcell, debra.p@jwigroup.com; Holly Blinn, holly.b@jwigroup.com; Core Design Inc, permits@coredesign.com;
Engineers: Holli Heavrin, hhh@coredesigninc.com; NL Olson & Associates, nlolson2@nlolson.com
Biologist: Ecological Land Services; joanne@eco-land.com
Kitsap County Health District, MS-30
Kitsap County Public Works Dept., MS-26
DCD Staff Planner: Cecilia Olsen
Interested Parties: Paul Salo, pachalo@comcast.net; Alan H Anderson, hank-susan@wavecable.com; Bill Roark - APOIA (Apex Property Owners Improvement Association), wbroark@wavecable.com

ATTACHMENT A: Zoning Map (Current Parcel Map)



ATTACHMENT B: Zoning Map (per Development Agreement)



DATE	22-01-03
DESIGNED BY	J. STONERIDGE
DRAWN BY	J. STONERIDGE
APPROVED BY	M. STONERIDGE
PROJECT MANAGER	M. STONERIDGE

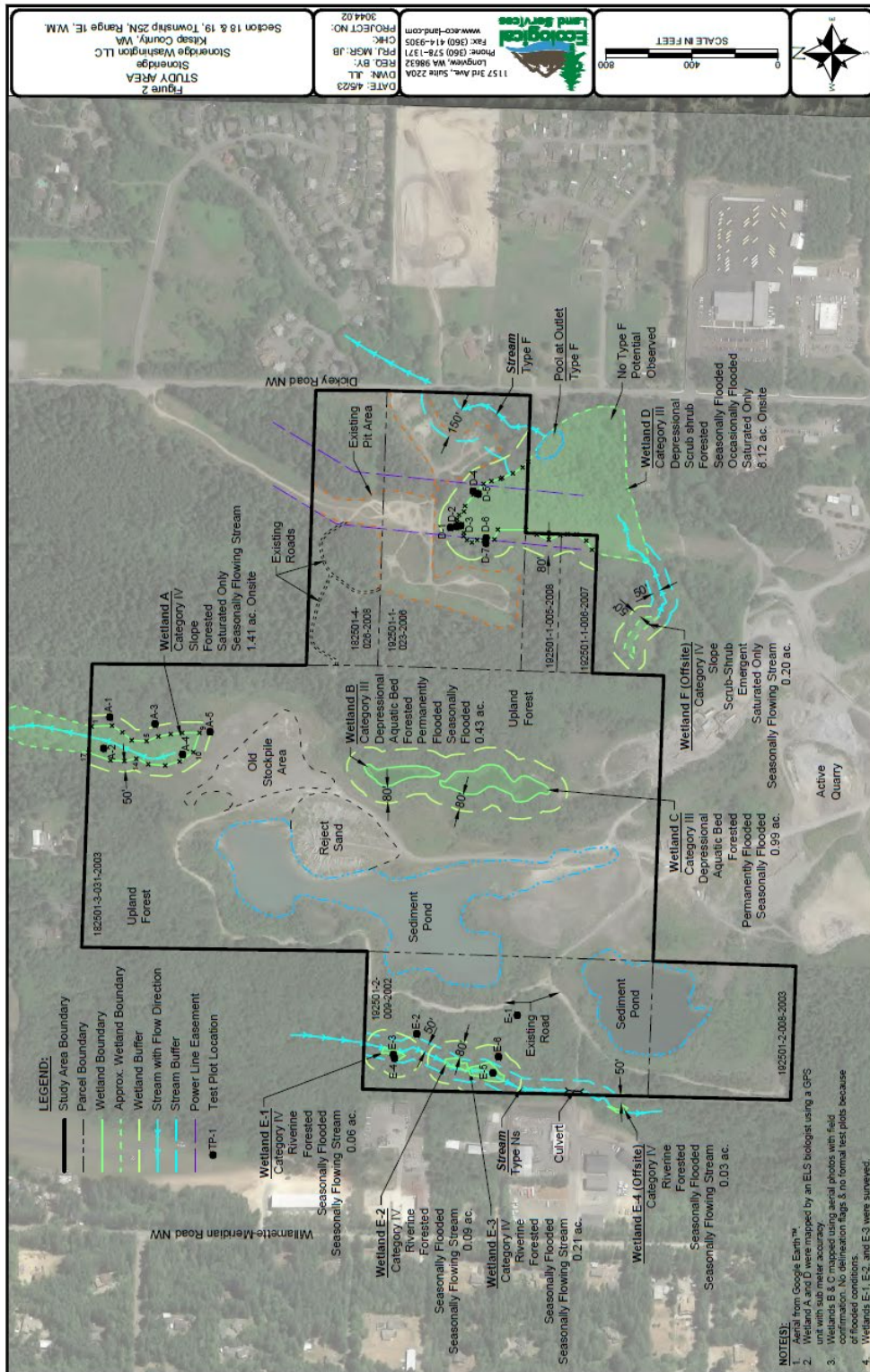
STONERIDGE WASHINGTON, LLC
 2009 NW CAROL STREET
 SUITE 100
 SEASIDE, WA 98138

CORE DESIGN
 CIVIL ENGINEERING
 LANDSCAPE ARCHITECTURE
 SURVEYING
 13100 NE 159th St, Suite 300, Shoreline, WA 98148
 206.835.7897

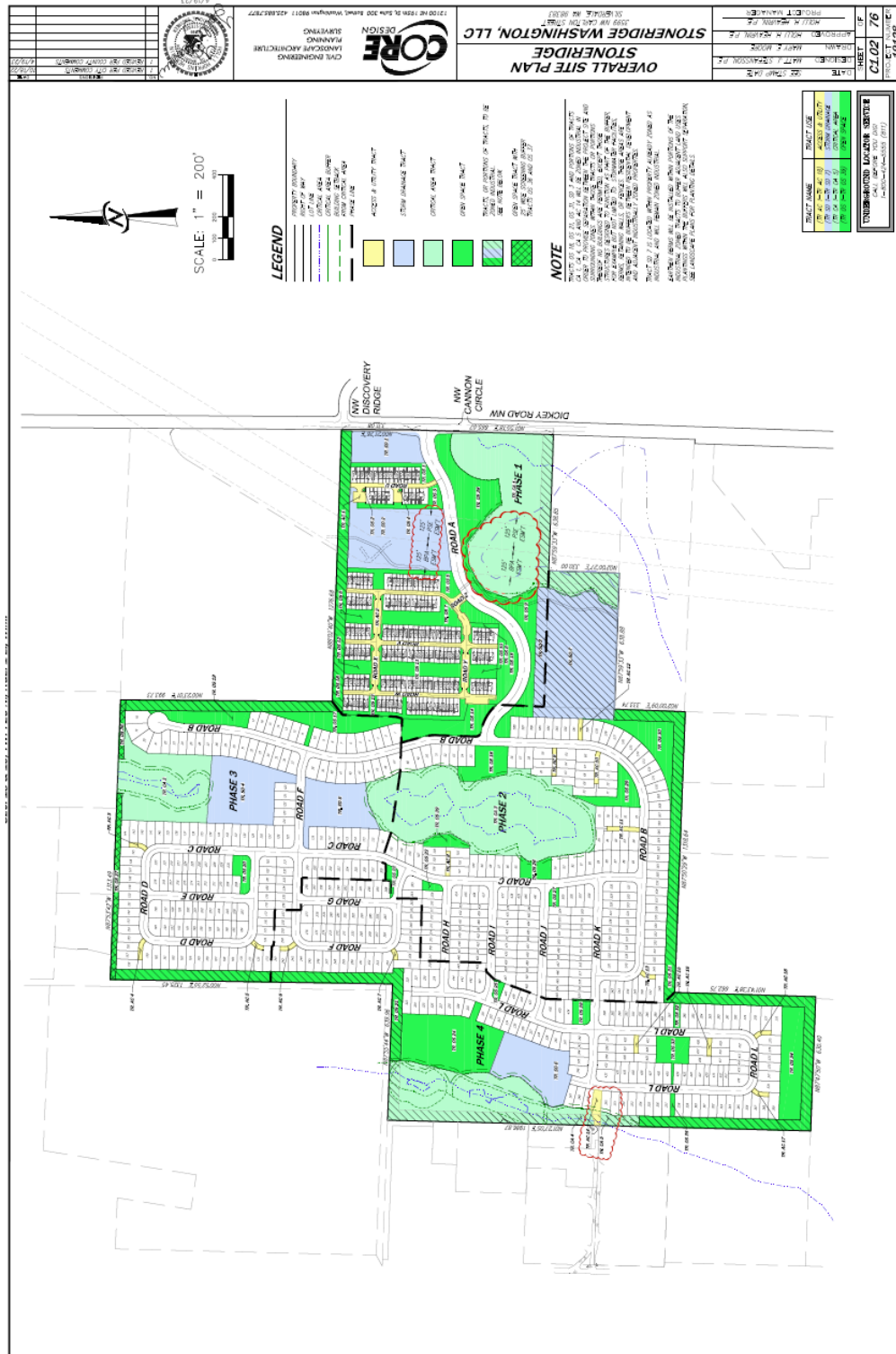
**ZONING PLAN
 STONERIDGE**

SHEET **1.10** OF **76**
 PROJECT NUMBER **19128**

ATTACHMENT C: Critical Areas



ATTACHMENT D: Open Space/Stormwater/Critical Areas/Access Tracts



ATTACHMENT E: Identified Affordable Lots

