

## **Questions from the Kingston Citizens Advisory Council Environment & Land Use Committee**

1. Site prep activities appear to already be underway for this project. What has the planning process been to date at the County level? Did KCAC miss an opportunity for public input before this?

*KCPW Response: A permitted waterline is currently being installed that will provide KPUD service to all parcels within the designated Limited Areas of More Intensive Rural Development (LAMIRD) zone, including the parcel being purchased by Kitsap County Public Works for a future Road Maintenance and Operations facility. This waterline project is a private endeavor and not a County project.*

*Kitsap County has not yet initiated the land use or Site Development Activity Permit processes since they require a level of design work to be completed. We have conducted preliminary site visits with permitting agencies to confirm that the proposed facilities are compliant with the land-use zoning and compatible with the site constraints. We are in the process of hiring an Architectural/Engineering consultant to begin design work for the project. Once base information is generated, land use and permitting processes will begin. This process will include public notice and input.*

*The planning to replace the current North Road District Maintenance and Operations facility has been ongoing since 2015 as part of the Public Works capital facilities planning process. Public Works completed a needs analysis of all three road maintenance facilities in 2017 and concluded that the North District facility was the first priority to address.*

*The comprehensive plan and land use process that designated this location as a Type III LAMIRD in 2010 included an extensive public process, Kitsap County Planning Commission approval, and Board of Commissioner approval.*

*The capital facilities plans and Board of Commissioner discussions on priorities are held in open public meetings, but we have not developed enough detailed information to hold a public meeting to discuss specific site impacts. We will hold public meetings as part of the site development and permitting process.*

2. Are there specific safety and efficiency drivers that will be achieved by using this site? Explain the benefits of having 1) a larger site, 2) a newer site, 3) how this site was chosen over other sites since most project land acquisitions are made after a siting process. Please provide some context for the process used to choose this one.

*KCPW Response: The existing North District Road Maintenance facility is located on an undersized, 2.95 acre parcel, located at the intersection of SR305*

*and SR307. Ingress and egress from the site is difficult, and even dangerous for the public and County staff, due to high traffic volumes and no signal-controlled access. Large vehicle and equipment movements within the tight confines of the parcel pose risks to employees working on the premises. Lack of adequate storage area within the yard compromises operational efficiency and costs. Aging building facilities (1920-1950 era) are functionally obsolete, and ergonomically, preclude an efficient and professional environment. Our facilities needs study demonstrated that redevelopment of the existing site could not meet our needs.*

*A larger site will allow facilities to be designed with safety in mind, to accommodate vehicle and equipment turning movements, properly sized and efficient storage areas, ergonomically efficient crew and administrative spaces, and sufficient area for modern stormwater mitigation facilities.*

*Initially, Kitsap County considered combining the Central and North Districts road maintenance operations but ruled this out due to inability to identify available suitably zoned, sized, and centrally located property. Further, as the north end continues to grow, as projected in the current comprehensive plan, it was determined that north end constituents would expect, and deserve, expedient response for road maintenance. As such, existing commercial/industrial land was evaluated throughout the North district. Seven (7) potential sites were identified by County Real Estate Services, in collaboration with the County's architectural consultant. All sites but the chosen location were ruled out due to access constraints, incompatible land use designations, existing improvements on the parcel that conflicted with our intended use, and non-centralized locations that would result in significant increased operational costs. Finally, we advertised in the local paper and real estate venues (Kitsap Sun, Craigslist, MLS, etc.) for potential interest in property sale for our intended use. We received two (2) responses; one in the Silverdale area that is too far south for the North District; and one property that was entirely encumbered by wetlands.*

*A link to the planning study that led to this site selection is located on the Public Works project page at <https://kitsap-county-projects-pages-kitcowa.hub.arcgis.com/pages/north-road-division-operation-facility>.*

*The larger site also provides the opportunity to co-locate the Moderate Risk Waste collection facility, greatly reducing the cost compared to a stand-alone site.*

3. For approximately the last 16 years North End residents have adapted to bringing their HHWs to a local event every other year and making trips to the Bremerton when waiting isn't convenient. Given this...
  - o What is the driver for the North End HHW facility instead of continuing to host annual events alternating between Kingston and BI?

**KCPW Response:** *The Solid Waste Division receives regular inquiries about a HHW/MRW facility in the North End indicating not all North End residents have adapted. Just last week we received an inquiry about disposal of some rat poison. They were given information about the facility in Bremerton. The reply was: “Is there any place in Kingston, Poulsbo or Bainbridge? I live in Suquamish and don’t go to Bremerton.”*

*The Solid Waste Division received considerable feedback from the public when we closed the Poulsbo recyclables facility a few years ago. Although this new facility will not collect commingled recyclables, many of the household products that had been collected in Poulsbo will be collected here.*

*Annual events have logistical, operational, and financial realities that limit their scope and ability to service a large sector of the area population. Once a single event exceeds 400 vehicles, long waits are common and waste handling logistics become problematic. There are very few parcels in the area that have the capacity for queuing of so many vehicles to keep them off area roads. Some parcels that can handle this have become untenable due to restraints placed on the events by the property owner. With the nature of social media, events like this can spread rapidly through sharing on sites like NextDoor and Facebook. The last event in Poulsbo in 2018 had over 450 participants with pretty limited advertising. The event location is not feasible to have increased lanes and multiple trailers. That event cost \$35,000 for one day, which makes planning several events per year cost prohibitive.*

- How much will this move cost or save taxpayers over the next 20 years including the cost of executing the project?

**KCPW Response:** *The Solid Waste Division receives no funds from regular taxes. Costs of the program are paid for by revenue collected at the Olympic View Transfer Station (OVTS), as well as a relatively small amount of funding from the Washington State Department of Ecology. Fees charged at OVTS are carefully planned to be both cost-effective (Kitsap has one of the lowest garbage fee structures in Western Washington) and future focused, to cover future demand of service and the infrastructure needed to meet that demand.*

*The cost of including the Moderate Risk Facility in the Road Operations and Maintenance complex will be an effective use of resources compared to a stand-alone facility. The drivers to pursue a new site were included in the facilities study referenced previously.*

- Has the County collected public opinion data that reflect majority community interest in a North End HHW drop-off?

**KCPW Response:** *Yes, in 2007. Kitsap County hired Essential Surveys to conduct a survey by mail. It was returned by 683 North Kitsap Residents (a*

return rate of 34.2%). Residents were given a choice of 5 different options for increased service for moderate risk waste in North Kitsap, as well as “no additional service needed” option. Only 17% of respondents had “no additional service” as an acceptable option.

- What data do you have about the North End resident HHW generation trends? Is it increasing? Steady? Declining?

**KCPW Response:** *North End Moderate Risk Waste generation is increasing. Over the past 5 years at the Bremerton HHW Facility, Kingston participation has grown 15% and Poulsbo participation has grown 13%. However, participation rates for the incorporated North Kitsap cities lags behind those of South Kitsap incorporated areas, based on percentage of customers compared to population. Bremerton and Port Orchard have 21% of the County’s population but account for 58% of customers at the existing Bremerton HHW facility. Bainbridge Island and Poulsbo have 13% of the County’s population and make up 16% of customers. Although Poulsbo has relatively strong participation compared to population, Bainbridge Island has 9% of County population but makes up only 6% of the facility’s customers. Proximity to a service clearly encourages participation. (Population data from Puget Sound Regional Council. Customer source/zip code data from Solid Waste Division waste tracking and facility check-in sheets).*

*The Solid Waste Division will conduct an outreach campaign to inform North Kitsap residents of the new facility and the opportunity to clean out their storage areas of these products and dispose of them responsibly at no cost to the homeowner.*

4. HHW / MRW drop-off & storage facility

- At the existing facility in Bremerton which has existed since 1996...
  - Have there been any accidents/releases? Has there been any significant incident involving HHW at that facility?

**KCPW Response:** *No*

- How are spills/releases from the pad where vehicles are parked for off-loading contained? e.g., spill pigs or is that area diked?

**KCPW Response:** *The unload area slopes toward a concrete curb. In the unlikely event of a spill that makes it to the curb (something that has never occurred before), there is a bermed area spanning the outside lane that would impede a spill. There is a spill kit staged in the unload area, and all staff are trained in spill response. Staff would deploy booms, absorbent and spill pads for containment. All deliveries of containers larger than 5 gallons are by appointment only, which allows staff to concentrate fully on*

*safely unloading a larger container. The largest container ever accepted is a 55 gallon drum.*

- Have samples of surrounding soils/waters been tested to look for the presence of contaminants?

**KCPW Response:** *No testing has been conducted because no release to the environment has ever happened. Testing for contaminants is typically done with sites that have historical contamination, and the area was undeveloped land before the current facility was built.*

- At the site proposed for the North End HHW facility...
  - What is the nearest sensitive receptor to the proposed HHW operation?

**KCPW Response:** *The Category II wetland and intermittent stream in the northeast corner of the property is the closest sensitive receptor. All facilities will be sited to meet required setbacks and buffers; expect at least 150'. The specific location of the MRW collection facility has not been determined. With the limits on volume and size of waste and containers onsite, and the secondary containment controls in place, there will be no threat of any waste migrating offsite and into nearby streams, aquifers or wetlands).*

- Will the containment arrangements for the waste be effectively same as the Bremerton facility?

**KCPW Response:** *Yes. All wastes at the facilities have secondary containment. Most wastes are placed "as is" in their original container, into a drum or box. Others are stored in a drum placed on flooring that is specially sealed to prevent any permeation of the waste into the concrete. Regulatory requirements and permitting require all storage areas to have the ability to contain any spill of any sized container, to prevent any material from migrating offsite.*

- How frequently will wastes be shipped off-site based on forecasts?

**KCPW Response:** *Once every week to two weeks, possibly once every three weeks in the winter when it's not as busy and small volumes of waste are received.*

- Will there be any processing (reduction of hazard of the material) of the waste at this site and if so how often?

**KCPW Response:** No. No waste processing or onsite treatments of wastes happen at these locations. Oil, antifreeze, latex paint and some flammable liquids may be “bulked” (poured into drums or small tanks) prior to being shipped offsite, but no chemical or physical treatments take place at the facility.

5. Road salt pile

- At the existing location near Valley Nursery...
  - How long has that site been used for road salt storage?

**KCPW Response:** Kitsap County has been using salt to manage snow and ice since 2009. Due to limited storage capability at the existing North Road shop, only small quantities (+/- 50 cubic yards) are stored at this facility, and replenished, as needed.

- Is the salt pile area lined or otherwise in containment?

**KCPW Response:** Salt storage at the North Road shop is under covered canopy and on a paved surface, protected from inclement weather.

- How is any salt pile runoff captured, treated, or managed?

**KCPW Response:** Salt is stored under canopy. As such, there is no run-on, or run-off of stormwater.

- Have there been any known releases to the environment?

**KCPW Response:** No.

- What sensitive receptors are nearby and what distance are they from the salt pile?

**KCPW Response:** Dogfish Creek is 400 feet from the salt storage area.

- Have samples been taken of adjacent soil/water to determine whether salt is present at elevated levels?

**KCPW Response:** No. As stated, salt is stored under cover and protected from inclement weather.

- Will that site continue to exist or will it be fully replaced by the proposed site?

**KCPW Response:** *It is the County's intent to sell the existing property once the proposed shop is constructed and crews are moved in. The site is within the City of Poulsbo and would be subject to City code for redevelopment.*

- At the proposed location (near Gunderson Rd)...
  - Will the salt pile area be lined or otherwise in containment?

**KCPW Response:** *Salt storage at the proposed facility will be under cover, on hard surface, and fully contained.*

- How will any salt pile runoff captured, treated, or managed?

**KCPW Response:** *State of the art stormwater quality and rate control mitigation facilities will be constructed at the new location. The entire site will be graded and developed such that no stormwater runoff leaves the site without being filtered through the stormwater treatment facilities. The salt storage will be under cover and contained to prevent rainwater and snow from impacting the pile, preventing any runoff.*

- When and how is salt delivered?

**KCPW Response:** *Salt is delivered by 10 cubic yard dump trucks. Trucks unload directly to the salt pile. Salt is delivered and stored as a dry rock salt. Public Works typically dissolves salt in water to create a brine solution and sprays it onto the roadway surface as a pretreatment before snow and ice forms. This method minimizes the amount of salt needed to maintain roads safely.*

- What sensitive receptors are near the proposed site and what distance from the salt pile?

**KCPW Response:** *Design of the new facilities has not yet begun. Siting salt storage facilities as far away from nearby critical areas will be a project focus. 150 foot native stream and wetland buffers will be required as part of the permit. State of the art stormwater quality and rate control mitigation facilities will be constructed to treat all runoff from the parcel prior to discharge.*

*There are no well heads on the proposed parcel. The nearest private wells are beyond the Category II wetland from the proposed development area, increasing the setback.*