



## Planning Commission Executive Summary

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**Issue Title:** 2019 Annual Comprehensive Plan Amendments  
**Meeting Date:** February 4, 2020  
**Time Required:** 3 hours  
**Department:** Department of Community Development (DCD)  
**Attendees:** Dave Ward, Peter Best

### **Action Requested at This Meeting:**

Deliberate on the 2019 Comprehensive Plan amendments and adopt recommendations.

### **Background**

- On 11/26/2018, the Board of County Commissioners reviewed a catalog of proposed amendments and decided to open an annual Comprehensive Plan amendment process for 2019. The scope for the amendment process is defined through a docket resolution.
- The initial docket resolution (Res. No. 227-2018, adopted on 12/19/2018) determined which County-sponsored amendments would be developed in 2019 as well as what types of applications would be accepted from interested parties.
- A revised application was submitted for the deferred site-specific amendment (CPA 18-00495) listed in the initial docket. No additional applications were received.
- On 4/24/2019, the Board reviewed the status of all amendments, considered potential changes to the docket, and adopted a final docket resolution (Res. No. 069-2019).
- On 5/14/2019, the Planning Commission was briefed on the final docket.
- On 7/2/2019, the Planning Commission conducted a work study session and, on 7/17/2019, the Board conducted a work study session to assist the Department in scoping the amendment to KCC 21.08 (Comprehensive Plan Amendment Process).
- On 8/20/2019, the Planning Commission conducted its first work study to consider the following 2019 amendments:
  - Clarifying Edits
  - MRO Zone Clean-up
  - Centers
  - Silverdale/Kingston UGA Association & Future Incorporation
- On 8/21/2019, the Board adopted a revised final docket resolution (Res. No. 133-2019) adding the Downtown Kingston (Phase 2) amendment.

- On 9/18/2019, the Board directed the Department to work with the Dickey Pit site-specific amendment (CPA 18-00495) applicant regarding SEPA issues of concern. The applicant submitted a revised proposal on 10/4/2019.
- On 11/4/2019, the Board unhitched the amendment to update KCC 21.08 (Comprehensive Plan Amendment Process) from the annual batch process [per the exception in KCC 21.08.040(B)(9)] due to workload and scheduling considerations.
- On 12/17/2019, the Planning Commission conducted its second work study to consider the following 2019 amendments:
  - Clarifying Edits (revised)
  - Centers (revised)
  - Downtown Kingston (Phase 2)
  - Dickey Pit Site-Specific (CPA 18-00495)
- On 1/7/2020, the Planning Commission conducted its first public hearing on the 2019 amendments.
- On 1/21/2020, the Planning Commission conducted its third work study to consider the Dickey Pit Site-Specific amendment (CPA 18-00495) and conducted its second public hearing.
- On 1/22/2020, the public comment period closed.

### **Public Outreach & Engagement**

The Department maintains an [Online Open House](http://tinyurl.com/kitsap2019cpa) (<http://tinyurl.com/kitsap2019cpa>) for this process, which provides:

- A page explaining this annual amendment process.
- A page dedicated to facilitating public participation in the process.
- A page containing current and archived documents.

### **Comments & Changes to Consider**

Responses to outstanding Planning Commission questions from the 1/21/2020 work study session on the Dickey Pit site-specific amendment are provided in Attachment 1. The issues identified from public comments are summarized in Attachment 2 along with staff responses and changes to consider. All written comments and testimony received on the 2019 amendments is included in Attachment 3.

### **Deliberations**

Staff recommends the Planning Commission consider using the following procedure for deliberations.

1. Identify which amendments will require individual discussion and possible amendment and consider them individually to avoid potential procedural confusion. The Commission can consider making one motion for a group of amendments that will not require individual discussion.

2. Starting deliberations on each amendment with one of the following main motions:
  - I move to recommend adoption of the amendment as proposed in the staff report.
  - I move to recommend denial of the amendment.
3. Revisions can be made to an amendment by moving to amend the main motion and then taking action on each amendment to the main motion.
4. Before taking final action on the main motion, consider and discuss any specific findings related to the following for the Planning Commission's Findings of Fact. A lack of specific findings will imply that general findings consistent with the following will be drafted into the Planning Commission's Findings of Fact.
  - a. KCC 21.08.100(E): An amendment to all or any part of a plan, development regulation or amendment thereto shall be allowed only if it is consistent with the community vision statements, goals, objectives, and the policy directives of the Comprehensive Plan and the proposal preserves the integrity of the Comprehensive Plan and assures its systematic execution.
  - b. KCC 21.08.070: The decision criteria analyzed in each staff report.
  - c. KCC 21.08.100.F: Any planning commission recommendation on a proposed plan, regulation or amendment thereto shall include a finding regarding whether the proposal:
    - Is supported by capital facility plan;
    - Is consistent with the requirements of the Growth Management Act, the County-wide Planning Policies and other applicable provisions of the Comprehensive Plan;
    - Reflects current local circumstances; and
    - Bears a substantial relationship to the public general health, safety, morals or welfare.

For proposed Comprehensive Plan map changes, the commission recommendation shall also include findings of fact and conclusions on whether the proposal:

  - Is justified by changed or changing conditions;
  - Would create an isolated land use designation (spot zone) unrelated to adjacent designations; and
  - Will be compatible with neighboring properties and not adversely affect the value of those properties.
5. Take final action on the main motion, as amended.

### **Findings of Fact**

Staff will draft the Findings of Fact based on the deliberations for adoption by the Planning Commission on 2/18/2020.

## **Attachments**

1. Response to Outstanding Planning Commission Work Study Questions
2. Summary of Issues from Public Comments & Changes to Consider
3. Public Comments

**Note:** There is a large volume of documents to manage because the Comprehensive Plan amendments need to be considered as a batch. To keep it all organized, the Department has provided documents, including staff reports:

- In hardcopy to those Planning Commissioners who have requested a binder.
- Electronically via the 2019 Comprehensive Plan Amendment [Documents page](#), which is organized and labelled to mirror the tabs in the hardcopy binders.

The public may review all materials via the 2019 Comprehensive Plan Amendment [Documents page](#). A hardcopy binder is available for the public to review in the Department's Permit Center located on the 2<sup>nd</sup> floor of the Kitsap County Administration Building (619 Division St, Port Orchard).

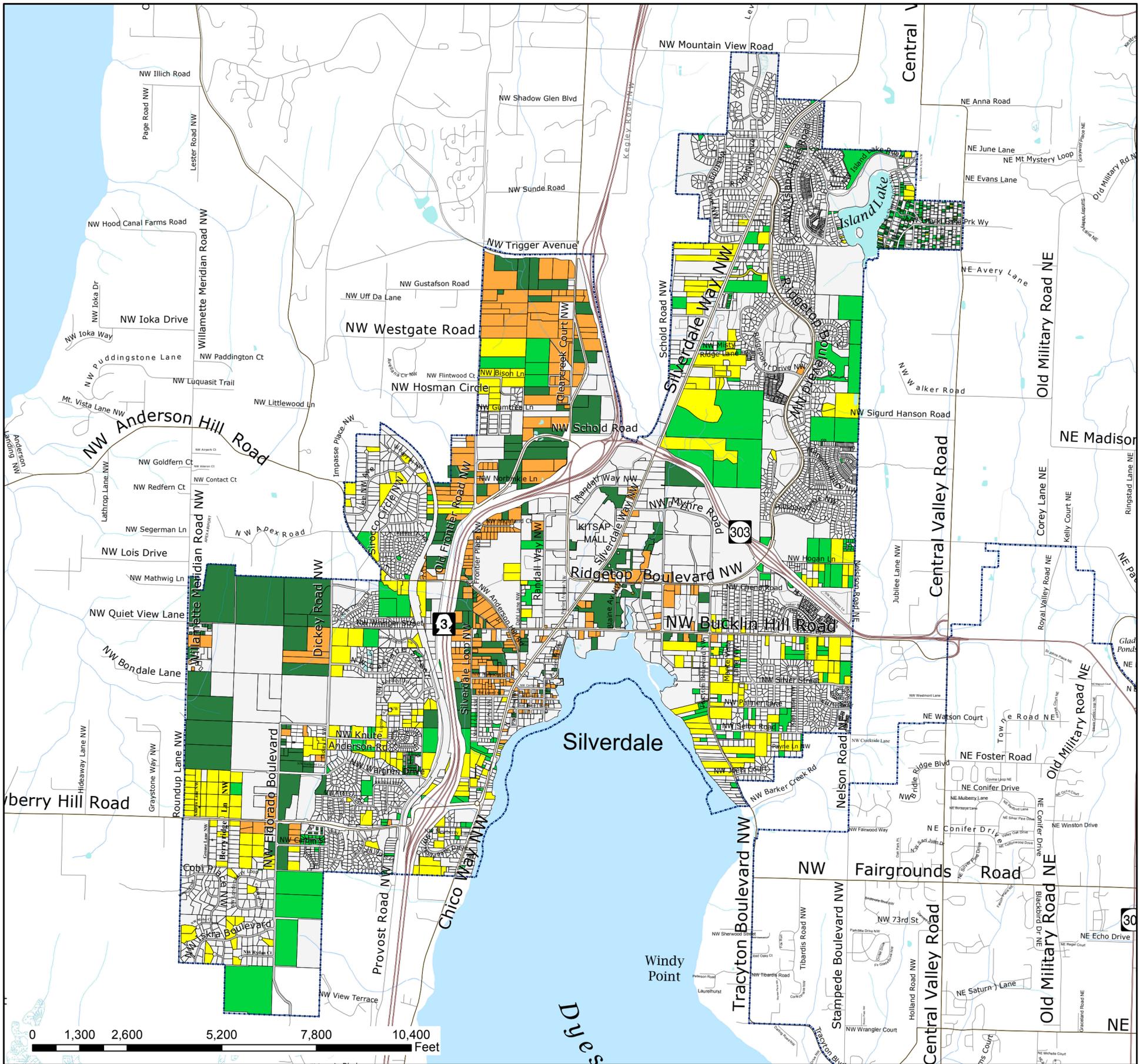
Packet Attachment 1

**2019 Kitsap County Annual Comprehensive Plan Amendments  
Responses to Outstanding Planning Commission Work Study Questions**

During the Planning Commission’s work study session on 1/21/2020 regarding the Dickey Pit site-specific amendment (CPA 18-00495), the following questions could not be answered by staff without additional research or confirmation. Below are staff responses to the questions.

Question	Staff Response
Is there information regarding contamination of the Dickey Pit site?	The applicant and landowners testified during the public hearing that the site is not contaminated and is not listed by the EPA. The applicant a Phase 1 environmental assessment that concluded the site is not contaminated.
For the Silverdale Regional Growth Center, what is the percentage of vacant land and the “market factor” used in the County’s Land Capacity Analysis methodology?	<p>The closest estimate of 20-year population growth capacity within the RGC that staff can provide using existing reports is 1,933 people. This was calculated from the Transportation Analysis Zones (TAZs) published in <a href="#">Appendix A of the 2016 Comprehensive Plan Final Supplemental Environmental Impact Statement</a>. Please note that some TAZ boundaries do not align with the RGC boundary, so this is an underestimation of growth capacity in the RGC.</p> <p>Vacant land within the Regional Growth Center (RGC) is not reported in the <a href="#">2014 Buildable Lands Report</a> (BLR), but can be visually compared using the Silverdale UGA maps published in Appendix B of the BLR (excerpts attached). The BLR only calculates and reports land capacity by zone and UGA. Since the RGC includes many zones, but only a portion of the UGA, it is not possible to derive an estimate for the RGC without running a new Land Capacity Analysis for the RGC as a special geographical area.</p> <p>The Land Capacity Analysis methodology is published in the 2014 BLR as Attachment A. The market factor is called “Unavailable Lands” in the methodology and reflects the amount of land that is assumed to not likely to be made available to the development market during the 20-year planning period. There is not a unique market factor for the RGC, but rather separate countywide market factors are used for residential zones and commercial/industrial zones. After gross acreage is reduced to account for developed/exempt land, critical areas, roads, and public facilities – the following market factors are applied to estimate net developable acres:</p> <ul style="list-style-type: none"> <li>• Vacant land is reduced by 5% for residential zones and 20% for commercial/industrial zones.</li> <li>• Underutilized land is reduced by 15% for residential zones and 25% for commercial/industrial zones.</li> </ul>

# Silverdale Urban Growth Area



<p>Developed/Exempt</p> <p>Parcels removed from Urban Land Supply described as follows:                  Utilities/Transportation parcels                  Current Use/Common area parcels                  Parks/Recreation parcels                  Institutional parcels                  Governmental services</p> <p><b>Residential Land</b></p> <p>Underutilized</p> <p>Vacant Land</p> <p><b>Commercial Land</b></p> <p>Underutilized</p> <p>Vacant Land</p> <p>Urban Growth Area Boundary</p> <p>Incorporated City Boundary</p> <p>Tax Parcel Boundary</p>	<p>State Highway</p> <p>Major Road</p> <p>Collector / Arterial</p> <p>Local Access; Local Road</p> <p><b>WaterBody Cartographic Feature</b></p> <p>Bay, estuary, Puget Sound</p> <p>Lake, Pond or Reservoir</p> <p>Includes DNR, NWI and Surveyed Wetlands</p> <p><b>Fish Habitat Water Type</b></p> <p>Designated Shoreline of the State</p> <p>Fish Habitat</p> <p>Non-fish Habitat</p> <p>Unknown, unmodeled hydrographic feature.</p>
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**Land Capacity Analysis**

This map was created from existing map sources, not from field surveys. While great care was taken in using the most current map sources available, no warranties of any sort, including accuracy, fitness, or merchantability accompany this product. The user of this map assumes responsibility for determining its suitability for its intended use.

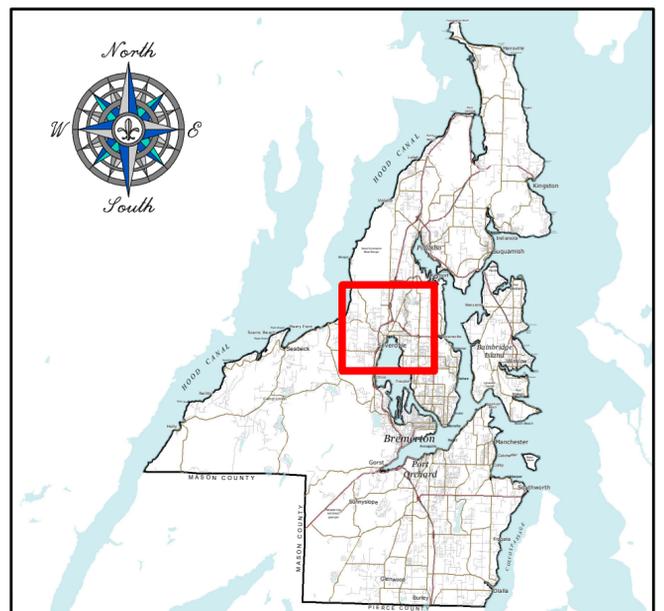
\* THIS MAP IS NOT A SUBSTITUTE FOR FIELD SURVEY \*

Vacant and Underutilized parcels created from Land Capacity Analysis were done as part of the Kitsap County Buildable Lands Analysis report. This data represents analysis from parcel data as reflected on January 2, 2012. Continuing permit and development activity will alter the vacant and underutilized parcels results.

DRAFT  
 Map Date: September, 2013



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**2019 Kitsap County Annual Comprehensive Plan Amendments  
Summary of Issues from Public Comments**

This document summarizes the issues raised in written public comments and public hearing testimony. Staff response are intended to provide information and context regarding the issues. Where applicable, changes to consider are provided.

**Summary Table**

<b>Amendment</b>	<b># of Comments</b>	<b># of Issues</b>	<b># of Changes to Consider</b>
Clarifying Edits	-	-	-
MRO Zone Clean-up Centers	2	2	1
Silverdale/Kingston UGA Association & Future Incorporation	1	-	-
Downtown Kingston (Phase 2)	8	12	4
Dickey Pit Site-Specific (CPA 18-00495)	48	22	4
General Comments	3+	2	-
Unrelated	4	-	-
<b>Total</b>	<b>66</b>	<b>38</b>	<b>9</b>

**General Comments**

Issue		Staff Response	Changes to Consider (in Attached)
1	Public awareness was limited by the 800' radius used to notify adjacent landowners for the site-specific amendment	Due to the surrounding industrial lands and relatively large parcel sizes, few residences on Willamette-Meridian Rd and Dickey Rd received mailed notices. DCD will review the noticing radius we use for site-specific amendments before mailing notices for the public comment period and public hearing before the Board of County Commissioners.	n/a
2	Public awareness was limited due to late noticing	DCD noticing occurs earlier and uses many more channels of communication than what is required by law. Noticing regarding the 2019 amendments began in November of 2018. Interested citizens are encouraged to <a href="#">subscribe for direct electronic notifications</a> .	n/a

**Mineral Resource Overlay (MRO) Zone Clean-up**

Issue		Staff Response	Changes to Consider (in Attached)
1	An additional parcel along Willamette-Meridian Rd requested to have MRO removed	Staff reviewed the parcel and determined that it meets the MRO removal criteria due to critical areas.	#1 (Remove MRO from parcel)
2	Industrial development on an MRO parcel was permitted by the County due to County oversight. Delays with MRO removal on this parcel are causing serious financial hardship	The parcel meets the criteria for MRO removal and is currently recommended for MRO removal. The County is aware and sensitive to the landowner's situation. We intend to do our best to stick to the currently published schedule.	n/a

**Downtown Kingston (Phase 2)**

Issue	Staff Response	Changes to Consider (in Attached)	
<b>Mixed-use Requirements</b>			
1	<p>[Attachment A, Exhibit 1, Appendix B] Commercial Frontage Designation – Too much area is designated and will continue to be a barrier to development in downtown Kingston</p>	<p>Requiring mixed-use was a barrier identified by staff and the Kingston UVC Workgroup, which is why it was removed from the Comprehensive Plan and Kitsap County Code in 2018. However, designating at least a small core area for pedestrian-oriented commercial frontage seems essential to achieving the existing vision for a pedestrian-oriented downtown. Staff has prepared an alternative that reduces the amount of designated frontage by approximately 52%. Within this reduced frontage, approximately 71% is currently commercial, 22% is currently parking, and 7% is currently single-family residential.</p>	<p>#1 (New Alternative 2 with reduced frontage designations)</p>
2	<p>[Attachment A, Exhibit 1, Section IV.A.1.c (page 40)] Commercial Frontage Designation – level of upfront commercial development needs clarification and may be a barrier</p>	<p>The Fire Code requires higher levels of fire rated construction for a first-floor commercial space when below separate dwelling units than when the building is all dwellings. While a first-floor space could be converted to the higher fire rated construction for commercial occupancy, that seems to be fairly onerous. A space built to a commercial standard can be occupied for residential use. Therefore, staff recommends:</p> <ul style="list-style-type: none"> <li>• Removing the “conversion” provision, which would require the first-floor space along a pedestrian-oriented commercial frontage to be built at the higher fire rated construction for commercial occupancy.</li> <li>• Still allowing residential occupancy of the first-floor space.</li> </ul>	<p>#2 (Revise language by removing “conversion” provision, but still allow residential occupancy)</p>
3	<p>[Attachment A, Exhibit 1, Section III.B.2.h (page 31)] Parking garage mixed-use requirement should be removed</p>	<p>Requiring mixed-use was a barrier identified by staff and the Kingston UVC Workgroup, which is why it was removed from the Comprehensive Plan and Kitsap County Code in 2018. For this reason, the Department recommends revising the language in the design standards to remove the mixed-use requirement for parking</p>	<p>#3 (Remove the mixed-use requirement and clarify how design standards would</p>

Issue	Staff Response	Changes to Consider (in Attached)
	garages and provide clarification regarding how the design standards apply to parking structures.	apply to a stand-alone parking structures)
<b>Parking</b>		
4 [Attachment A, Amendment #6.A, KCC 17.490.020.D.1 (page 9)] Extend proposed off-site parking distance from 800' to 1,000'	Existing Port parking extends up to 1,000' from the Kingston Ferry Terminal building.	#4 (Add language allowing off-site parking to be located up to 1,000' for ferry terminal parking)
5 [Attachment A, Amendment #6.A, KCC 17.490.020.D.3 (page 9)] Connecting off-site parking with sidewalks or walkways is too restrictive	The reference sidewalk and walkway provisions can be deferred through the local improvement deferral agreement allowed in the Design Standards of the Community of Kingston (see Attachment A, Exhibit 1, Section Introduction.E (page 6)).	n/a
6 [Attachment A, Amendment #6.A, KCC 17.490.020.H.1 (page 10)] Screening of off-street commercial parking when adjacent to residential zones or school is too restrictive	The amendment did not propose any changes to this provision. This is a standard countywide provision.	n/a
7 [Attachment A, Amendment #6.A, KCC 17.490.020.H.9 (page 10)] Let the market decide how many parking spaces can be compact size	The amendment did not propose any changes to this provision. Existing requirement allows up to 30% of parking spaces to be compact. An applicant can choose to provide fewer compact spaces.  The Port withdrew this comment after receiving clarification.	n/a
8 [Attachment A, Amendment #7, KCC 17.490.030 (page 15)] Require 1 parking space per moorage slip	The amendment did not propose any changes to this provision. The existing requirement is 1 space per 4 moorage slips.  The Port withdrew this comment after receiving clarification.	n/a

Issue		Staff Response	Changes to Consider (in Attached)
9	[Attachment A, Amendment #7, KCC 17.490.030.A.2 (page 16)] Provision to allowing parking reductions by more than 25% seems too restrictive and too detailed	The Port withdrew this comment after receiving clarification.	n/a
<b>Other</b>			
10	[Attachment A, Exhibit 1, Section IV.A.2.c (page 40)] Increase maximum allowed building height to 60'-62'	60+ feet is not consistent with existing vision for downtown Kingston.	n/a
11	Modify the proposed dimensions for Main Street in the Complete Streets Plan	Modifying the Kingston Complete Streets Plan has previously been considered out of scope for this amendment. The comment has been forwarded to the Public Works Department for consideration in the ongoing project to improve SR-104.	n/a
12	Rezone 2 Port properties	Rezoning has previously been considered out of scope for this amendment. The Port can submit a site-specific amendment suggestion.	n/a

**Dickey Pit Site-Specific (CPA 18-00495)**

Issue		Staff Response	Changes to Consider (in Attached)
<b>Roads &amp; Traffic</b>			
1	Road improvements throughout the west side of Silverdale are needed to mitigate traffic impacts	The 20-year Capital Facilities Plan (a component of the 2016 Comprehensive Plan) identify existing and future deficiencies throughout the west side of Silverdale. Capacity improvement	n/a

Issue	Staff Response	Changes to Consider (in Attached)
	<p>projects are currently needed and will be further needed for this project and as other growth occurs west of Silverdale. Attachment C9 of the staff report summarizes existing and currently anticipated deficiencies. Based on the land capacity estimate, agencies determined that for this amendment, project-specific mitigation could address the likely impacts.</p>	
<p>2 E-W spine road connection at Willamette-Meridian was never proposed to be public and should not be open to the public. Existing ROW is not available and project proponent cannot be required to acquire ROW beyond their property.</p>	<p>Transportation Policy 16 states “Ensure that necessary rights-of-way for transportation improvements will be obtained prior to or at the time of up-zoning property.” Based on the land capacity estimate and the proposed NC zone, the County Engineer has stated that the spine road should be public to provide connectivity within the UGA consistent with the Comprehensive Plan. The County cannot compel the applicant to acquire ROW beyond their property based on the above policy, but the County can make a determination regarding consistency with the policy based on the applicant’s ability to connect the spine road to the existing road network. One reason for the Department’s recommendation of denial is that the applicant cannot provide connectivity to Willamette-Meridian Rd.</p>	<p>#1 (Clarify that ROW is to be dedicated within the site only in the optional condition)</p>
<p><b>Compatibility with Adjacent Uses</b></p>		
<p>3 Issues of compatibility should be addressed at the project level, not during rezone</p>	<p>One of the core reasons for zoning is to manage land use compatibility issues. The GMA, Kitsap County Comprehensive plan, and the Comprehensive Plan annual amendment decision criteria specifically require the County to consider land use compatibility.</p>	<p>n/a</p>
<p>4 Mine Compatibility – the Future mine expansion (SW of the site) has not yet been permitted and likely has critical areas that will provide a large buffer to the proposed NC zone</p>	<p>Kitsap County GIS data does indicate a non-fish bearing stream may exist on the northern 20-acre parcel (zoned MRO/IND) in the mine expansion area, but would need to be verified at the time of permitting. The GIS data also suggest there would likely be buildable area on that parcel north of a potential stream buffer adjacent to the proposed NC zone.</p>	<p>n/a</p>

Issue		Staff Response	Changes to Consider (in Attached)
5	Industrial Compatibility –Critical area buffers will provide a natural buffer between many of the adjacent industrial areas	<p><u>West</u>: Little Anderson Creek and its buffer would provide a natural separation from existing industrial parks to the west of the site.</p> <p><u>SW</u>: County GIS data suggests there would likely be buildable area on MRO/IND zoned parcels adjacent to the proposed NC zone in the SW corner of the site.</p> <p><u>South</u>: There are no critical area buffers along the southern border of the proposed UL zone.</p> <p><u>SE</u>: There is some potential for buildable area in the IND zoned parcels between the SE boundary of the site and Strawberry Creek.</p> <p><u>NE</u>: There is no critical area buffer separating the NE site boundary with adjacent IND zoned land.</p>	#2 (Incorporate applicants offer of creating an IND area within their site into the optional conditions of approval)
6	Industrial Compatibility – Creating residential zones will result in larger setbacks for adjacent industrial uses	Under KCC, setbacks would increase for industrial uses when adjacent to the proposed residential zones. This would affect the IND and MRO/IND zones to the west, south, and SE regardless of any natural separation provided by critical area buffers.	
7	Industrial Compatibility - A standard subdivision would be required to provide a Solid Screening Buffer (KCC 17.500.027.B) which requires a minimum width of 50-feet when residential zoning abuts industrial zoning or uses. This requirement can be increased depending on the proposed use of the site and adjacent zones and/or uses	<p>KCC 17.500.027.B states:</p> <p>Solid Screening Buffer. This type of landscaping is intended to provide a solid sight barrier between totally separate and incompatible land uses such as residential and commercial or industrial uses. It is also intended to provide a sight barrier around outdoor storage yards, service yards, trash receptacles, mechanical and electrical equipment, etc.</p> <p>1. Required along the perimeters of multi-family residential, commercial, industrial, and public facility development, which abut different uses and/or zones. The buffer shall provide one hundred percent sight-obscuring screening between different uses or zones and shall consist of:</p> <p>a. Three offset rows of evergreen trees planted ten feet on center and ground cover; or</p>	

Issue	Staff Response	Changes to Consider (in Attached)
	<p>b. A six-foot screening fence and two offset rows of evergreen trees planted ten feet on center, and ground cover.</p> <p>This landscaping buffer is for the purpose of visual screening and is typically applied by DCD on the more intensive use, which would mean it would be applied to the industrial use and not the residential subdivision. A visual screening buffer may or may not mitigate other impacts from adjacent industrial uses, such as noise, dust, vibration, or odor.</p> <p>Since the close of the comment period, the applicant has proposed setting aside a 50' wide IND zoned area within the site as a measure to avoid triggering increased setbacks on adjacent IND and MRO/IND parcels should the amendment be approved.</p>	
<p>8</p> <p>Airport Compatibility – Airport impacts are minimal because activity is very limited due to lack of public access via land, lack of services (fuel, food, etc), and limited capacity to expand.</p>	<p>Under GMA, the County is required to discourage the siting of incompatible uses around general aviation airports regardless of size. Apex Airport falls under this requirement. The size of the airport, type of aircraft, and type of operations are all factors to consider. The WSDOT guidelines provide recommendations relative to those factors. Staff is relying on the expertise of the WSDOT guidelines.</p>	<p>n/a</p>
<p>9</p> <p>Rezoning 2 western parcels relative to compatibility with airport</p>	<p>Consultations with the Apex Airport and the WSDOT Aviation Division are required by GMA and were completed during the comment period. Both parties indicated support for retaining the IND zoning on the two western parcels because industrial uses are more compatible within Compatibility Zone 3.</p> <p>The applicant submitted a more accurate CAD drawing of the compatibility zones around the airport which demonstrates that the larger of the western parcels (proposed UL Zone) is largely within</p>	<p>#3 (Clarify the optional condition regarding airport compatibility)</p>

Issue	Staff Response	Changes to Consider (in Attached)
	<p>Compatibility Zone 3 while the smaller of the western parcels (proposed NC zone) is mostly out of Compatibility Zone 3 (see attached map from Comment 2.46).</p> <p>Since the close of the comment period, the applicant has proposed working with the County, Apex Airport, and WSDOT Aviation Division to address compatibility issues within Compatibility Zone 3 on these two parcels if they are approved in the amendment. The applicant recognized in their proposal that compatibility measures appropriate for these two parcels may not allow residential units, but that other appropriate uses might be allowed and that other requirements of development, such as open space, landscaping, stormwater, and recreation areas could occupy some of these parcels which could potentially allow dwelling units to be shifted from these parcels to elsewhere on the site.</p> <p>If the amendment were approved, airport compatibility considerations should be considered across the rest of the site as well since it is within Compatibility Zone 6. These measures would likely include the N-S orientation of open spaces for potential controlled crash landings, measures to avoid wildlife conflicts, density and allowed uses, potential soundproofing, and aviation easements (or other disclosure requirements).</p> <p>The optional condition that was proposed in the staff report to address airport compatibility across the entire site through provisions in a development agreement could be further clarified with some of the context above.</p>	
10	The owner of an undeveloped parcel along Willamette-Meridian Rd suggested their property could be rezoned from IND to	As a site-specific amendment, parcels outside of the proposed site cannot be rezoned as part of the amendment.

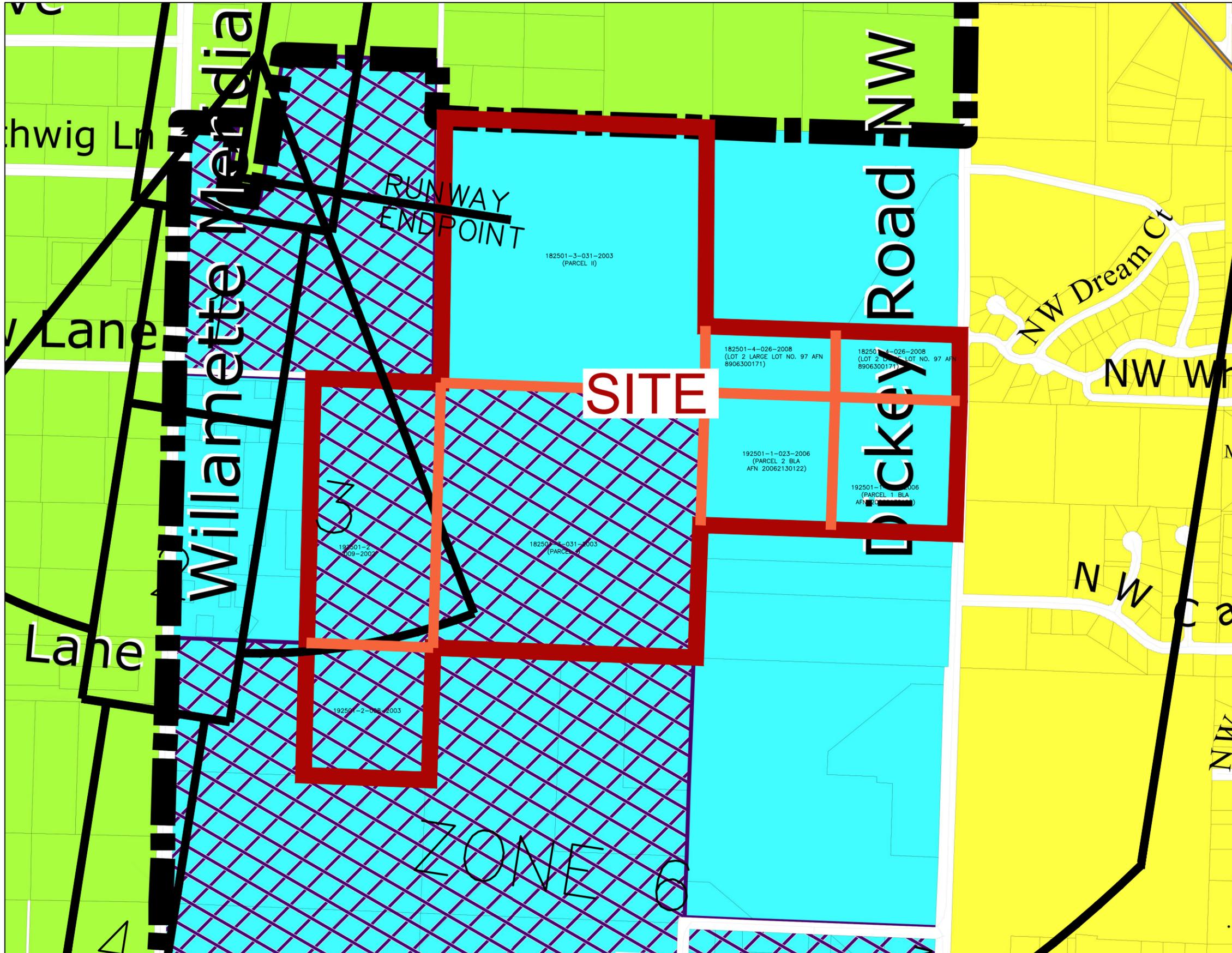
Issue	Staff Response	Changes to Consider (in Attached)
one of the proposed zones in this amendment in order to improve compatibility or facilitate access		
<b>Land Capacity &amp; Density</b>		
11 Staff report is misleading when it states the maximum density of the site	In the staff report and during the Planning Commission’s work study session staff intended to make clear the legal limits of allowed density under Kitsap County Code and provide context that development at maximum density is very unlikely.	n/a
12 The following circumstances and assumptions used in 2016 Comp Plan update have changed: site previously considered “developed” but now vacant, housing crisis, and low/no industrial demand	<p>KCC 21.08 requires the County to make findings and conclusions which demonstrate:</p> <ol style="list-style-type: none"> <li>1. How circumstances related to the proposed amendment and/or the area in which the property affected by the proposed amendment is located have substantially changed since the adoption of the Comprehensive Plan or applicable development regulations;</li> <li>2. How the assumptions upon which the Comprehensive Plan is based are no longer valid, or there is new information available which was not considered during the adoption of, or during the last annual amendment to, the Comprehensive Plan or development regulations.</li> </ol> <p>Since the applicant considered the site to be vacant prior to the 2016 Comprehensive Plan update, the applicant agreed that the land capacity estimate should include a 2016 baseline adjustment based on recategorizing the parcels as “vacant” that had been considered “developed” in the previous assumptions for the 2016 update. This was to ensure an apples-to-apples comparison of capacity and avoid any overstatement in capacity changes resulting from the amendment.</p>	n/a

Issue	Staff Response	Changes to Consider (in Attached)	
	<p>The availability of affordable housing in the County and across the region is a very serious issue. There are many reasons for the affordable housing crisis - affordable land to build housing on can be one factor, but there are many others. The Comprehensive Plan is required by GMA to designate land areas with enough net developable acreage to accommodate 20-years of population growth. We are now 4 years into that 20-years and population is actually growing slower than anticipated by the Comprehensive Plan. Therefore, as per GMA, there is an adequate amount of remaining capacity for housing within the Silverdale UGA.</p> <p>The applicant submitted information regarding certain industrial sites currently on the market and the marketing history of other industrial sites in the vicinity of the proposed amendment. Those sites have been on the market for a long time. County permitting records demonstrate there is a fair amount of recent industrial development activity in the area (see staff report Attachment C10). Comprehensive Plans must assume that market conditions will be variable over time.</p>		
<b>Industrial Land Inventory &amp; Market Demand</b>			
13	<p>Stating that vacant industrial land will be reduced by 50% in the Silverdale UGA and 36% in unincorporated County ignores the industrial land in the Puget Sound Industrial Center – Bremerton</p>	<p>According to the PSRC report (Attachment C13 to the staff report), the Puget Sound Industrial Center – Bremerton (a regional industrial center) has a surplus of capacity. However, that report also concludes that the existing industrial lands dispersed throughout the rest of the County provide adequate supply (not an oversupply).</p> <p>The Puget Sound Industrial Area – Bremerton was not included in the referenced statistics for two reasons. First, it is mostly within the City of Bremerton and Kitsap County Comprehensive Plan policies are only applicable to unincorporated Kitsap County.</p>	n/a

Issue		Staff Response	Changes to Consider (in Attached)
		Second, the Kitsap County Comprehensive Plan has policies specific to industrial land within the Silverdale UGA.	
14	This industrial land may be needed for future economic growth in Silverdale and could deprive the future City of Silverdale of this industrial land as a significant economic resource	The County’s current employment growth targets are based on total number of jobs across all sectors, including industrial and commercial. Therefore, the County does not have a specific planning target for industrial land or industrial jobs. Therefore, it is a policy call regarding what mix of residential, commercial, and industrial uses would be compliant with Comprehensive Plan policies provided the total employment capacity stays within +/- 5% of the adopted planning targets.	n/a
15	The proposed amendment will contribute to the required mix of commercial, industrial and residential land uses		
<b>Environment</b>			
16	In some cases, critical areas were impacted by unintended erosion of steep slopes or clearing of native vegetation. Rezoning will facilitate the reclamation of the pit, which will include enhancements and restoration of the wetlands and buffers.	Regardless of the zoning, current and ongoing impacts to critical areas would be addressed through enforcement of the existing surface mine permit (by DNR), the 1984 Unclassified Use Permit, and applicable Kitsap County Code.  Future development of the site would have to comply with the Kitsap County Code in effect at that time, including the Critical Areas Ordinance (CAO). The current CAO includes commercial and industrial development as well as residential subdivisions with more than 1 unit/acre within the “high” impact rating used for determining wetland buffers and stream buffers are the same regardless of the proposed use. Therefore, future development under the existing IND zoning or the proposed NC and UL zoning would have to comply with the same critical area buffers. Single family residential development may be able to get slightly greater administrative buffer reductions than industrial or commercial development.	n/a
17	Rezoning to residential will result in buffers with greater protection than is currently provided by the existing non-native vegetation.		
18	Additional habitat improvement onsite and maintenance of corridors between habitat areas will also be a result of the reclamation.		

Issue		Staff Response	Changes to Consider (in Attached)
		Staff is unaware of any Kitsap County Code that would require future development to improve and maintain corridors between habitat areas. The current CAO will allow administrative buffer reductions with “enhancement of existing degraded buffer area and replanting of the disturbed buffer area.”	
19	Rezoning and reclamation will result in beneficial affects downstream.	<p>For the reasons above, rezoning will not result in different habitat protections or enhancements. The effects of reclamation would be dependent upon the proposed uses the reclamation is intended to support. Reclamation to a forested condition would certainly improve habitat and provide beneficial affects downstream.</p> <p>For example, future development within the existing IND zone would be allowed 60% maximum lot coverage while the proposed UL zone has no maximum impervious surface or lot coverage restrictions and the proposed NC zone allows up to 85% impervious surface coverage.</p>	n/a
<b>SEPA</b>			
20	SEPA determination of non-significance addressed staff’s concerns and therefore they cannot be the basis for denial of the amendment	The determination is based on the requirements in SEPA. The staff report is based on the decision criteria in KCC 21.08, Kitsap County Comprehensive Plan policies, and applicable regional policies.	n/a
21	SEPA should have been a determination of significance	The determination is based on the requirements in SEPA. The determination is for a non-project action. The Department concluded that adequate information regarding the proposal was available to make a determination and that reasonable measures were available in the Comprehensive Plan, KCC, and future site-specific SEPA review to address impacts.	n/a

Issue	Staff Response	Changes to Consider (in Attached)
<b>Other</b>		
22	<p>Annexation into Fire District is not necessary because a contract for service could be used if annexation does not occur.</p> <p>Yes, a contract for service could be used if annexation does not occur.</p> <p>Since the close of the comment period, the applicant has proposed the optional condition regarding fire/EMS service could also include a requirement to execute a no protest agreement regarding annexation. The deadline to appeal the current annexation process closed on 1/10/2020. Should the current annexation process not succeed, a no protest agreement could benefit a future annexation effort.</p>	#4 (Clarify the optional condition to allow for a contract for service and require the applicant's proposed no protest agreement)



SCALE: 1"=500'



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## 2019 County-Sponsored Comprehensive Plan Amendment Changes to Consider Based on Public Comment

**Mineral Resource Overlay (MRO) Zone Clean-up**

### 1. Remove MRO from Parcel 192501-2-005-2006

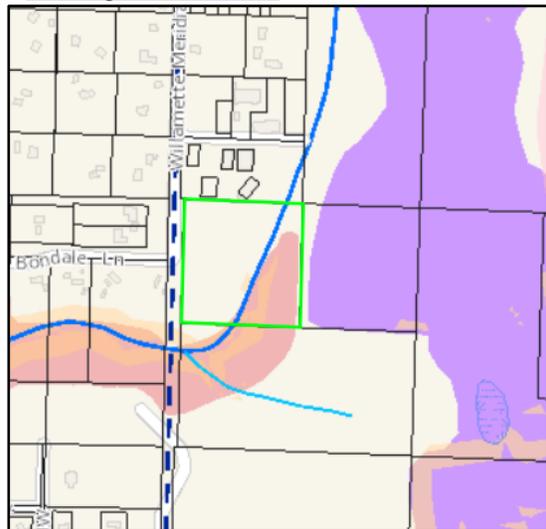
Staff analyzed the parcel and determined it meets the criteria used for MRO removal. The subject parcel is outlined in green in the maps below.

Parcel Size	9.65 acres
Stream Type	F - Fish Habitat
Minimum Stream Buffer	150 feet
Department of Natural Resources Surface Mining Reclamation Plan	No
Remaining Mineable Area	3.98 acres
Qualifies for MRO Removal	Yes
Reason for MRO Removal	Critical Areas

Existing Zoning



Existing Critical Areas



**Kitsap County Zoning Designations**

- Mineral Resource/Industrial
- RR - Rural Residential (1 DU/5 Ac)
- IND - Industrial
- UL - Urban Low Residential (5-9 DU/Ac)

**Street Center Lines**

- Local Access; Local Road
- Urban Growth Area Boundary
- 5' Contours
- DNR, NWI, Surveyed Wetlands

**Watercourses**

- (F) Fish Habitat
- (N) Non-fish Habitat

**Hydic Soils**

- Potential Wetlands

**Landslide Hazard Areas**

- Moderate

**Erosion Hazard Area**

- High
- Moderate

**Fault Hazard**

- Moderate

## Downtown Kingston (Phase 2)

The following changes for consideration would revised the proposed amendment for Downtown Kingston (Phase 2) found in the Design Standards for the Community of Kingston (Attachment A of the Staff Report dated 12/13/2019). Note: Only the changes to consider are shown in ~~strikeout~~/underline formatting below.

### 1. Reduce Commercial Frontage Designations

Replace Attachment A, Exhibit 1, Appendix B with the attached map.

Note: Also attached is a version of the map annotated with current land uses, which is provided for discussion purposes only.

### 2. Revise Mixed-Use Provision for Commercial Frontages

Revise the proposed design standards in Attachment A, Exhibit 1, Section IV.A.1.c (page 40), as follows:

- (c) The ground floor of buildings along designated pedestrian-oriented commercial street frontages (see Appendix B) shall be built for commercial use ~~or eventual conversion to commercial occupancy~~ along the street frontage. These commercial spaces may ~~initially~~ be used for residential use.

### 3. Remove Mixed-Use Requirement for Parking Garages

Revise the proposed design standards in Attachment A, Exhibit 1, Section III.B.2.h (page 31), as follows:

- (h) ~~Line structured parking garages with perimeter tenant commercial spaces or mixed uses.~~ Structured parking shall meet minimum site and building design requirements as prescribed ~~herein~~ in Chapter IV – Architectural/Building Design.

### 4. Revise the Allowed Distance for Off-Site Parking for Ferry Terminals

Revise Attachment A, Amendment #6A, KCC 17.490.020.D.1 (page 9), as follows:

1. Within high capacity transit station areas, required parking spaces shall be located on the same parcel or on another parcel no farther than eight hundred feet from the building or use they are intended to serve, measured in a straight line from the main entrance of the building. Public parking intended for the use of a public ferry terminal may be located on another parcel no farther than 1,000 feet, measured in a straight line from the ferry terminal.

## Dickey Pit Site-Specific (CPA 18-00495)

The following includes changes for consideration #1-4 and would revise the measures proposed in Section 2.B of the Dickey Pit Site-Specific Amendment staff report (dated 1/10/2020).

### Optional Considerations

If there is a desire to approve this application, the following revisions and conditions of approval should apply:

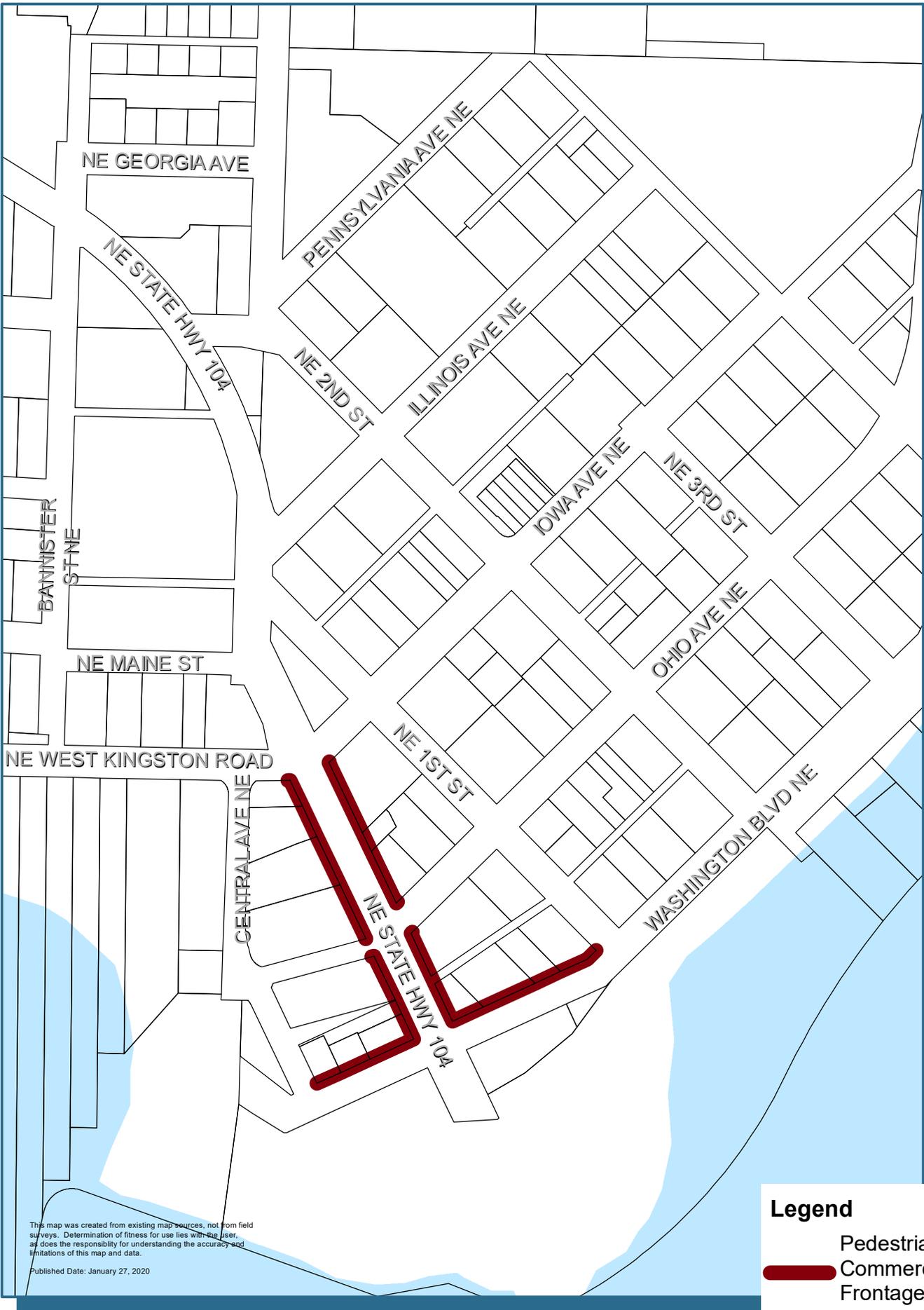
1. ~~Tax parcels 192501-2-009-2002 and 192501-2-008-2003 shall remain in the Industrial (IND) zone (see Attachment A2 — Maps 4C and 5C) due to their location in the turning zone of the Apex Airport (see Attachment C5) consistent with the safety and compatibility recommendations in the WSDOT Airports and Compatible Land Use Guidebook (January 2011).~~
2. The following conditions must be completed by June 30, 2021 or approval of this amendment will automatically expire unless a later date is adopted by the Board through resolution.
  - a. In order to meet GMA requirements (RCW 36.70A.020 and .110) for adequate urban services, the Kitsap County Land Use Map and the Kitsap County Zoning Map changes on the subject parcels shall not go into effect until tax parcels 192501-2-009-2002, 182501-3-031-2003, and 182501-4-026-2008 are annexed into the Central Kitsap Fire and Rescue District, a contract for service with the district for those parcels is executed, or a no protest agreement for those parcels is executed.
  - b. The Kitsap County Land Use Map and the Kitsap County Zoning Map changes on the subject parcels shall not go into effect until a development agreement is executed and recorded with the Kitsap County Auditor that addresses, at a minimum, the following elements:
    - i. Project permitting, including how the requirements of KCC 17.170.060 or .065 will be met.
    - ii. ~~Submittal of a~~ project-level SEPA ~~checklist and appropriate determination,~~ consistent with Kitsap County Code Chapter 18.04.
    - iii. Measures to ensure compatibility with the Apex Airport as well as existing and planned industrial activities and areas, including the adjacent mine. The measures shall include:
      - a. The applicant's proposal to provide an area at least 50-feet wide that will remain in the IND zone along the site boundary when adjacent to any IND or MRO/IND zone. This area shall be created through either a boundary line adjustment or set aside as a special tract.
      - b. Defining which uses and densities will be compatible within Compatibility Zones 3 and 6.
      - c. Location and orientation of open spaces related to airport compatibility.
      - d. Wildlife attractants that could affect aircraft safety.
  - i. Design, location, and construction of a road between Dickey Rd (on the east side of the site) and ~~Willamette-Meridian Rd~~ the western parcel boundary. Such a road shall be consistent with Kitsap County Code requirements at the time of project vesting.
  - ii. Design, location, and construction of non-motorized facilities to connect Dickey Rd (on the east side of the site), Willamette-Meridian Rd, and Apex Airport Rd similar to those proposed by the applicant.
  - iii. Design, location, and construction of that portion of the regional north-south non-motorized route that crosses the proposed site, which is required by the 2018 Kitsap County Non-Motorized Facilities Plan.

- iv. Consideration of potential dedication of ROW for a future road and non-motorized connection to upper Dickey Rd (south of the site) based upon impacts from future development.
3. The Mineral Resource Overlay (MRO) on the subject parcels shall not be removed from the Kitsap County Land Use Map and the Kitsap County Zoning Map until the Department of Natural Resources closes the surface mining permit for the applicable parcels associated with this amendment due to either (1) the completion of mine reclamation consistent with KCC 17.170.060 or (2) the approval of a new reclamation plan consistent with KCC 17.170.065 and transfer of jurisdiction over reclamation from the Washington State Department of Natural Resources to Kitsap County under RCW 78.44.390 (see Attachment C17).



Appendix B  
Alt. 2

Downtown Kingston  
Pedestrian-Oriented Commercial Street Frontage



This map was created from existing map sources, not from field surveys. Determination of fitness for use lies with the user, and does the responsibility for understanding the accuracy and limitations of this map and data.  
Published Date: January 27, 2020

**Legend**

-  Pedestrian-Oriented Commercial Street Frontage
-  Tax Parcels



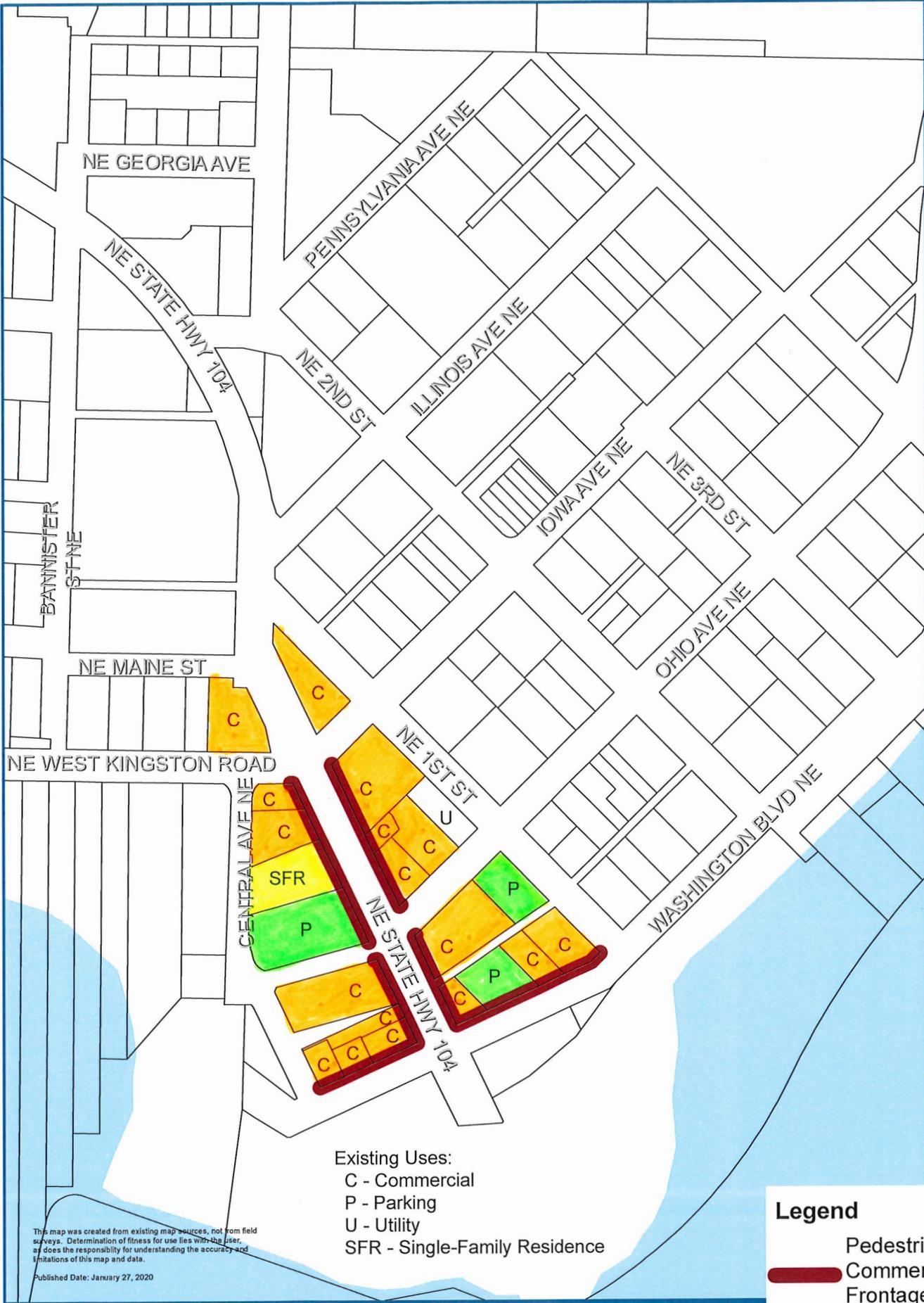
Kitsap County Department of Community Development  
614 Division Street, MS-36, Port Orchard, Washington 98366  
VOICE (360) 337-5777 \* FAX (360) 337-4925

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Appendix B  
Alt. 2  
(Annotated)

Downtown Kingston  
Pedestrian-Oriented Commercial Street Frontage



Existing Uses:  
C - Commercial  
P - Parking  
U - Utility  
SFR - Single-Family Residence

**Legend**

-  Pedestrian-Oriented Commercial Street Frontage
-  Tax Parcels

This map was created from existing map sources, not from field surveys. Determination of fitness for use lies with the user, who does the responsibility for understanding the accuracy and limitations of this map and data.  
Published Date: January 27, 2020



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2019 Kitsap County Comprehensive Plan Amendment - Public Comments to the Planning Commission

#	Name	Organization	Location of Residence	Comment
<b>General</b>				
1.1	Wulf Pittman			Please help keep Kitsap rural. We cannot continue with this unchecked growth. We fought it off once before with the comprehensive plan. Large development companies are capitalizing on us and the citizens of Kitsap are paying for it. Again I plead: KEEP KITSAP RURAL. Only our <u>electd commissioners can stop this encroachment.</u>
1.2	Kevin Tisdel		Central Kitsap	Summary of public hearing testimony: Our quality of life will be affected by the increase in density, which will ruin the county. Traffic and the speed of development are big concerns. <u>Will be submitting more specific written comments.</u>
1.3	Kevin Tisdel		Central Kitsap	Excerpt from letter that also included Comment #2.10: As for the other Comp Plan Amendments, (Kingston, Port Gamble growth, Incorporation Silverdale, et all) it is very apparent that County citizens have no idea what is purposed or what is happening. This is a repeated comment from numerous people as I have attended three different public outreach meetings. Same as for the 2016 Comp plan no one knows. Before permanent irreversible damages are done that will cause massive expense to taxpayers a long pause and more thorough outreach is appropriate. We owe no land or use to King County or a regional plan. We must participate in our region in alignment with the strengths of our County not the “needs” of Corporate cooperation. Let’s extend these conversations and slow down to ensure we get it right.
<b>Dickey Pit Site-specific (CPA 18-00495)</b>				
2.1	Robert W Hartman Jr		Central Kitsap	I support this amendment. We are in desperate need for housing in the central Kitsap area and the infrastructure is already in place to <u>connect to county utilities along this corridor.</u>
2.2	Scott Dickey		Central Kitsap	how will all these houses enter and exit without congesting dickey rd or willamette meridian?The two sterling hill complex's are a mess already without their third phase even started.also the dickey pit has tons of wet lands that should halt any building? most of willamette meridian joining properties are industrial zoned. Is it posible to build an entrance or exit that serves residential that has to pass through <u>industrial zoned property thats private?</u>
2.3	Brett Caswell		Central Kitsap	Which neighbors have been notified of the proposed zoning changes and by what form of communication? I am an immediate neighbor and the first I have heard of this was by mailer mid-December. With a project of this magnitude I would assume that there would be adequate <u>time given to allow any potentially affected citizens to voice their concerns.</u>
2.4	Crag Coons		Central Kitsap	This proposal to develop Dickey Pit has such a huge impact on all the residents of Willamette Meridian and surrounding county roads a through discussion should be entertained by the county to all the residents, school district, police, environmental groups prior to authorizing approval. Bigger is not always better. This size development would rival developments in Lynnwood, something this county does not need at this time. This would add approximately 3500 additional individuals with 4,000 automobiles having 2 trips/day resulting in 8,000 added car traffic on rural roads in this area, already becoming inadequate with this increased traffic from Seabeck and Sterling Hills development. It seems the county is advocating the extinction a rural areas in Kitsap county for monetary greed by the county for additional tax revenue and developers monetary gain .
2.5		Port of Silverdale		See attached letter.
2.6	Matthew Sinn		Central Kitsap	Mainly concerned with the planned access to Willamette Meridian. Even though they list it as an emergency exit/entrance, those things usually change over the years as the new residents push to have it opened to all time access. Willamette Meridian is busy enough with all the existing commercial traffic from the businesses on Willamette Meridian. Another concern: Has all the hazardous material that were dumped at the Dickey Pit site been confirmed as removed to EPA standards?
2.7	Stephen Braun		Central Kitsap	The rezone will give the property the development incentive to restore the mining site and reclaim the property. The property is in a prime location for residential and commercial services including access, utilities, and services. There is no reason that this should not be approved. This would turn an area that is not serving any purpose into an area that would be great for the community.

2019 Kitsap County Comprehensive Plan Amendment - Public Comments to the Planning Commission

#	Name	Organization	Location of Residence	Comment
2.8	Tyler Hunt		Central Kitsap	<p>Similar comments to those submitted below were also provided as public hearing testimony on 1/21/2020.</p> <p>There are many things I am concerned about in regards to this amendment.</p> <ol style="list-style-type: none"> <li>1. The total potential residential DU's in this proposal is 4,271. While I am not naive enough to think that it will be maxed out to that total, I am also concerned that the "proposed" 800 is far lower than will actually be added.</li> <li>2. The tentative traffic flow "proposal" has all traffic going in/out of one place onto Dickey Rd., and one potential place onto Willamette-Meridian. Even with only 800 proposed DU's this seems grossly under developed.</li> <li>3. I believe the MRO area being considered is one of the largest MRO areas in the county. Without this MRO, will the county's mineral resource needs be available without this land?</li> <li>4. The biggest concern I have is regarding traffic flow in and out of Silverdale. From the west side of Silverdale the two main access points are Newberry and Anderson Hill Roads. They are already completely clogged during high traffic times, and are supper clunky at best during low traffic times. It is such an issue the county has directed CKSD to not allow the high school and middle school to start and end within certain time frames of each other. There are other options, but are still dependent on traffic from Newberry and Anderson Hills. I do not see how large developments such as this can be considered on the west side of Silverdale until additional options, or increased volume access of Newberry and Anderson Hills, are addressed.</li> </ol> <p>I understand development is inevitable, but we need to address the current issues and plan for larger scale development such as this before</p>
2.9	Dave Wixson	DCRW Properties, LLC		See attached letter.
2.10	Kevin Tisdell		Central Kitsap	<p>Excerpt from letter that also included Comment #1.3:</p> <p>I am writing to oppose the Dickey Pit application for rezoning in Silverdale.</p> <p>Traffic alone is a large problem right now. No traffic signal, roundabout etc. will alleviate more than 1,000+ vehicles added to the hill climb daily. Goods, services, schools, etc. all adding to the traffic lines and extra pollution generated from the higher elevation. This parcel of land would better serve the County as a Public Space Observatory, Nature trail, or similar use. The property also serves as a Creek head for two creeks. The unintended pollution to downstream waterbodies already classified as "At Risk" should also factor to conclude that other use for this property is in the best interest of the County and environment.</p>
2.11	Mike Costello	Pyramid Materials		<p>See attached letter. Summary of additional comments from public hearing testimony on 1/21/2020:</p> <p>Second biggest landowner in this industrial area. Purchased 120 acres in 2012, including 40 acres for mine expansion adjacent to the proposed site. Proposed site has been used as a dump site for fill material, so not surprised the site is still sitting there. Biggest concern is compatibility of existing mining and asphalt operations with proposed adjacent residential because allowed noise levels are less for residential then industrial. Asphalt plant is immediately adjacent to proposed site - it is noisy and it stinks, but we have had no complaints. Our recycle yard is immediately adjacent to proposed site. Not concerned about impacts to the northern portion of the proposed site, just the southern half.</p>
2.12	David G. Harris	Retired, US Army Corps of Engineers	North Kitsap	In light of Kitsap County's housing shortage and underutilization of the land, I respectfully request your favorable consideration of my most fervent support of this much-needed and exemplary project.

2019 Kitsap County Comprehensive Plan Amendment - Public Comments to the Planning Commission

#	Name	Organization	Location of Residence	Comment
2.13	Berni Kenworthy	Axis Land Consulting	North Kitsap	<p>I am a licensed civil engineer in Kitsap County with 15 years of experience in civil design related to both residential development and sand and gravel mining and reclamation. I am writing in support of Comprehensive Plan Amendment 18-00495 (Former Dickey Gravel Mine) which proposes to rezone ~138 acres of Industrial-zoned property to ~60 acres of Urban Low Residential and ~78 acres of Neighborhood Commercial. I support the proposal for the following reasons:</p> <ul style="list-style-type: none"> <li>•As a Kitsap Building Association Board Member, I receive a monthly analysis of the local housing market. For many years the number of homes on the market has hovered around 500 homes or less. A balanced housing market in Kitsap County is defined by approximately 1500 homes for sale on a monthly basis. This rezone within the Silverdale Urban Growth Area (UGA) would help to partially address the significant shortfall of homes for sale in the region. In addition, an increase in the number of homes for sale results in more competitive home prices for buyers.</li> <li>•The site is located within the Silverdale UGA near utilities and services needed for residential development.</li> <li>•The inclusion of a Neighborhood Commercial component will enhance new and existing residential development in the area by bringing businesses and services compatible with residential neighborhoods.</li> <li>•The rezone will help facilitate the reclamation of a sand and gravel pit that has been largely unused for the past 20 years. The Department of Natural resources has strict reclamation requirements to ensure a reclaimed site meets environmental requirements and is suitable for future residential development. Reclaiming mining sites can be very expensive and this rezone will give the market incentive to complete the</li> </ul>
2.14	Danna Pristach		North Kitsap	<p>Kitsap County's housing shortage is obvious; low inventory and high cost are challenging for anyone moving up or into our area. A housing development with intention toward open space and environmental concerns is a positive addition in the effort to steward the land and serve the citizens. Reclaiming this unused site makes sense. Give the housing market in Kitsap County some much needed relief and allow this project to go forward.</p>
2.15	Jennifer Braun		Central Kitsap	<p>I'm requesting the land currently zoned industrial be changed to Urban Low Residential and Neighborhood Commercial. It hasn't been utilized for mining in over 20 years and could be valuable to the growth of Kitsap County. This area has a massive housing shortage which has resulted in inflated housing costs and a highly competitive market. This makes it difficult for homeowners to thrive. Not only will rezoning help the community, it will allow for less intense development and more open space which will be better for the environment and wildlife. <u>The rezone is a win for our people and our land</u></p>
2.16	Jim Short	Meridian Park industrial project		<p>Reference was made in the staff report to a proposed motorized and non motorized connection between Dickey Road on the east and Willamette Meridian Road on the West side of the proposal. The maps attached showed that connection running through NW Warehouse Way which is a privately owned access road serving the eight property owners in the Meridian Park industrial project. It is NOT a public road and it is NOT a county right of way. Therefor any desire to provide such connections will have to be found elsewhere. As you may be aware there is a IS a County Road right of way about 600 feet north of our access and just south of the Apex Airport.</p>

2019 Kitsap County Comprehensive Plan Amendment - Public Comments to the Planning Commission

#	Name	Organization	Location of Residence	Comment
2.17	Hal Downes	Apex Airport	Central Kitsap	<p>Summary of 1/22/2020 consultation comments:</p> <ul style="list-style-type: none"> <li>* The airport was originally located near Willamette-Meridian Rd to be located away from incompatible uses.</li> <li>* Concerned about complaints from proposed residential and commercial areas under the airport's traffic pattern, particularly in compatibility zone 3. Aircraft traffic patterns today are mostly on the east side of the airport in consideration of the residential areas on the west side of Willamette-Meridian Rd.</li> <li>* Noise and possible fumes are the most likely issues relative to residential and commercial development near the airport. General aviation aircraft using the airport are all piston engines. Jet aircraft do not use the airport. Occasionally military helicopters use the airport and they may fly lower and generate more noise.</li> <li>* The typical aircraft traffic pattern is approximately 1,100' – 1,200' above Dickey Rd (in compatibility zone 6). Aircraft are approximately 200'-300' above the ground in compatibility zone 3.</li> <li>* Building heights in the proposed site should not be a problem because the site is topography lower than the airport and the maximum building height is 35' in both the existing and proposed zones.</li> <li>* No objections to the content in the staff report regarding the airport.</li> <li>* If the amendment were to be approved, we support the staff recommendation to keep the two western parcels (in compatibility zone 3) zoned industrial.</li> <li>* Any future development of the properties east of the airport should include some open spaces that are oriented in a north-south direction</li> </ul>
2.18	Richard Shattuck		Central Kitsap	<p>Please see attached letter.</p> <p>[Note: Recused himself from participating as a member of the Planning Commission and participated as a member of the public.]</p>
2.19	Patty Charnas		Central Kitsap	<p>Summary of public hearing testimony on 1/21/2020:</p> <p>I support the rezone and categorically disagree with denial. I have lived less than a mile from the area for 10-years and have long wondered when redevelopment would occur that would make it more consistent with the surrounding neighborhoods and community. That opportunity is in front of us now. I am the DCD director for a neighboring jurisdiction and formerly served as the manager of long-range planning for Kitsap County and appreciate the level of effort that went into the staff report. I do not find a consistent and compelling basis to support the recommendation of denial. I do not find a punitive impact to our designated growth center in Silverdale. In the most classic sense, this proposal is consistent in driving development and growth to designated urban growth areas. I recently walked the site and there are development constraints, but these appear to have been satisfactorily addressed in the attachments to the staff report. Its the right thing to do. It is a good project. I encourage the Planning Commission and Board of County Commissioners to support the project.</p>
2.20	Kathy Sinn			<p>Summary of public hearing testimony on 1/21/2020:</p> <p>Live west of the asphalt plant. We smell the plant when winds come from the west and we are a fair distance away and the smells can be strong. Most winds come from the south. The proposed residential will be in the path of those smells. There is no way to control those smells</p>
2.21	Steve Sego	Waterman Mitigation Partners	South Kitsap	See attached email.
2.22	Lisa Kittilsby	Port Orchard Sand & Gravel Co (land owner)		<p>Summary of public hearing testimony on 1/21/2020:</p> <p>Property is not contaminated and not listed by EPA. The reality of the market is that this is a good project. The site has sat for a long time. This is the right thing to do.</p>

2019 Kitsap County Comprehensive Plan Amendment - Public Comments to the Planning Commission

#	Name	Organization	Location of Residence	Comment
2.23	Dean Moergeli	Port Orchard Sand & Gravel Co (land owner)	Outside of Kitsap County	<p>Written Comment:</p> <p>I'm one of the owners of Port Orchard Sand and Gravel and the Dickey Pit property. We have mined the property for many years and back in the early 80s we went for a pit expansion and many of the neighbors opposed the expansion saying that it was not a compatible use with the surrounding property. After approval of the expansion and we did Best Management Practices to control any impact to the neighbors and as a result I feel we were good neighbors. Many of the same people that opposed us would come in and buy gravel from us. So if the mining is done properly the a mine and residential light commercial can coexist.</p> <p>The Dickey Pit was depleted around 1998 or 2000. The mine is a temporary use of the property and when done is ready for another use. This property has sat idle for the last 20 years. We have not had any interest from anyone in building out industrial buildings or anything else in 20 years. The JWJ Group has a great plan to turn this property into a high quality development. Please support this rezone.</p> <p>Additional public hearing testimony on 1/21/2020:</p> <p>We mined this site for years. Did an expansion back in early 1980s - opposed by adjacent property owners. We have reclaimed most of the property, but there is a small portion that has not been reclaimed. Not listed by EPA. We went through 100 acres in 18-20 years, I question how long the 40 acres in the adjacent mine is going to last.</p>
2.24	Patricia Larson	Miles Sand & Gravel (subsidiary of landowner)		<p>Summary of public hearing testimony on 1/21/2020:</p> <p>I support the rezone of this site. I have been in redevelopment of mines for more than 15 years. This project has been really well thought out. opportunity for the Planning Commission to do something other than industrial and allow the developer to bring this high quality project to the community. Dupont is an example that comes to mind, but is a smaller scale - citizens of Dupont enjoy living in a community with access to commercial shopping and real community feel and this project would be the same. Mining is not forever, when mining is completed it is time for a new project</p>
2.25	Ryan Ransavage	Miles Sand & Gravel (subsidiary of landowner)		<p>Summary of public hearing testimony on 1/21/2020:</p> <p>Geologist specializing in glacial sediment. Mining on site predates GMA (pre-1991) - "legacy site". There were not as many restriction about planning future use of the site. There are three phases to mines - identification, extraction, and reclamation. This site is in the reclamation phase. WDNR emphasizes reclamation for legacy sites. When people refer to "dump" that means non-structural fill, dirt, or soil - not trash or garbage. Issues like dust, noise, and light are all regulated under permits, so those impacts should be adequately managed. Since sand and gravel need to designate it where it occurs - GMA allows for designation in urban areas.</p>
2.26	Joanne Bartlett	ECO Land Services (consultant for applicant)		<p>Written Testimony to follow up comments at public hearing on January 21, 2020 in support of the proposed Dickey Pit rezone. Thank you for your consideration.</p>

2019 Kitsap County Comprehensive Plan Amendment - Public Comments to the Planning Commission

#	Name	Organization	Location of Residence	Comment
2.27	Norm Olson	N.L. Olson (Consultant for Applicant)		<p>Summary of public hearing testimony on 1/21/2020:</p> <p>I work for the applicant and conduct geotechnical and survey services, however we are not doing the site design for this project. Right now we are working on two projects in the area that includes approximately 70 lots right across from this site. I think this is a great area to develop and after the two project develop there is no more land to develop, it is built out.</p> <p>The adequate supply of land capacity is limited. We do design for many plats in the area and the complexity of what we are designing is increasing and it can only be built because of how much the lots are costing. For example Woodbridge in Silverdale required a half a million yards of material that was moved, a mile of road, signal, all sorts of mitigation and that project is feasible because of what it costs. On top of Werner Road, 80 acres of rock is now being developed for housing because of the high cost of lots. If there was a lot of land available for development, the supply would be such that the lot costs would not be so high.</p> <p>Regarding the rational related to not having an adequate supply of industrial land, we have done a lot of work in SKIA. The Port has conducted a cross connection road which cost millions of dollars and since the road has been constructed there has not been any new development. With a new tenant coming in I think that is going to be the place to go for industrial, not up on this hillside.</p>
2.28	John W. Johnson	JWJ Group (applicant)	North Kitsap	<p>[Note: See also attached graphs]</p> <p>Thank you for your time and consideration of our application. Kitsap County has seen incredible growth and significant changes since 2016. Two of the most accurate indicators of growth and demand for housing is the change in the median price per square foot of housing sold. In 2016 it was approximately \$145 per square foot - it is currently \$205 per square foot. This represents a 40% increase in 4 years. Another similar indicator of housing demand is the median sale price. In 2016 the median sale price in Kitsap County was just over \$300,000. It is now over \$450,000, representing a 50% increase in 4 years! All of the other indicators submitted by the applicant to the record from the Northwest Multiple Listing Service point to the same conclusion: there is a severe shortage of affordable and work force housing in Kitsap County that continues to get worse.</p> <p>Having been in land development since doing my first short plat in Kitsap County in 1987, I have never witnessed a greater demand for single family building lots and affordable housing, especially in Central Kitsap with the relocation of Harrison Hospital (and all of the ancillary medical services and doctors) and the completion of the new state of the art Central Kitsap High/Middle School. There is very little demand for industrial land and most industrial zoned properties that are currently listed have been on the market for hundreds of days with no takers.</p> <p>Recommending approval of our application is an opportunity to do the right thing for our community - reclaim an old mined-out property that is an eyesore in the community, restore the appropriate buffers to creeks and critical areas, and create housing and mixed use product that the community really needs. People talk about the housing crisis. Here is a great opportunity to actually DO something about it.</p> <p>Thank you for reading our issue by issue response to the Staff Report submitted in the form of a Matrix. I am hoping (and confident) that our proposal will at some point in this process receive a fair and unbiased review.</p>
2.29	Chuck Maduell	Attorney for Applicant		See attached letter.

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2.3	Matthew Sinn		Central Kitsap	<p>Notifications: Using the 800 radius was inadequate for notification of people affected by the potential rezoning of the Dickey Pit area. Lots of neighbors on Willamette Meridian just outside that radius will be affected and were not notified.</p> <p>Were people on NW Cascade Street notified? I only mention NW Cascade Street as it provides access to Provost (via Shelley Dr). Cascade will become a thoroughfare for the residents of the new neighborhood for those that want to head south on Highway 3.</p> <p>There were a couple of people at the January 21st Public Meeting that referred to Apex Airport as a hobby airport. That it was probably hardly used. As a neighbor that lives under the landing flight path I can say to the contrary that Apex Airport is used almost daily weather permitting. It is also a designated medical evacuation site. The airport is private but is used by the public general aviation for touch and go training.</p>
2.31	Kathleen Brown		Central Kitsap	<p>Regarding the Dickey Pit Development. If I am understanding it correctly, the plan states that they will be planning for an estimated total of about 151-300 individual homes. Yet they want it zoned for a maximum of 2904 homes!!</p> <p>I am not a developer, nor do I know anything about government and how the zoning process works. What I do feel however, is that if the developer doesn't know whether or not they are going to build 300 homes, or 2904 homes, there is something fishy going on. They should have a plan and be approved, or not approved, for however many homes they specifically plan to build on that 138.45 acre plot. The 151-300 homes that they specify is a stretch, but 300-2904, what they want it zoned for is</p>
2.32	Jenny		Central Kitsap	<p>While I understand the need for more housing in Kitsap County, Anderson Hill road is already turning into a nightmare. Turning out of any of the neighborhoods or driveways can be almost impossible at certain times of day. If all these new homes are added, the current infrastructure will not be able to handle it. The roads will be completely overloaded. Adding 300 homes would create an incredible mess. Zoning it for 3000 homes? Utterly incomprehensible. This is not the place for high-density housing. This part of Silverdale cannot support it.</p>
2.33	Kevin M Torcolini		Central Kitsap	<p>I agree with the Planning Commission's recommendation on 1/10/2020 that the request for amendment be denied on the grounds stated. In summary, there is no factual reason that the 2016 UGP, that would preclude the applicant's planned development, is somehow invalid or overcome by new events or data.</p> <p>Also, under the list of stipulations that the Commissioners should consider imposing if they choose to approved the amendment, I see no mention of any form of impact assessment on the developer to support infrastructure improvements...most importantly Anderson Hill Road. This vital thoroughfare is already overloaded for its width (two-lane), design (NO PAVED SHOULDER!!), limited line-of-sight (hilly/curvy), and existing traffic demand (new school bus farm off Dickey Road and new housing developments around and on Dickey Road). If the Commissioners consider approving this, I would strongly suggest a stipulation be added for assessment of infrastructure impact to make substantial improvements to Anderson Hill Road up to at least Willamette-Meridian to include four lane with paved shoulder and bike path, and stop lights or rotaries at major intersections.</p>
2.34	Deana		Central Kitsap	<p>If this zoning changes so drastically I would like to see the additional improvements to the infrastructure. The current roads, and intersections coming in and out of Silverdale via Anderson and Newberry hill can barely handle the current traffic levels w/o more left &amp; right turn lanes.</p> <p><i>It would also be nice to read the plan. Your links are not available or not functioning properly.</i></p>
2.35	Mike Schleis		Central Kitsap	<p>I live on Chagnon Place which is the disconnected end of Willamette-Meridian which connects to Newberry Hill. Currently Sterling is planning to develop 180 homes on parcel (20 acres) 192501-3-002-2007 which will only have access via Chagnon Place to Newberry Hill. Now add these up 350 vehicles on Newberry Hill on top of the Dickey Pit development.</p>

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2.36	Meredith		Central Kitsap	I am concerned that the proposed number of homes to be built in this area will negatively impact our roads and traffic. How and when would that be addressed? Would expanding roads from 2-4 lanes even be possible on Anderson and Newberry? Also with the zoning for so many extra homes this makes me think it will also significantly impact the schools of klahowya and CKHS with the abundance of extra students the new homes would bring. I know that the district is currently upgrading or just finished upgrading lots of buildings, but that's for the current students is there enough room for the potential of 1,000+ homes they're zoning for or are we looking at building another school in the future too?
2.37	Lindsey Robison-Durham		Central Kitsap	Why were we not notified and give more time to be a part of this discussion. This is going to greatly effect us as homeowners in the area.
2.38	Kevin and Gail Gross		Central Kitsap	With regard to the rampant development that Kitsap County plans in an area THAT I BELIEVE IS NOT DESIGNATED as an Urban Growth Area (UGA), as defined by the Growth Management Act (GMA), we discovered in addressing the Bennett's Addition development near Eldorado Hills/High Pointe area, Kitsap County is one of the FEW Washington Counties who have no ordinance addressing mandatory prescriptive investment by developers to improve related public infrastructure (like roads, water, sewer and storm water management). This was obviously driven by the Home Builders Association and other development focused interests in Kitsap County. Obviously developers win, we residents do not! If this property must be changed from Industrial to residential PLEASE ensure only low density is allowed in order to maintain the rural nature of the area.
2.39	Caleb Reese		Central Kitsap	I am commenting as a long time resident of the area this rezone is near. I have lived just North of Anderson Hill Road and traveled it almost daily for over 45 years, I have witnessed the changes in traffic in the area, not all for the better. Without a plan to address the added traffic on Anderson Hill and Newberry Hill roads, I don't think this rezone should be approved. I remember a few years back when someone wanted to put a towing yard up by Dickey pit and that was shut down due to the extra traffic it would place on Anderson Hill and Dickey roads, that was no where near as much traffic as would be added by this development. I don't even know all the players, but it sure looks like most of the people for this rezone have a fiscal interest in it passing and do not live in the area it will affect.
2.4	Brett Caswell		Central Kitsap	I attended the meeting on 1/21/2020 to see who would have comments regarding the Dickey Pit re-zone proposal. I witnessed a well oiled machine in the form of the applicant and their proponents touting the advantages of a high density housing development for the future good of the community. I heard from the owners of the parcels in question, i heard from engineers that worked on the project, i heard from lawyers representing the applicant, i heard from everybody that worked on the project for them. The one thing i heard very little from was the people this project will affect, The neighbors that weren't notified about any of it!
2.41	Pat Kirschbaum		Central Kitsap	I was just made aware that the Kitsap County Commissioners are considering re-zoning this property from industrial to residential with the potential of hundreds of additional homes being built in the next few years. This change is at the request if the developer. I urge the Commissioners to consider the impact of this potential development before approving this change. The road infrastructure in this area is already overwhelmed. Before approving anything that could encourage development, PLEASE take steps to add the necessary infrastructure to support that development. Don't let Newberry Hill and Anderson Hill Roads become another Ridgeway Boulevard.
2.42	scott		Central Kitsap	I am against the rezone for all of the obvious reasons people have commented on already.Traffic being the number one problem in my opinion. i understand there is no set number of homes to be built yet, but more lots is going to be more profit. I'm not really a numbers guy, but how often is our current sewer over flowing into the sound now? adding 1000 to 3000+ homes is not going to help that problem. i'm guessing the thousands of silverdale residents could have put up a compelling argument at the jan 21 meeting also if they had more than a month to prepare unlike their opponents having two years to prepare.hardly anyone in silverdale is aware of the proposed rezone even now.how much vacant land is available now thats zoned properly with an infrastructure to support it for building homes alrady? i feel like the current owners of the pit are trying to hit a grand slam with this property thats already made them millions from mining.

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2.43	Bobby Cook		Central Kitsap	I was saddened to hear about this zoning proposal. I understand that developing the land will help some people a lot of money and make them happy. As a neighbor off Willamette Meridian, I strongly oppose this development that will affect me, my family and my neighbors. I sit each morning Monday - Friday and wait for all of the traffic at the intersection of Willamette Meridian and Anderson and feel that adding more cars to these streets is not fair, especially since the people for this project are not going to be affected by this. I moved to this area for the fact that it is rural. Our area is beautiful and green. I do not wish to see more cars, roads and sidewalks built, removing our nature, including all the wildlife that will suffer from this rezoning plan. I used to feel like Kitsap County cared about our fish and wildlife, but then I see things like this, where wildlife and other humans needs are not thought of, when money is involved.
2.44	Tami Hata		Central Kitsap	This is ridiculous! -deceitful-that we as neighborhood residents are only getting informed with hours or minutes to respond. Most stumbling onto this late information. The secretive development projects & practices in the area are shameful! It's all about a big pay day for those involved—no concern for the community & local wildlife. If growth was being handled responsibly it would include the community & not be secretive. Our community it not able to support such an outrageous jump in homes, cars, people... obviously these projects were not handled in an honest manner, considering the health of the community-the land, trees, wildlife or current residents...residents that live here to enjoy the land, trees & wildlife. Shame on those greedy people involved.
2.45	Alison O'Sullivan	Suquamish Tribe		See attached letter.

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2.46	Levi Holmes	JWJ Group (applicant)	North Kitsap	<p>See attached letter &amp; exhibit</p> <p>Summary of public hearing testimony on 1/21/2020:</p> <p>Draft Vision 2050 Plan states 85% in Puget Sound region live in single-family detached homes. A lot of areas within the Silverdale Regional Center and throughout Kitsap County do not allow for single-family homes. Trying to focus all of our residential inventory within an area that does not allow what the market wants seems unwise. It is important when making this decision to stick with the assumptions in the Land Capacity Analysis and 2016 Comprehensive Plan and not deviate from that. As an example, I looked at the Silverdale Regional Center which is approximately 660 acres multiplied by it's max density of 60 dwelling units</p> <p>Our conceptual plan has the potential to provide a mixed-use commercial or live/work development. However, at this point it is important to remember that this is not a project-level discussion and to remember we are at the Comprehensive Plan level. A lot of coordination and mitigation of concerns will occur once a project is proposed.</p> <p>The Apex Airport is a public/private airport. The landing strip is the only public portion and there is no access to the public right-of-way. The neighboring property adjacent to the property is zoned Rural Residential except for one property. Future expansion is not likely without a zoning change.</p> <p>The SEPA checklist that was prepared and a determination of nonsignificance was issued. The issues raised in the staff report can be addressed at the project-specific level.</p> <p>As far as the public roads go, from the beginning we have proposed emergency access only since we do not have the right to provide public access to Willamette Meridian. We are open to making our portion of the right-of-way public but this should be discussed at the project specific level. Right now we only have emergency access and the neighbors would like to limit it to this only and be gated and locked.</p> <p>If you look at the area, the entire industrial area is surrounded by residential which is consistent with other areas in the County. This is why the County has design guidelines to mitigate. That being said, if we go through a Developer Agreement we would be open to working with the County to leave a portion of the property as industrial and the burden would be on us to provide a buffer.</p>

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2.47A	Holly Blinn	JWJ Group (applicant)	Central Kitsap	<p>I'm a former Land Use Planner with the Kitsap County Department of Community Development. In my position as a Planner for Kitsap County I've reviewed many project specific applications for compliance with Kitsap County Codes including project compatibility with neighboring uses, landscaping, open space requirements, allowed uses and density, dimensions and design. I've collaborated with other staff for review of environmental requirements, transportation requirements and road requirements among others as well as outside agencies like the Washington State Department of Transportation. Most of the concerns raised in the Staff Report for this non-project action are project specific review elements that County Staff will need to address during development permit reviews.</p> <p>Staff has prepared other non-project action Staff Reports and SEPA checklists for County sponsored amendments such as the completed 2018 UVC zone changes that included removing maximum densities within that zone and they've done a good job at demonstrating the level of review that is required for non-project actions in those amendment applications. Please review those proposals and compare the level of information required for application submittal and the level of review completed in the Staff Report for reference with this project and what is being asked of the Applicant.</p> <p>The project level review done in this Staff Report is unnecessary as any future development of the site will be reviewed for specific code requirements in effect at that time and that specifically relate to a development proposal.</p>
2.47B	Holly Blinn	JWJ Group (applicant)	Central Kitsap	<p>The Staff Report contends that the proposed amendment would reduce the availability of vacant industrial land within the UGA by 50% and Countywide by 36% outside of the Puget Sound Industrial Center – Bremerton, however the Staff Report, pages 7-8 explain that the subject properties we assumed developed during the 2016 Comprehensive Plan update and were therefore never considered “available” industrial properties to begin with.</p> <p>Additionally, it is incomplete and misleading for the County to simply remove the available properties within the Puget Sound Industrial Center (PSIC) to support their claims. Of the Counties four exhibits (C10-C13) that note the supply and demand for industrial lands, only Exhibit C13 was prepared as part of a study or broader publication prepared by a 3rd party. The other exhibits were prepared by County Staff and are lacking market data from credible sources such as the Northwest Multiple Listing Service, the Commercial Brokers Association or the National Association of Realtors. Staff Report Exhibit C13, the only broader publication, states the PSIC has a surplus of land beyond that required to accommodate forecasts and that Dispersed Kitsap County had adequate capacity to absorb employment forecasts, provided industrial and non-industrial growth occurs with moderate employment and building densities. As noted throughout the Staff Report the subject properties were already considered “developed” and not counted as available industrial lands.</p> <p>There is little demand for Industrial property outside of Puget Sound Industrial Center (PSIC).</p> <p>Staff gives an incomplete picture by leaving the PSIC out of its analysis. Since the adoption of the 2016 Comprehensive Plan, there has been very little development of industrial properties. Furthermore, many of the properties that have been developed are utilizing low intensity uses which are allowed most commercial zones including Neighborhood Commercial such as Public Facilities, Storage, Veterinary Clinic/Animal Hospital, Kennels, General Office, Engineering and Construction offices, Automotive service Station, and Automotive repair and car washes.</p>
2.47C	Holly Blinn	JWJ Group (applicant)	Central Kitsap	<p>The attached documents did not appear to be included with the Staff Report as exhibits to the Planning Commission. We want to be sure they see these documents in their entirety and that they are officially part of the record.</p>
2.47D	Holly Blinn	JWJ Group (applicant)	Central Kitsap	<p>Please add the attached documents to the record for the Dickey Pit CPA 18-00495 project and pass on to the Planning Commission for consideration.</p>
<b>Downtown Kingston (Phase 2)</b>				
3.1	Teresa Root		North Kitsap	See attached email.

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3.2	Betsy Cooper		North Kitsap	Attached is a comment memo on the 2019 Annual Comp Plan Amendments stemming from the proposal now in front of you for review and one comment generated during conversation with Peter Best at the 12/19 Open House in Kingston.  <u>Thank you for the outreach to the community on these proposals. I hope you will consider my comments.</u>
3.3	Dave Wetter		North Kitsap	See attached email.
3.4	Steve Smaaladen		North Kitsap	Summary of public hearing testimony:  Support the amendment to allow detached single-family residences in the UVC zone. Is a real estate broker who represents a parcel that has been very difficult to sell or develop because of its very small size and the amendment will remove the barriers to developing the property.
3.5	Cynthia McCurdy		North Kitsap	Summary of public hearing testimony:  Lives in Kingston and would like to downsize and move downtown. There are similarly lots of folks waiting to move into downtown Kingston, but several projects are delayed or lots remain empty because of existing restrictions that make development impractical. Opposed to forced mixed-use, but would understand if required only on Main St. Support proposed building height increase.
3.6	Paul Groomer & Mark Jovanovich		North Kitsap	As property owners and holders of a preliminary short plat in the Kingston UVC zone we support the proposed amendments regarding allowed uses. Allowing single family- detached homes as well as ADU's will help this under-utilized area to be redeveloped into the vibrant small town urban village envisioned in the Comprehensive Plan. The revisions to parking requirements consistent with the use changes are good common sense solutions. Given the desire expressed by the community during phase 1 to drop the commercial requirements, the new amendments will enable this neighborhood to help provide much needed housing options.
3.7	Greg Englin	Port of Kingston	North Kitsap	Comments added to the right pane of the attached PDF on the following pages: Page 1, 2, 11, 19, 20, 25, 27, 28, 33, 34.  <u>Concerns highlighted in yellow</u>
3.8	Sam Phillips		North Kitsap	I am the owner of 26671 Lindvog Road NE in Kingston. The house and property are subject to the proposed amendments. The property is within the Lindvog Commercial zone. I do not agree with the proposal by staff to require a building standard for commercial use on the first floor. I agree with the workgroup recommendation to allow residential building without the additional commercial requirements. Lindvog is not within the urban village center and it is not reasonable to require commercial building standards here. If I were to choose to construct additional dwelling units on my lot I would not want to be required to make them suitable for commercial use.
<b>Silverdale/Kingston UUGA Association &amp; Future Incorporation</b>				
4.1	Nicholas Bond	City of Port Orchard		City of Port Orchard supports the amendment. This is consistent with the discussions between Kitsap jurisdictions concerning VISION 2050 allocations, and our request to PSRC to shift population allocations as part of VISION 2050 and to reclassify Kingston as a High Capacity Transit Community.
<b>MRO Zone Clean-up</b>				
5.1	Dave Wixson	DCRW Properties, LLC		See attached letter.

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5.2	Rick Smith	RZS Enterprises, LLC	Central Kitsap	<p>Also see attached letter. Similar comments to those submitted below were provided as public hearing testimony on 1/21/2020.</p> <p>My name is Rick Smith, representing RZS Enterprises, LLC at 5997 Altitude Lane, Silverdale, WA 98383 (Parcel 182501-3-010-2008). We purchased our land in June of 2016. It was listed as Industrial (no MRO) when we purchased and shown as Industrial on all county maps (which has been agreed to by the county in the letter - we also have screen shots from then showing industrial). We met twice with the County through paid meetings prior to this purchase and nothing was mentioned about MRO at any time.</p> <p>We then built our building and went through all the steps and permitting. We have abided by everything Kitsap County asked us to do. Nothing mentioned verbally or in writing about MRO during any of this 18 month process.</p> <p>Then in January 2019, three months after our completion and Certificate of Occupancy, we get a letter stating the County didn't post this on any of their maps for 15 years and was never disclosed to us and we now have a property with MRO on it. This is a large problem for us.</p> <p>We are neutral on the surrounding development, but we must be made whole by the MRO being lifted. We were told this would be done by December, 2019 (which was a one-year timeline already) and it's still not done.</p> <p>I have my entire life savings tied up in this place. We moved our business from Pierce County and have created five new jobs in Kitsap. Please remove the MRO from our parcel.</p>
<b>Unrelated (included for completeness)</b>				
x.1	Barbara Culbert		North Kitsap	<p>This certainly isn't user friendly. I wasted an hour and discovered nothing. Clicking on options took me no where. Isn't there a way of getting us update highlights so we don't need to wade thru every single issue and document just to find out there is nothing relevant to us at this time?</p>
x.2	Frank Tweten		South Kitsap	<p>Online comment (also provided as public hearing testimony):                      I Have a piece of Property on the corner of Spring and Main.                      Currently it's zoned for a Drinking Establishment "Tavern".                      That is the worst thing you could put on a residential street.                      I'm Trying to get residential density on the site.                      I had a 9 unit condominium mixed use project.                      After the market crash the project concept is not supported.                      During the process the zoning stripped the residential density from the MVC zone.</p>

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x.3	Mike Liebert		Central Kitsap	<p>I am writing to express my concerns about the 2016-2036 Kitsap County Comprehensive Plan as it pertains to the classifications within North Kitsap Heritage Park (NKHP). The NKHP is unique from the standpoint that Kitsap County possesses both the land interest and the future timber rights within the park. This is in contrast to the Pope-Talbot (P-T) tracts near Port Gamble where the swap between P-T and Kitsap County preserved the timber rights with P-T for the next 20 years. As anyone who is a frequent hiker in the Port Gamble tracts can tell you, P-T is making good use of its timber rights to clear cut large swaths of land in this area. The unsightliness of the area is shocking in comparison to the natural beauty which predated the clear-cutting. Furthermore, the machinery used for this purpose leaves virtually no stands of tree, as that machinery cannot distinguish between yearlings and fully harvestable trees. I can understand that P-T is running a business, however there should be some restrictions on the extent of timber that can be extracted from this North Kitsap area.</p> <p>But I have digressed from the purpose of my comments. The current environment of the NKHP consists of hilly land full of springs and wetlands, geared toward active recreation defined as trail uses. The current collaboration between the volunteer stewardship group and Kitsap County Parks classifies land use within NKHP to achieve long term resources protection and describe compatible public uses including recreation. As stated in the 2011 North Kitsap String of Pearls Trail Plan: "The beauty of simple walking trails is that they can be built and maintained by volunteers, have minimal environmental impact and provide people of all ages the opportunity to get outside and enjoy nature." As I understand the proposal that is coming before the Board of Commissioners in the near future, a permanent road surface traversing the park from the north (Norman Road Entrance) to the south and to the White Horse Golf Course entrances, is planned. This road surface requires county standards for width, (I was informed the distance will be 12 feet) not including culverts and shoulders.</p> <p>Although supposition on my part, it would appear the primary beneficiary of a diagonal access route across NKHP for the purpose of expediting traffic from the Kingston ferry terminal, would be the White Horse Golf Course.</p> <p>I oppose the request for a permanent road access route (whether paved or gravel surface) that interferes with the current environment of the NKHP.</p> <p>Mike Liebert -- Silverdale</p>
x.4	Dan O'Shaughnessy		South Kitsap	<p>Summary of public hearing testimony:            Chair of the Southworth Coalition, which is very concerned with traffic speeds on Sedgwick and Southworth Drive. Seeking Kitsap County support for transportation planning and fixes to the speeding issues.</p>