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**ORDINANCE NO. 467-2010****RELATING TO GROWTH MANAGEMENT, AMENDING THE COMPREHENSIVE  
PLAN AND MAP AND MAKING CORRESPONDING AMENDMENTS TO THE  
KITSAP COUNTY ZONING CODE AND MAP****BE IT ORDAINED:**

**Section 1.** The Kitsap County Board of Commissioners (BCC) makes the following findings:

- 1) The Washington State Growth Management Act (GMA), RCW 36.70A.130, mandates that Kitsap County's Comprehensive Land Use Plan (Comprehensive Plan) and corresponding Zoning Code and Map be subject to continuing review and evaluation.
- 2) Kitsap County has adopted its Comprehensive Plan pursuant to GMA Chapter 36.70A RCW, and the Comprehensive Plan provides that it will allow for amendments to the Land Use and Zoning maps, Plan policies, and implementing regulations consistent with GMA, County-wide Planning Policies (CPPs), applicable plan policies and other requirements of federal, state and/or local laws (Comprehensive Plan, Policy LU-33). Policy LU-34 directs the County to docket and consider Plan amendments and related amendments to regulations comprehensively consistent with RCW 36.70A.
- 3) The Kitsap County Code (KCC), Chapter 21.08 Annual Comprehensive Plan Amendment Procedures, Section 21.08.040, provides that the BCC will establish a schedule for review and possible amendment of the Comprehensive Plan each year.
- 4) The Comprehensive Plan actively guides future growth in Kitsap County and effectively responds to changes in conditions or assumptions. The Comprehensive Plan Amendment process provides an opportunity for the public to propose amendments to the County's Comprehensive Plan, and amendments to the Kitsap County Code, if required to maintain consistency with the Comprehensive Plan.
- 5) The BCC finds that the Comprehensive Plan amendments adopted in this Ordinance are consistent with the GMA, CPPs, and other applicable requirements. In conducting its review of these amendments, Kitsap County has followed state law, and particularly given attention to RCW 36.70A.370.

**Section 2. General Procedural Findings.** The BCC makes the following findings regarding the process and public participation aspects in amending the Comprehensive Plan:

- 1) On December 14, 2009, following timely and effective public notice, the Kitsap County Board of Commissioners adopted Resolution 223-2009, which set forth a

process and timeline for the annual Comprehensive Plan Amendment process pursuant to KCC 21.08.040, and which included an initial docket. The resolution identifies a public participation schedule for development and amendment of the comprehensive plan and development regulations through the Planning Commission and BCC processes, and the docket described the specific aspects of the comprehensive plan and development regulations that would be reviewed for possible amendments.

- 2) As discussed in more detail below, the 2010 Comprehensive Plan Amendments include consideration of the adoption of requirements for textual and policy revisions relating to Chapter 3 of the Comprehensive Plan, Rural Commercial and Rural Industrial Zones, Type III Limited Areas of More Intensive Rural Development (LAMIRD), Site Specific Requests, and the Capital Facilities Plan.
- 3) Rural and Resource Chapter of the Comprehensive Plan.

Pursuant to Resolution 223-2009 the Kitsap County Board of County Commissioners directed staff to amend the Comprehensive Plan, Chapter 3, 'Rural and Resource Lands' and related amendments, as needed, to development code, including, but not limited to, the establishment of additional Rural Comprehensive Land Use Map designations and Zones, potential amendments to the Rural Wooded Incentive Program, and updates to the Kitsap County Non-Motorized Plan.

These amendments included, revisions to the Comprehensive Plan as it discusses policy guidance for regional and rural issues, including, but not limited to, rural characterization that identifies and reflects current and historical rural activities, identification and development of dedicated rural commercial and rural industrial zones, water-as-a-resource policy influence, potential climate change discussions, potential rural development/employment center expansions, agricultural-related activities and policy guidance, potential revisions to the Rural Wooded Incentive Program, and an update to rural elements of the Kitsap County Non-Motorized Plan.

The planning process for revisions to Chapter 3 began in the fall of 2009, with the intention that rural residents would be instrumental in the revision and visioning process. The public process included numerous public meetings, surveys, email discussions, and staff conversations with citizens, members of the press and agency representatives as noted below:

- Creation of a project website housed on the Department of Community Development's (DCD) main page. This website served as the "hub" for all project updates, schedules and timelines, contact information, displays and handouts, meetings and events, and news articles. The site was continually updated.
- In January/February 2010, DCD staff met with the Greater Hansville Community Advisory Committee (CAC), the Manchester (CAC), the Kingston (CAC), and the Suquamish (CAC) to inform them of the DCD work-plan for the year, which included revisions to Chapter 3.

- On March 16, 2010, following proper and timely public notice, the first Rural Outreach Meeting was held at the Long Lake Community Center in South Kitsap. At this meeting, DCD leadership gave a description of the process for revising Chapter 3, and answered citizen's questions. After the question and answer (Q&A) period, citizens were able to take surveys, write public comment, and talk to staff regarding the project. 53 citizens attended.
- On March 24, 2010, following proper and timely public notice, the second Rural Outreach Meeting was held at the Seabeck Conference Center in Central Kitsap. At this meeting, DCD leadership gave a description of the process for revising Chapter 3, and answered citizen's questions. After the question and answer (Q&A) period, citizens were able to take surveys, write public comment, and talk to staff regarding the project. 46 citizens attended.
- On March 30, 2010, following proper and timely public notice, the final Rural Outreach Meeting was held at the Port Gamble Pavilion in North Kitsap. At this meeting, DCD leadership gave a description of the process for revising Chapter 3, and answered citizen's questions. After the question and answer period, citizens were able to take surveys, write public comment, and talk to staff regarding the project. 107 citizens attended.
- Staff briefed the Board of County Commissioners on the Rural Outreach meetings at their April 14, 2010, work-study meeting.
- Staff briefed the Kitsap County Planning Commission on the Rural Outreach meetings at their May 4, 2010 work-study meeting.
- Email addresses were collected from Rural Outreach Meeting attendees who requested further notice. With these emails, DCD created a list-serve that served as the main avenue of communication with interested parties.
- An "Online Rural Survey" was created and hosted by DCD. An email was sent out to all interested parties and notice was given on the DCD website stating that the survey would be open from May 3, 2010 to June 21, 2010. The survey yielded 81 responses.
- DCD initialized a "Rural Stakeholder Group" (RSG) consisting of three members of the Home Builder Association Developer's Council, three members of the DCD Advisory Group, three members of the West Sound Conservation Council, a member of the Kitsap County Board of Realtors, Teresa Osinski, and a staff member from the Kitsap County Food and Farm Policy Council. The RSG met July 14, July 22, July 28, August 4, August 11, August 18, August 25, and September 2, 2010. One of the RSG's three main tasks was to review and comment on the revised Chapter 3.
- DCD gave a project update to the Kitsap County Planning Commission on July 16, 2010.
- DCD issued the Draft Chapter 3 on July 21, 2010. Notice of availability was given to all interested parties, the four Kitsap County cities, the Navy, and the Suquamish and Port Gamble S'Klallam tribes.

- The Kitsap County Planning Commission held work-study sessions on the proposed revisions to Chapter 3 on August 3 and August 31, 2010.
- The Kitsap County Board of County Commissioners held work-study sessions on the proposed revisions to Chapter 3 on August 30 and September 1, 2010.
- The Kitsap County Planning Commission held a public hearing and deliberations on the proposed revisions to Chapter 3 on September 7, 2010.
- On October 10, 2010, Kitsap County issued a Determination of Nonsignificance (DNS) and Adoption of Existing Environmental Documents for the proposed Chapter 3 pursuant to the State Environmental Policy Act, Chapter 43.21C RCW; the DNS comment period expired October 20, 2010 and no SEPA appeals were filed. The "Notice of Intent to Adopt" for Chapter 3 was sent to the Commerce, Growth Management Services Review Team on October 10, 2010, pursuant to RCW 36.70A.106 and WAC 365-195-620, and no responsive comments have been received from Commerce.
- On December 6, 2010, following timely and effective public notice, the Board of County Commissioners conducted a public hearing to accept oral and written comments regarding the Planning Commission Recommendation for the revisions to Chapter 3. The public hearing was continued until December 13, 2010 for decision-only.

#### 4) Rural Commercial and Rural Industrial Zones

Pursuant to Resolution 223-2009 the Kitsap County Board of County Commissioners directed staff to create Rural Commercial and Rural Industrial Zones.

The planning process for revisions to Title 17 began in 2009, with the intention that rural residents would be instrumental in the revision and visioning process. The public process included numerous public meetings, surveys, email discussions, and staff conversations with citizens, members of the press and agency representatives as noted below:

- Creation of a project website housed on the Department of Community Development's (DCD) main page. This website served as the "hub" for all project updates, schedules and timelines, contact information, displays and handouts, meetings and events, and news articles. The site was continually updated.
- In January/February 2010, DCD staff met with the Greater Hansville Community Advisory Committee (CAC), the Manchester (CAC), the Kingston (CAC), and the Suquamish (CAC) to inform them of the DCD work-plan for the year, which included revisions to Title 17.
- On March 16, 2010, following proper and timely public notice, the first Rural Outreach Meeting was held at the Long Lake Community Center in South Kitsap. At this meeting, DCD leadership gave a description of the process for revising Title 17, and answered citizen's questions. After the question and answer (Q&A)

period, citizens were able to take surveys, write public comment, and talk to staff regarding the project. 53 citizens attended.

- On March 24, 2010, following proper and timely public notice, the second Rural Outreach Meeting was held at the Seabeck Conference Center in Central Kitsap. At this meeting, DCD leadership gave a description of the process for revising Title 17, and answered citizen's questions. After the question and answer (Q&A) period, citizens were able to take surveys, write public comment, and talk to staff regarding the project. 46 citizens attended.
- On March 30, 2010, following proper and timely public notice, the final Rural Outreach Meeting was held at the Port Gamble Pavilion in North Kitsap. At this meeting, DCD leadership gave a description of the process for revising Title 17, and answered citizen's questions. After the question and answer period, citizens were able to take surveys, write public comment, and talk to staff regarding the project. 107 citizens attended.
- Staff briefed the Board of County Commissioners on the Rural Outreach meetings at their April 14, 2010, work-study meeting.
- Staff briefed the Kitsap County Planning Commission on the Rural Outreach meetings at their May 4, 2010 work-study meeting.
- Email addresses were collected from all of the willing Rural Outreach Meeting attendees. With these emails, DCD created a list-serve that served as the main avenue of communication with interested parties.
- An "Online Rural Survey" was created and hosted by DCD. An email was sent out to all interested parties and notice was given on the DCD website stating that the survey would be open from May 3, 2010 to June 21, 2010. The survey yielded 81 responses.
- DCD initialized a "Rural Stakeholder Group" (RSG) consisting of three members of the Home Builder Association Developer's Council, three members of the DCD Advisory Group, three members of the West Sound Conservation Council, a member of the Kitsap County Board of Realtors, Teresa Osinski, and a staff member from the Kitsap County Food and Farm Policy Council. The RSG met July 14, July 22, July 28, August 4, August 11, August 18, August 25, and September 2, 2010. One of the RSG's three main tasks was to review and comment on the revised Title 17.
- DCD gave a project update to the Kitsap County Planning Commission on July 16, 2010.
- DCD issued the Draft Rural Commercial and Rural Industrial zoning tables on July 21, 2010. Notice of availability was given to all interested parties, the four Kitsap County cities, the Navy, and the Suquamish and Port Gamble S'Klallam tribes.
- The Kitsap County Planning Commission held work-study sessions on the proposed revisions to Title 17 on August 3 and August 31, 2010.

- The Kitsap County Board of County Commissioners held work-study sessions on the proposed revisions to Title 17 on September 1, 2010.
- The Kitsap County Planning Commission held a public hearing and deliberations on the proposed revisions to Title 17 on September 7, 2010.
- On August 30, 2010, pursuant to SEPA, Kitsap County issued a Determination of Nonsignificance (DNS) and Adoption of Existing Environmental Documents; No SEPA appeals were filed.
- The "Notice of Intent to Adopt" for the Plan was sent to the Commerce Growth Management Services Review Team on October 10, 2010, pursuant to RCW 36.70A.106 and WAC 365-195-620, and no comments have been received.
- On December 6, 2010, following timely and effective public notice, the Board of County Commissioners conducted a public hearing to accept oral and written comments regarding the Planning Commission Recommendation for the Downtown Kingston Master Plan. The public hearing was continued until December 13, 2010 for decision only.

5) Type III Limited Areas of More Intensive Rural Development.

Pursuant to Resolution 223-2009 the Kitsap County Board of County Commissioners directed staff to create Type III LAMIRDs in the North Kitsap area.

The process was conducted in concert with rural planning elements and revisions to rural County policy and guidance in the Comprehensive Plan, Chapter 3. The County developed a scope of work for subject areas that outlined structure of planning process, the proposed schedule, issues to be addressed and roles of the various participants. Staff and representatives conducted localized planning processes that included local residents and business owners, interest groups, tribal members and County representatives. The purpose of the planning effort was to determine appropriate rural area-specific land uses, zoning and development standards, public service needs, and implementation processes, with respect to GMA LAMIRD criteria. In its review, the County also considered appropriate area boundaries, rural character of the subject properties and surrounding area, appropriate mix of uses, densities and intensities, feasibility, service costs, significant natural constraints or features to be considered, provision for a monitoring and evaluation process as well as the benefits to the local community. The areas selected for Type III LAMIRD consideration are those areas with pre-existing commercial and industrial uses, and the LAMIRD concept is intended to limit and contain those uses.

The public process included numerous public meetings, surveys, email discussions, and staff conversations with citizens, members of the press and agency representatives as noted below:

- Creation of a project website housed on the Department of Community Development's (DCD) main page. This website served as the "hub" for all project updates, schedules and timelines, contact information, displays and handouts, meetings and events, and news articles. The site was continually updated.
- In January/February 2010, DCD staff met with the Greater Hansville Community Advisory Committee (CAC), the Manchester (CAC), the Kingston (CAC), and the Suquamish (CAC) to inform them of the DCD work-plan for the year, which included proposed LAMIRDs.
- DCD initialized a "Rural Stakeholder Group" (RSG) consisting of three members of the Home Builder Association Developer's Council, three members of the DCD Advisory Group, three members of the West Sound Conservation Council, a member of the Kitsap County Board of Realtors, Teresa Osinski, and a staff member from the Kitsap County Food and Farm Policy Council. The RSG met July 14, July 22, July 28, August 4, August 11, August 18, August 25, and September 2, 2010. One of the RSG's three main tasks was to review and comment on the proposed LAMIRDs.
- DCD gave a project update to the Kitsap County Planning Commission on July 16, 2010.
- DCD issued the draft LAMIRD zoning tables and development regulations on August 4, 2010. Notice of availability was given to all interested parties, the four Kitsap County cities, the Navy, and the Suquamish and Port Gamble S'Klallam tribes.
- The Kitsap County Board of County Commissioners held a work-study session on the proposed LAMIRDs on September 1, 2010.
- The Kitsap County Planning Commission held work-study sessions on the proposed LAMIRDs on September 21, 2010 and October 7, 2010.
- The Kitsap County Planning Commission held a public hearing and deliberations on the proposed LAMIRDs on October 7, 2010 and October 19, 2010.
- On November 2, 2010, pursuant to SEPA, Kitsap County issued a Determination of Nonsignificance (DNS) and Adoption of Existing Environmental Documents for the Bond/Gunderson, 12 Trees, and Keyport Junction LAMIRDs; No SEPA appeals were filed. On November 9, 2010, pursuant to SEPA, Kitsap County issued a Determination of Nonsignificance (DNS) and Adoption of Existing Environmental Documents for the Streibel's Corner LAMIRD; No SEPA appeals were filed. On November 19, 2010, pursuant to SEPA, Kitsap County issued a Determination of Nonsignificance (DNS) and Adoption of Existing Environmental Documents for the Ecology Road LAMIRD; No SEPA appeals were filed.
- The "Notice of Intent to Adopt" for the Plan was sent to the Commerce Growth Management Services Review Team on October 10, 2010, pursuant to RCW 36.70A.106 and WAC 365-195-620, and no comments have been received.

- On December 6, 2010, following timely and effective public notice, the Board of County Commissioners conducted a public hearing to accept oral and written comments regarding the Planning Commission Recommendation for the Downtown Kingston Master Plan. The public hearing was continued until December 13, 2010 for decision only.

6) Site-Specific Comprehensive Plan Designations. Pursuant to Resolution 223-2009, the Board of County Commissioners allowed for the submittal of site-specific comprehensive plan amendment requests. Six requests for site-specific amendments were filed (McCormick/Sunnyslope, City of Port Orchard, Seabeck Developers, Yamamoto, Stokes/Mullinex, and Stokes/Campbell). The site-specific amendments were reviewed by staff and presented to the Planning Commission. Following timely and effective public notice: the Planning Commission conducted a work sessions on November 9, 2010 and November 16, 2010, to consider the applications; Planning Commission public hearings and deliberations were held on November 9, 2010, for Yamamoto, City of Port Orchard, and Sunnyslope, and on November 16, 2010, for Seabeck Developers, Stokes/Mullinex, and Stokes/Campbell. The Planning Commission recommended **approval** for the City of Port Orchard, Seabeck Developers, and Stokes/Mullinex. The Planning Commission recommended **denial** of the McCormick/Sunnyslope, Yamamoto, and Stokes/Campbell applications. The 2010 Site Specific Amendment requests were forwarded to the BCC for its consideration.

- a) On November 15, 2010, pursuant to SEPA, Kitsap County issued a Determination of Nonsignificance and Adoption of Existing Environmental Documents. No SEPA appeals were filed.
- b) The Notices of Intent to Adopt for all Comprehensive Plan Land Use amendments were sent to Commerce Growth Management Services Review Team on September 30, 2010, pursuant to RCW 36.70A.106 and WAC 365-195-620, and no comments have been received.
- c) On December 1, 2010, following timely and effective public notice, the Board of County Commissioners held a work-study session to review the Site Specific Amendment Requests.
- d) On December 6, 2010, following timely and effective public notice, the Board of County Commissioners conducted a public hearing to accept oral and written comments regarding all of the Site Specific Amendment requests. The public hearing was continued until December 13, 2010 for decision only.

7) Capital Facilities Plan. Pursuant to Resolution 223-2009, the Kitsap County Board of County Commissioners directed staff to revise portions of the Kitsap County Capital Facilities Plan. To fulfill this requirement, the Kitsap County staff held a series of meetings involving the citizens and community representatives. Proposed



amendments to the six-year capital facilities plans were concurrently considered through the County budget process, as provided in RCW 36.70A.130.

- a) On December 6, 2010, following timely and effective public notice, the Board of County Commissioners conducted a public hearing to accept oral and written comments regarding the amendments to the Kitsap County Capital Facilities Plan.

**Section 3. Substantive Findings related to revisions to the Rural and Resource Chapter 'Chapter 3' of the Comprehensive Plan. The Board of County Commissioners makes the following findings related to the Plan revisions and with respect to the text and policy amendments to the Comprehensive Plan:**

- 1) The Kitsap County Planning Commission reviewed a DCD staff report on the revisions to Chapter 3 of the Comprehensive Plan and subsequently, made findings pertaining to the proposed Comprehensive Plan amendment; the Planning Commission considered compliance with Kitsap County Code, goals and policies of the Kitsap County Comprehensive Plan, and the goals and policies of the GMA (RCW 36.70A.020). Except where otherwise noted, the BCC hereby adopts the findings of the Planning Commission.
- 2) Kitsap County Code 21.08.160 sets forth general criteria that the BCC must consider when making amendments to the Comprehensive Plan. In making such amendments, the BCC must consider whether 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, and whether the assumptions upon which the Comprehensive Plan is based are no longer valid, or whether there is new information available which was not considered during the adoption of, or during the last annual amendment to, the Comprehensive Plan.
- 3) Kitsap County Code 21.08.170 also sets forth criteria for making textual and area-wide amendments to the Comprehensive Plan. In making such amendments, the BCC must consider whether the proposed amendment is consistent with and supports other plan elements and/or development regulations, and if not, what additional amendments to the plan and/or development regulations will be required to maintain consistency, whether the proposed amendment to the plan and/or regulation will more closely reflect the goals, objectives and policies of the Comprehensive Plan, whether the proposed amendment is consistent with the Kitsap County-wide Planning Policies, and whether the proposed amendment complies with the requirements of the GMA.
- 4) The Planning Commission was presented a staff report and deliberated on the revisions to Chapter 3.
- 5) The BCC hereby adopts and incorporates by this reference, the findings made by the Kitsap County Planning Commission on September 21, 2010 for the revisions to

Chapter 3, which found that the proposed general text amendments met the criteria or recommendation or decision, as per Sections 21.08.160 and 21.08.170 of the Kitsap County Code and met the Growth Management Act.

- 6) Except where otherwise noted, the BCC hereby adopts the findings of the Planning Commission. Additionally, the Board finds:
- a) The proposed amendments are consistent with GMA goals in RCW 36.70A.020.
  - b) The proposed revisions are consistent with Kitsap County Code 21.08.160. Specifically there is new information available which was not considered during the adoption of, or during the last annual amendment to, the Comprehensive Plan.
  - c) The proposal is consistent with Kitsap County Code 21.08.170. Specifically, the proposed Plan is consistent with the Comprehensive Plan. The proposed amendment is consistent with Kitsap County-wide Planning Policies, and the proposed amendment complies with the requirements of the GMA as noted earlier.
  - d) The proposed Comprehensive Plan Chapter 3 'Rural and Resource Lands' is hereby amended, changing the title of 3.1.9 from 'Rural Commercial and Rural Industrial' to 'Rural Economies' and immediately inserting the following introductory paragraphs:

The Growth Management Act recognizes and encourages rural economic development that is focused on providing employment and services to rural residents. Given the nature of Kitsap County demographics, commercial and industrial sites have developed over the years. Recognizing the need to sustain this rural economy, Kitsap County developed three types of land use designations. Rural Commercial, Rural Industrial, and Limited Areas of More Intensive Rural Development are designed to serve the citizens living outside the urban growth areas and provide employment opportunities.

It is recognized that the primary location for commercial and industrial uses are within the urban growth areas. However, there are appropriate commercial, industrial and employment center uses that support rural economies. Sufficient commercial and industrial capacity has been allocated to meet existing needs at the time of adoption of the 2010 Comprehensive Plan amendments.

- e) The proposed Comprehensive Plan Chapter 3 'Rural and Resource Lands' is hereby amended, changing Policy RL-8 to read: Unlimited expansion of commercial and industrial uses in the rural areas is not appropriate. Accordingly, only limited new commercial and industrial uses will be permitted in the rural areas, per KCC 21.08. Such commercial and industrial uses must be consistent

with GMA and Comprehensive Plan requirements for rural areas, preserve Kitsap County's rural character, and shall not allow urban-type uses or services.

- f) The proposed Comprehensive Plan Chapter 3 'Rural and Resource Lands' is hereby amended, adding the following language just prior to Goal 7: The following goals are established, recognizing the Food and Farm Policy Council will be making recommendations in 2011 on detailed policies regarding the County food production system.
- g) The proposed Comprehensive Plan Chapter 3 'Rural and Resource Lands' is hereby amended, deleting policies RL-36 to RL-45.

**Section 4. Substantive Findings related to revisions to Kitsap County Code Title 17 'Zoning' creating Rural Commercial and Rural Industrial Zones. The Board of County Commissioners makes the following findings related to the Rural Commercial and Rural Industrial Zones:**

- 1) The Kitsap County Planning Commission reviewed a DCD staff report on the proposed Rural Commercial and Rural Industrial Zones and subsequently, made findings; the Planning Commission considered compliance with Kitsap County Code, goals and policies of the Kitsap County Comprehensive Plan, and the goals and policies of the GMA (RCW 36.70A.020). Except where otherwise noted, the BCC hereby adopts the findings of the Planning Commission.
- 2) The Planning Commission was presented a staff report and deliberated on the proposed Rural Commercial and Rural Industrial Zones.
- 3) The BCC hereby adopts and incorporates by this reference, the findings made by the Kitsap County Planning Commission on September 21, 2010 for the revisions to KCC Title 17, which found that the proposed met the criteria or recommendation or decision, as per Sections 21.08.160 and 21.08.170 of the Kitsap County Code and met the Growth Management Act.
- 4) Except where otherwise noted, the BCC hereby adopts the findings of the Planning Commission. Additionally, the Board finds:
  - a) The proposed amendments are consistent with the GMA, particularly the goals in RCW 36.70A.020 and the rural element criteria found in RCW 36.70A.070(5).
  - b) The proposed Rural Commercial and Rural Industrial 'Commercial Zones Density and Dimensions Table', KCC Section 17.382.070, is hereby amended, changing the maximum impervious surface requirement for Rural Commercial and Rural Industrial zones from 50% to 85%.

**Section 5. Substantive Findings related to Stribel's Corner, 12 Trees, Bond/Gunderson, Keyport Junction, and Ecology Road Type III Limited Areas of**

**More Intensive Rural Development. The Board of County Commissioners makes the following findings related to the Plan and Code revisions and with respect to the text and policy amendments to the Comprehensive Plan:**

- 1) The Kitsap County Planning Commission reviewed a DCD staff report on the proposed LAMIRDs and subsequently, made findings; the Planning Commission considered compliance with Kitsap County Code, goals and policies of the Kitsap County Comprehensive Plan, and the goals and policies of the GMA (RCW 36.70A.020). Except where otherwise noted, the BCC hereby adopts the findings of the Planning Commission.
- 2) Kitsap County Code 21.08.160 sets forth general criteria that the BCC must consider when making amendments to the Comprehensive Plan. In making such amendments, the BCC must consider whether 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, and whether the assumptions upon which the Comprehensive Plan is based are no longer valid, or whether there is new information available which was not considered during the adoption of, or during the last annual amendment to, the Comprehensive Plan.
- 3) Kitsap County Code 21.08.170 also sets forth criteria for making textual and area-wide amendments to the Comprehensive Plan. In making such amendments, the BCC must consider whether the proposed amendment is consistent with and supports other plan elements and/or development regulations, and if not, what additional amendments to the plan and/or development regulations will be required to maintain consistency, whether the proposed amendment to the plan and/or regulation will more closely reflect the goals, objectives and policies of the Comprehensive Plan, whether the proposed amendment is consistent with the Kitsap County-wide Planning Policies, and whether the proposed amendment complies with the requirements of the GMA.
- 4) The Planning Commission was presented a staff report and deliberated on the proposed LAMIRDs.
- 5) The BCC hereby adopts and incorporates by this reference, the findings made by the Kitsap County Planning Commission on November 9, 2010 for the proposed LAMIRDs, which found that the proposed amendments met the criteria or recommendation or decision, as per Sections 21.08.160 and 21.08.170 of the Kitsap County Code and met the Growth Management Act.
- 6) Except where otherwise noted, the BCC hereby adopts the findings of the Planning Commission. Additionally, the Board finds:
  - a) The proposed LAMIRDs are consistent with GMA, particularly the goals in RCW 36.70A.020 and the rural element provisions in RCW 36.70A.070(5). The proposed LAMIRDs will limit and contain existing commercial and industrial areas located in the rural area.

- b) The proposed revisions are consistent with Kitsap County Code 21.08.160. Specifically there is new information available which was not considered during the adoption of, or during the last annual amendment to, the Comprehensive Plan.
- c) The proposal is consistent with Kitsap County Code 21.08.170. Specifically, the proposed Plan is consistent with the Comprehensive Plan. The proposed amendment is consistent with Kitsap County-wide Planning Policies, and the proposed amendment complies with the requirements of the GMA as noted earlier.
- d) The BCC finds the Keyport Junction not to be suitable as a requested LAMIRD and denies the Keyport LAMIRD designation. Tax parcel 342601-2-004-2007 will remain Rural Residential; tax parcel 342601-2-002-2009 will be Rural Commercial in its entirety, correcting a Rural Residential split-zoning of the property; tax parcel 342601-1-083-2003 will change from Rural Residential to Rural Commercial; and the Comprehensive Land Use Map will be changed accordingly.
- e) The BCC finds the southernmost industrially-zoned property, tax parcel 012601-4-007-2009, which is not heretofore included in the proposed Bond-Gunderson LAMIRD, will be included within the final approved LAMIRD boundary.
- f) The proposed Rural Employment Center Zone and 12 Trees Employment Zone Use Table, KCC Section 17.381.040.F is amended to read:
- Kennels or Pet Daycares shall be Permitted in the Employment Center Zone and 12 Trees Center Zone.
- g) The proposed Rural Employment Center Zone and 12 Trees Employment Zone Use Table, KCC Section 17.381.040.F is amended to read:
- Boat Yards shall be Permitted in the Employment Center Zone and 12 Trees Center Zone.
- h) The proposed 12 Trees Employment Zone Use Table, KCC Section 17.381.040.F is amended to read:
- General Office and Management Services 4,000-9,999 sq ft shall be Permitted in the 12 Trees Employment Center Zone.
- i) The proposed Rural Employment Center Zone and 12 Trees Employment Zone, Landscaping, KCC Section 17.376, is amended to read:
- Landscaping  
Landscaping requirements shall be in accordance with 17.385. It is recognized that buffers have value in providing a consistent screening between uses, intensities and zones which may otherwise conflict.

Buffers shall only be required along the exterior boundary of the Rural Employment Center and 12 Trees Center zones.

For new development where existing approved screening buffers abut the subject lot, the director shall apply an appropriate screening buffer width of no less than 25 feet and no greater than 50 feet, depending on the proposed project or site impacts, such as traffic generation, light, noise, glare, odor, dust, visual impact, adjacent residential development. To the extent feasible, the Director shall maintain consistent buffer widths throughout the development.

For new development where there are not existing approved screening buffers abutting the subject lot, the director shall apply an appropriate screening buffer width of no less than 25 feet and no greater than 50 feet, depending on the proposed project or site impacts, such as traffic, light, noise, glare, odor, dust, visual impact, adjacent residential development.

All legally created existing businesses, upon the date of adoption, within the REC and TTEC boundaries, are exempt from complying with the above.

**Section 6. Substantive Findings related to the Site-Specific Comprehensive Plan Map amendments. The Board of County Commissioners makes the following findings related to the Site-Specific Comprehensive Plan Map amendments:**

- 1) McCormick/Sunnyslope request: The applicant requested that tax parcels 132301-4-006-1001, 132301-4-010-1005, 132301-4-009—1008, and 182301-3-027-20014, totaling 90 areas, be redesignated from Rural Wooded to Rural Residential zoning. The site is physically located in southwest Kitsap County on Sunnyslope Road near the Bremerton Airport.
  - i) The staff findings and recommendation were that the proposal should be denied at this time. The Planning Commission was presented a staff report and provided a formal recommendation to the BCC to deny the request.
  
- 2) City of Port Orchard request: The applicant requested that tax parcels 082301-2-001-2005, 072301-1-006-2003, 052301-1-031-2004, and 052301-2-012-2005 totaling 32.55 acres be rezoned from from Urban Reserve to Urban Low with a Comprehensive Plan Designation change from Urban Low to Public Facility. The site is physically located in South Kitsap near McCormick Woods.
  - i) The BCC finds that the staff findings and recommendation are appropriate and the proposal should be approved. The Planning Commission was presented a staff report and provided a formal recommendation to the BCC of approval. The BCC finds that the proposed designation is consistent with Kitsap County Code Title 21; KCC Chapter 17.08.160 'Criteria for Recommendation and Approval-

General'; KCC 17.08.160 'Criteria for Recommendation and Approval-Site Specific Amendments;," and Chapter 36.70A.070 RCW.

- ii) The BCC specifically adopts the findings and conclusions located in the City of Port Orchard Site Specific Staff report dated August 24, 2010.
- 3) Stokes/Mullinex request: The applicant requested that tax parcels 242301-3-036-2002, 242301-3-002-2002, 8513-000-001-0002, 8513-000-000-0003 totaling 12 acres be redesignated from Rural Protection to Rural Industrial. The site is physically located in South Kitsap at the intersection of Mullinex Road and Highway 16.
- i) The BCC finds that the staff findings and recommendation are appropriate and the proposal should be approved based on the staff proposal. The Planning Commission was presented a staff report and provided a formal recommendation to the BCC of approval. The BCC finds that the proposed designation is consistent with Kitsap County Code Title 21; KCC Chapter 17.08.160 'Criteria for Recommendation and Approval-General'; KCC 17.08.160 'Criteria for Recommendation and Approval-Site Specific Amendments;," and Chapter 36.70A RCW.
  - ii) The BCC specifically adopts the findings and conclusions located in the Stokes/Mullinex Site Specific Staff report dated November 9, 2010.
- 4) Stokes/Campbell request: The applicant requested that tax parcels 242301-2-005-2001, 242301-2-011-2003, and 242301-2-025-2007 totaling 135 acres be redesignated from Rural Protection to Rural Commercial. The proposal is located in South Kitsap at the intersection of Mullinex Road and Highway 16.
- i) The staff findings and recommendation were that the proposal should be denied at this time. The Planning Commission was presented a staff report and provided a formal recommendation to the BCC to deny the request.
  - ii) The BCC specifically adopts the findings and conclusions located in the Stokes/Campbell Site Specific Staff report dated November 9, 2010.
- 5) Seabeck Developers request: The applicant requested that tax parcel 052401-3-017-1009 totaling 1.79 acres be redesignated from Rural Residential to Rural Commercial. The proposal is located on Holly Road near Lake Symington.
- i) The BCC finds that the staff findings and recommendation are appropriate and the proposal should be approved. The Planning Commission was presented a staff report and provided a formal recommendation to the BCC of approval. The BCC finds that the proposed designation is consistent with Kitsap County Code Title 21; KCC Chapter 17.08.160 'Criteria for Recommendation and Approval-General'; KCC 17.08.160 'Criteria for Recommendation and Approval-Site Specific Amendments;," and Chapter 36.70A RCW.

- ii) The BCC specifically adopts the findings and conclusions located in the Seabeck Developers Site Specific Staff report dated November 9, 2010.
- 6) Yamamoto request: The applicant requested that tax parcels 112301-3-015-2002, 112301-3-042-2009, and 112301-3-043-2008 totaling 16.84 acres be redesignated from Rural Protection to Rural Commercial. The proposal is located in South Kitsap, just south of Sedgewick Road.
  - i) The staff findings and recommendation were that the proposal should be denied at this time. The Planning Commission was presented a staff report and provided a formal recommendation to the BCC of denial.
  - ii) The BCC specifically adopts the findings and conclusions located in the Yamamoto Site Specific Staff report dated October 6, 2010.

**Section 7. Substantive Findings related to the amendments to the Kitsap County Capital Facilities Plan. The Board of County Commissioners hereby adopts by reference Resolutions 206-2010, 207-2010, 208-2010, 209-2010, 210-2010, 211-2010, and 212-2010:**

- 1) The proposed capital facility amendments are consistent with the Kitsap County Comprehensive Plan and the 2009-2010 budgets. The Plan reflects circumstances related to the proposed amendments that are no longer valid and there is new information available which was not considered during the adoption of, or during the last annual amendment to, the Comprehensive Plan.
- 2) The proposed amendment is consistent with Kitsap County-wide Planning Policies, and the proposed amendment complies with the requirements of the GMA, specifically RCW 36.70A.120 and RCW 36.70A.070(3).

**Section 8. NOW THEREFORE, BE IT FURTHER ORDAINED, that the Kitsap County Board of Commissioners, based on the foregoing findings, does hereby adopt, and/or ratify pursuant to the Growth Management Act, Chapter 36.70A RCW, and Article 11, Section 11 of the Washington Constitution:**

- 1) The revisions to the Rural and Resource Chapter of the Comprehensive Plan attached hereto as Appendix A and incorporated herein by this reference.
- 2) The revisions to Kitsap County Code Title 17 'Zoning' attached hereto as Appendix B and incorporated herein by this reference.
- 3) The amendments to the Capital Facilities Plan attached hereto as Appendix C and incorporated herein by this reference.



- 4) The Kitsap County Comprehensive Map is hereby amended as shown in Appendix D and incorporated herein by this reference.
- 5) The Kitsap County Zoning Map is hereby amended as shown in Appendix E and incorporated herein by this reference. Those properties that were previously designated rural commercial and industrial under the comprehensive plan, are rezoned to rural commercial and industrial zones unless otherwise designated through the Type III LAMIRD process.

For the Streibel's Corner, 12 Trees, Ecology Road, and Bond/Gunderson LAMIRDs, individual projects applications shall be subject to review under Kitsap County Comprehensive Plan Section 8.2.12 and Washington State Department of Transportation standards in order to ensure compliance with level of service (LOS) standards for transportation facilities. This may include collection of a pro-rata share or placement of covenants on individual developments for a fair share contribution toward traffic mitigation.

- 6) The Port Orchard properties are hereby rezoned to Urban Low Residential and brought into the urban growth area, with a Comprehensive Plan Designation of Public Facility as referenced in Appendices D and E. This change is contingent upon the recording of a restrictive covenant that provides that the property may only be used for the provision of municipal purposes, i.e., stormwater or drinking water systems, and may not be further developed unless and until Kitsap County agrees to the extinguishment of such a covenant. The inclusion of these properties into the UGA would come into effect only after such covenants have been approved by the County and recorded against the properties.
- 7) The Stokes/Mullinex properties are hereby designated as Rural Industrial with a Comprehensive Plan Designation of Rural Industrial as referenced in Appendices D and E.
- 8) The Seabeck Developer property is hereby designated as Rural Commercial with a Comprehensive Plan Designation of Rural Commercial as referenced in Appendices D and E.
- 9) Pursuant to Ord 370-2006, adopting the 2006 10-Year Kitsap County Comprehensive Plan Update, the Pilger properties, tax ID nos. 33240220642006 and 33240220652005, were approved as Neighborhood Commercial zone designations. The designations were shown in Alternative 2 in the approved Draft Environmental Impact Statement, Volume II, Figure 2.6-4. Ordinance 370-2006 adopts Alternative 2 in Section 4.1. With approval, the mapping error is hereby corrected, and, further, is hereby shown as Rural Commercial zone designations.

**Section 9 Site Specific Amendment Policy and Criteria in 2011.** The Board of Commissioners will not accept site specific amendment applications until after policy criteria are adopted regarding the timing, schedule, and approval of new site-specific

amendments proposals (rural residential, commercial and industrial, changes to existing Limited Areas of More Intensive Rural Development). Approval criteria shall be brought forward as a work item in the docketing resolution in January 2011, and may include at minimum:

- Demonstration of an unmet rural need.
- Preservation of Kitsap County's rural character.
- Principally serving rural residents and/or tourists.
- Demonstration of a lack of available/undeveloped/unused commercial and/or industrial zoning within a reasonable distance (distance from other commercial/ industrial zoning).
- Provision of appropriate rural services.
- Contiguity to existing industrial or commercial zoning designations. Exceptions to this policy must demonstrate a unique or exceptional need and will be subject to an overlay use zone.
- The property is sized appropriately to meet the rural need.

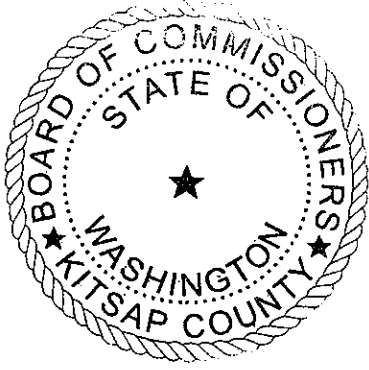
The Comprehensive Plan and/or Chapter 21.08 shall be revised as needed consistent with the developed criteria above.

**Section 10 Typographical/Clerical Errors.** Should any amendment made to this Ordinance that was passed by the Board during its deliberations be inadvertently left out of the final printed version of the plan, maps, or code, the explicit action of the Board as discussed and passed shall prevail upon subsequent review and verification by the Board, and shall be corrected.

**Section 11 Effective Date.** This ordinance shall take effect immediately.

**Section 12 Severability.** If any provision of this ordinance or its application to any person, entity or circumstance is for any reason held invalid, the remainder of the ordinance, or the application of the provision to other persons, entities or circumstances is not affected.

DATED THIS 15<sup>th</sup> day of December, 2010.



KITSAP COUNTY BOARD OF COMMISSIONERS

*Josh Brown*  
\_\_\_\_\_  
JOSH BROWN, CHAIR

*Steve Bauer*  
\_\_\_\_\_  
STEVE BAUER, COMMISSIONER

ATTEST:

*Opal Robertson*  
\_\_\_\_\_  
Opal Robertson  
Clerk of the Board

*Charlotte Garrido*  
\_\_\_\_\_  
CHARLOTTE GARRIDO, COMMISSIONER

Approved as to form:

*Shelley E. Kneip*  
\_\_\_\_\_  
Shelley E. Kneip  
Deputy Prosecuting Attorney

Unofficial

**Attachments:**

**Appendix A: Revised Rural and Resource Chapter of the Comprehensive Plan**

**Appendix B: Kitsap County Code Title '17 'Zoning' Amendments**

**Appendix C: Capital Facilities Plan Elements**

**Appendix D: Kitsap County Comprehensive Map**

**Appendix E: Kitsap County Zoning Map**

**Appendix F: Board of Commissioner's Changes from the Planning Commission Recommendations and Adopting Ordinance Changes**

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## APPENDIX A:

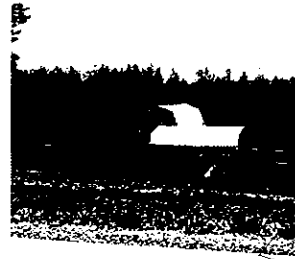
Revised Rural and Resource Chapter of the Kitsap County  
Comprehensive Plan

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## Rural and Resource Lands

## Rural and Resource Land Chapter Relationship to Vision

Vision	Rural and Resource Lands Chapter Concepts
<p><b>County Government.</b> County government that is accountable and accessible; encourages citizen participation; seeks to operate as efficiently as possible; and works with citizens, governmental entities and tribal governments to meet collective needs fairly while respecting individual and property rights.</p>	<ul style="list-style-type: none"> <li>▪ Provide policy direction based on citizen participation to guide future land use decisions.</li> </ul>
<p><b>Natural Environment.</b> Natural ecosystems – including interconnected wetlands, streams, wildlife habitat, and water quality – that are rehabilitated, protected, and enhanced and that allow for flexible and innovative development to meet environmental and growth goals. In developed areas, the growth pattern supports conservation of non-renewable energy and minimizes impacts on air quality and climate.</p>	<ul style="list-style-type: none"> <li>▪ Provide for protection of natural ecosystems in rural areas through rural designations, through compliance with Kitsap County "Water as a Resource" Policy (Res.109-2009), and with lower levels of development and lower availability of public services.</li> </ul>
<p><b>Housing.</b> Residential communities that are attractive, affordable, diverse, and livable supported by appropriate urban or rural services. A variety of housing choices are available, meeting a full range of resident income levels and preferences. Residents are able to walk between neighborhoods and to community destinations.</p>	<ul style="list-style-type: none"> <li>▪ Allow for development of rural residential uses that are distinct from urban residential uses.</li> <li>▪ Provide for small, rural communities and Limited Areas of More Intensive Development (LAMIRD) including residential uses.</li> </ul>
<p><b>Open Space.</b> An open space network – including greenbelts, wildlife habitat, forested areas, and active and passive parks – that is accessible, interconnected, provides opportunities for recreation and defines and distinguishes urban and rural areas.</p>	<ul style="list-style-type: none"> <li>▪ Protect rural areas by precluding urban development and by guiding development standards that preserves open space.</li> </ul>
<p><b>Urban Areas.</b> Healthy urban areas that are the region's centers for diverse employment and housing opportunities, all levels of education, and civic and cultural activities;</p>	<ul style="list-style-type: none"> <li>▪ Support focused development in urban areas as centers for population, employment, and civic and cultural activities (See the Land Use chapter for further policy guidance affecting the urban area.)</li> </ul>
<p><b>Rural Areas.</b> Rural areas and communities where unique historical characters, appearances, functions, and pioneering spirits are retained and enhanced. Natural resource activities, such as forestry, agriculture, and mining continue to contribute to the rural character and economy. Rural recreation opportunities are enhanced, including equestrian facilities, trails, and others.</p>	<ul style="list-style-type: none"> <li>▪ Maintain low residential densities in rural areas and provides policy guidance for development standards which help to preserve the County's rural character.</li> <li>▪ Foster small sustainable farms and agricultural enterprises that provide locally-grown food and fiber for Kitsap citizens.</li> </ul>
<p><b>Cultural Resources.</b> Historical and archaeological resources that are recognized and preserved for future generations.</p>	<ul style="list-style-type: none"> <li>▪ Provide policy guidance for historic rural communities.</li> <li>▪ Preserve historic farms and farmland for food production and educational purposes.</li> </ul>
<p><b>Economic Development.</b> A stable, prosperous and diversified economy that provides living wage jobs for residents, supported by adequate land for a range of employment uses and that encourages accomplishment of local economic development goals.</p>	<ul style="list-style-type: none"> <li>▪ Preserve opportunities for resource-based economic activities within the County.</li> <li>▪ Allow for limited commercial and industrial uses in rural areas, while preserving rural character.</li> </ul>
<p><b>Public Services and Facilities.</b> Public services and facilities – including, but not limited to, parks and recreation, law enforcement, fire protection, emergency preparedness, water/sewer, roads, transit, non-motorized facilities, ferries, stormwater management, education, library services, health and human services, energy, telecommunications, etc. – are provided in an efficient, high-quality and timely manner by the County and its partner agencies. Public services and facilities are monitored, maintained and enhanced to meet quality service standards.</p>	<ul style="list-style-type: none"> <li>▪ Provide policy guidance for public services and utilities in the rural area.</li> <li>▪ Provide for limited residential development in the rural area at densities that do not result in a need for public sewer systems.</li> </ul>
<p><b>Transportation.</b> An efficient, flexible, and coordinated multi-modal transportation system – including roads, bridges and highways, ferries, transit, and non-motorized travel – that provides interconnectivity and mobility for County residents and supports our urban and rural land use pattern.</p>	<ul style="list-style-type: none"> <li>▪ Provide for a land use pattern that allows for more efficient transportation in urban areas.</li> <li>▪ Provide policy direction for the development of transit-supportive densities in growth nodes and centers.</li> </ul>



## Chapter 3. Rural and Resource Lands

### 3.1. Plan Context

The Rural and Resource Lands Chapter guides land use patterns and directs land use decisions for the unincorporated portions of Kitsap County outside of urban growth areas (UGAs). Together, Chapter 2, *Land Use*, and this chapter form the basis for all future land use patterns and decisions. In addition to goals and policies guiding rural development and resource land uses, this chapter includes goals and policies related to lands that are currently designated rural, but may be potentially included in the UGA as future growth occurs (generally beyond the current planning period of 2025).

The policies in this chapter work in tandem with the Kitsap County Comprehensive Plan (Plan) Land Use Map, which illustrates the location of various land use categories. The Land Use Map is located in Chapter 2 (Figures 2-1 and 2-2). This chapter is divided into the following sections:

- Intent of the Rural and Resource Lands Chapter
- Rural Vision
- Rural Character in Kitsap County
- Rural Lands and the Growth Management Act
- Rural Communities and Compact Rural Areas
- Rural Population Forecast
- Rural Land Distribution/Inventory
- Rural Economies
- Rural Public Facilities and Services
- Rural Lands and Planning by Watershed
- Urban Reserve Lands
- Limited Areas of More Intensive Rural Development (LAMIRDs)

AUDITOR'S NOTE  
LEGIBILITY FOR RECORDING AND COPYING  
UNSATISFACTORY IN A PORTION OF THIS  
INSTRUMENT WHEN RECEIVED.

- Resource Lands
- Mineral Resource Lands
- Agricultural Resource Lands
- Transfer of Development Rights (TDR)

An inventory of existing land use conditions, including rural and resource lands, was created with the 2006 Plan. Additionally, the inventory completed in 2006 is contained in Section 3.2.1, *Land Use*, of Volume II. Key issues related to existing land use conditions in the rural unincorporated county are summarized as follows:

- The predominant pattern of residential development throughout the unincorporated areas, including the rural area, is low-density single family; and
- As described later in this Chapter, Kitsap County has five Rural Communities and 22 Compact Rural Areas, whose densities are more urban in nature, than rural.

For rural lands, these issues provide the challenges for the future of how to:

- Maintain natural ecosystems and a local forestry sector
- Plan for separation between urban and rural areas
- Preserve, maintain, and enhance rural character
- Preserve open space
- Provide goods and services that support rural activities
- Supply Kitsap citizens with locally grown and harvested resource products
- Protect and enhance critical areas necessary for community health and wildlife
- Protect the existence of rural lands, open space and critical areas that are vital to quality of life for Kitsap County residents
- Foster rural economies by recognizing rural employment centers and LAMIRDs.

### 3.1.1 Intent of the Rural Lands Chapter

The intent of the Rural and Resource Lands Chapter is to define and provide policy direction to preserve and enhance the rural character of Kitsap County. This chapter designates areas in Kitsap County as appropriate for rural and resource activities, both residential and non-residential. The Plan intends to preserve and protect rural character by providing a definition of rural character in Kitsap County and establishing measures to preserve it.

Of the many reasons that motivate people to live in Kitsap County, an attractive rural environment is one of the most frequently cited. Rural characteristics, as exist in Kitsap County—including the abundance of trees, low-density development patterns, access to recreation, views of water, mountains, farms, and a quiet, unregimented atmosphere – all have a strong appeal to new and established residents alike. Because these characteristics can change or



diminish as population grows, the challenge for the County is to preserve the function, appearance, and lifestyle of the rural area in the face of continued population growth and associated pressures.

### 3.1.2 Rural Vision

Through the 2010 Rural Outreach Meetings and with responses from the 2010 Rural Online Survey, it became apparent that many residents like Kitsap County just how it is right now and want to preserve current conditions or would like to see the County become how it was 20 years ago (See Section 3.1.3 for rural character). Many residents feel that in order to have a future that looks and feels like current conditions, measures must be taken in order to preserve what is most liked about Kitsap County presently. This chapter recognizes that private property owners can be the best stewards of the land, and intends to involve them in protecting rural character.

Some residents did provide a more precise idea of how to preserve rural Kitsap. These include:

- A healthy food-chain and small farms, where Kitsap County residents have access to locally grown agriculture.
- Connectivity between rural communities for multi-modal transportation, such as bike, horses, and walking.
- Destination for visitors/ tourist to enjoy historic areas and recreation opportunities.

### 3.1.3 Rural Character in Kitsap County

We perceive rural character as we walk through our communities, drive along our public roadways and look across different landscapes. Rural character is created by the way in which we use the land, and the relationship of uses to natural features and the landscape. It perhaps becomes most obvious when it is interrupted. The rural character of Kitsap County is the primary reason many residents decide to make their homes here. Defining this character is the first step in deciding how to preserve it.



Kitsap County's rural area consists of differing natural features, landscape types and land uses. Rural land uses consist of both dispersed and clustered residential developments, farms, wooded lots, and small and moderate-scale commercial and industrial uses that serve rural residents as their primary client. Rural landscapes encompass the full range of natural features, including forested expanses, pastures, cropland, rolling meadows, ridge lines and valley walls, distant vistas, streams and lakes, shorelines and other sensitive areas. The State of Washington defines rural character in Revised Code of Washington (RCW) 36.70A.030 (15). That character is written below with statements of how each bullet applies to Kitsap County.

“Rural character” refers to the patterns of land use and development established by a county in the rural element of its comprehensive plan:

- a. In which open space, the natural landscape, and vegetation predominate over the built environment.
  - i. As per GMA, the rural area of Kitsap County is much less developed than the urban areas. This allows for the natural landscape to predominate over the built environment.
- b. That foster traditional rural lifestyles, rural-based economies, and opportunities to both live and work in rural areas.
  - i. Kitsap County allows a range of employment opportunities in the rural areas. The most significant is Bangor Naval Base, while technically Federal Land, is wholly located in the rural area and provides jobs for many living in urban and rural areas. Rural employment centers have grown up around the base, as well as to service the five rural communities, the 22 compact rural areas, and the remaining rural areas. These rural commercial and industrial zones as well as Limited Areas of More Intense Rural Development (LAMIRDs) are considered vital to sustaining the rural area and associated lifestyle.
- c. That provide visual landscapes that are traditionally found in rural areas and communities.
  - i. Kitsap County has a maximum density in the rural area of one dwelling unit per five acres. This zoning allows for large amounts of undeveloped land and for the protection of critical areas and rural character. Additionally, Kitsap County, through the Parks, Recreation, and Open Space Plan and through goals and policies outlined in Chapter Ten “Parks” of the Comprehensive Plan, has a mission to preserve parks and other visual landscapes for future generations.
- d. That are compatible with the use of the land by wildlife and for fish and wildlife habitat.
  - i. Kitsap County has an adopted Critical Areas Ordinance (CAO) which was updated in 2005. The CAO protects the wetlands, fish and wildlife conservation areas, geologically hazardous areas, frequently flooded areas, and critical aquifer recharge areas.
- e. That reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.
  - i. Kitsap County has five adopted zoning classifications in the rural areas that are intended to stop the inappropriate conversion of undeveloped land.
- f. That generally do not require the extension of urban governmental services.

- i. Kitsap County does not provide an urban level of governmental services to the rural area. Services provided to the rural areas include only responsive services, such as police and fire/aid. For more on rural services (see Section 3.1.9).
- g. That are consistent with the protection of natural surface water flows and ground water and surface water recharge and discharge areas.
  - i. Along with the CAO as described above, Kitsap County also has adopted a "Water as a Resource" Policy and has codified Low Impact Development Standards in Kitsap County Code Title 12 'Stormwater and Drainage.'

The rural area is, however, more than just a description of physical characteristics. No single attribute describes what "rural" means to residents of Kitsap County. In many cases, rural characteristics are subjective and not always found in every area of rural Kitsap County.

In an effort to obtain the citizen's perspective on rural character, Kitsap County conducted Rural Outreach meetings in the Spring, 2010. Over 500 residents attended these meetings and participated in the round-table discussions. Augmenting the outreach effort was an online survey focused on more specific issues. The survey received 150 responses.

The over arching theme that the survey conveyed was that the citizens of Kitsap County wanted rural Kitsap to keep its current conditions. A majority of the respondents agreed that the rural zoning in Kitsap County was an appropriate size, and they enjoyed the large quantities of trails and parks around the area. The rural outreach meetings and the rural survey showed the issue surrounding non-conforming lot sizes in the rural areas is a major concern for rural residents. Non-conforming lots were prevalent in the survey, and citizens were concerned about the implications of these lots transforming their rural setting and impacting their way of life.

For County residents, the term rural also defines a philosophy of living and a quality of life. This quality of life includes a sense of quiet, community and a slower pace of life. Rural characteristics include the abundance of trees, access to recreation, views of water and mountains, and a quiet, unregimented atmosphere. The elements of rural character also include the dynamic natural systems abundant in Kitsap County which can be vulnerable to human and natural change. The qualities below were the most common identifiers for rural character from County residents, as obtained from the 2010 Rural Outreach Meetings and the 2010 Rural Online Survey:

- Relatively undeveloped nature
- Lots 5 acres and over
- Agricultural and forest activities
- Land for wildlife and nature
- Personal open space for tranquility (enjoyment of personal property)
- Responsive public services, sense of being self-sufficient
- Wooded trail systems
- Views of the Hood Canal, Puget Sound, the Olympics and Mount Rainier
- Small businesses serving the local population

- Small, intimate communities
- Low population density
- Large forested areas
- Quiet two lane roads

Kitsap County is in a unique position within the Puget Sound area. To the east across the Puget Sound is the highly developed urban area of King County and Seattle. To the west across the Hood Canal is rural Jefferson County. Many Kitsap County residents consider themselves as sandwiched between two extremes: Urban and Rural. While Kitsap County has urban and rural areas, in a regional perspective Kitsap County exists in the middle.

Another unique local circumstance for rural Kitsap County is the large amount of United States Military and Tribal lands located in rural areas. The United States Military has the installations of Bangor and Keyport located in the rural area of Kitsap County totaling 7,295 acres. The United States Military also has the installation in Bremerton; however, it is fully located within the City of Bremerton and not evaluated in this chapter. It is important to note that the U.S. Military is the largest employer in Kitsap County even though the majority of their property is located in the rural area. The Suquamish and Port Gamble/S'Klallam tribes have reservations in rural Kitsap County totaling 8,599 acres. Because these lands are Federal, they are not bound by local regulations, and therefore, have the potential to impact the rural area.

Rural North Kitsap County consists of the "rural communities" of Driftwood Keys, Hansville, Miller Bay and Indianola (Ror Rural Communities, see Section 3.1.5A), the "compact rural areas" of Gamblewood, Edgewater Estates, and President Point (for Compact Rural Areas, see Section 3.1.5 B), the Commercial and/or Industrial LAMIRDs of Ecology Road, Twelve Trees, Streibel's Corner, and Bond Gunderson and the Type 1 LAMIRD of George's Corner (For LAMIRDs, see Section 3.2.1B), the Type 1 Residential LAMIRDs of Keyport and Port Gamble, the Suquamish and Port Gamble/S'Klallam Tribe properties, and Naval Base Bangor. Additional places of significance in rural North Kitsap are Eglon, Applecove Point, Lemolo, Vinland, Lofall, and Sunset Beach.

North Kitsap is unique in the fact that most properties are within a short driving distance of a highway for fast travel to other parts of the County. Additionally, North Kitsap has the Hood Canal Bridge connecting it to Jefferson County, and the Kingston/Edmonds and Bainbridge/Seattle ferries connecting it to King County and the rest of the Puget Sound. North Kitsap, like Central and South Kitsap, is a mix of smaller lots, created prior to the Growth Management Act, and large tracts of land used for rural activities and for home-sites. North Kitsap has another unique quality in the fact that it has the highest number of summer homes that have been converted to full-time living.

Rural Central Kitsap consists of the "compact rural areas" of Misery Point, Wildcat Lake, Lake Symington, Lake Tahuya, Tiger Lake, Mission Lake and Panther Lake. Additional places of

significance in rural Central Kitsap are Seabeck, Hood Point, Nelita, Holly, Camp Union, Crosby, and Brownsville.

Rural Central Kitsap considers itself the “last frontier.” Citizens at the 2010 Rural Outreach Meetings state that the large wooded parcels and small two-lane roads make it easy for visitors to get lost. Unique to rural Central Kitsap is its many lakes. Many of the small lots created pre-GMA in Central Kitsap were around lakes. Central Kitsap has the largest amount of undeveloped land in Kitsap County, and unlike North Kitsap, does not have immediate access to a highway, making rural services very important. Located within Central Kitsap, Bremerton offers ferry service to Seattle.

Rural South Kitsap consists of the “rural communities” of Sunnyslope and Southworth, the “compact rural areas” of South Sunnyslope, Glenwood Station, Fairview Lake, Bear Lake, Wye Lake, Horizon Hills, Parkview, West Long Lake, South East Long Lake, Long Lake View Estates, Peacock Hill, and Crescent Valley, the Type 1 Residential LAMRD of Manchester. Additional places of rural significance are Colchester, Colby, Fragaria, Olalla, and Burley.

Rural South Kitsap County is in a very unique position due to sharing its border with Mason and Pierce counties. Rural South Kitsap County has begun to feel the development pressure from Pierce County because of the new Narrows Bridge, as shown in the population increases since its opening. Pierce County has the following zones along the South Kitsap border: Rural Farm, Rural 10, Public Facility, Rural Sensitive Resource, and Community Employment. Most of these zones are consistent with zoning of rural South Kitsap. Mason County has the following zones along the South Kitsap border: Rural Residential 2.5, Rural Residential 10, Rural Commercial, and Rural Multi-family. Rural Residential 2.5 and Rural Multi-Family are not consistent with zoning of Kitsap County. Kitsap County will continue to work with both Mason and Pierce counties to ensure compatibility with our rural lands.

It is this multi-faceted physical character and lifestyle that County residents wish to maintain and enhance through the Plan. Previous efforts including Rural Land Use Policy Community Meetings (March 2000), Kitsap County Rural Policies: Framework from Planning (1994), and The Rural Issue Paper Appendix (May 1998) are important documents because they are visioning and characterization exercises done previously. In updating this chapter, these previous planning efforts were studied and compared to current residents rural vision. The results of this exercise proved that Kitsap County residents still, by and large have a similar vision for rural areas as they did in the 1990’s and 2000’s.

### **3.1.4 Growth Management Act**

The Growth Management Act (GMA) provides that “Counties shall include a rural element including lands that are not designated for urban growth, agriculture, forest or mineral resources. The rural element shall permit appropriate land uses that are compatible with the rural character of such lands and provide for a variety of rural densities and uses and may also provide for

clustering, density transfer, design guidelines, conservation easements and other innovative techniques that will accommodate appropriate rural uses not characterized by urban growth” (RCW 36.70A.070(5)).

### 3.1.5 Rural Communities and Compact Rural Areas

The 1998 Kitsap County Comprehensive Plan identified “Rural Communities”, “Compact Rural Developments” and “Rural Villages.” These classifications were helpful in 1998 in determining areas suitable for LAMIRD inclusion, and to identify areas of high density rural development.

Rural Communities were defined as large scale, predominately residential areas with some commercial and community services;

Compact Rural Areas were defined as small scale, predominately residential areas with limited services, and;

Rural Villages were defined as a mixed-use community with a broad mix of land uses.

Since the 1998 Plan, many of the areas that were defined as “Rural Villages” have been adopted as LAMIRDS or included into Urban Growth Areas.

These terms were used in the 2010 update to this chapter, and are still useful today in discussing how Rural Communities and Compact Rural Areas affect the rural areas of Kitsap County. Rural Communities and Compact Rural Areas are dense residential developments in the rural area that were created prior to the GMA. These developments are therefore at much higher densities than are currently permitted, and play a part in affecting Kitsap County-wide Planning Policy, GMA and Puget Sound Regional Council growth targets.

#### 3.1.5.A Rural Communities

Kitsap County has five Rural Communities: Hansville, Driftwood Keys, Indianola, Sunnyslope, and Southworth. Below are descriptions of the areas (See Figure 3-1):

Hansville is located on the northern tip of the Kitsap Peninsula, which is bounded by the waters of Puget Sound, Admiralty Inlet, and Hood Canal. The area is characterized by a cluster of single-family residences and vacation homes. The greater Hansville area includes a U.S. Post Office, general store, automotive repair shop, beauty salon, antique craft shop, recreational resorts, RV facilities, and two boat launching facilities. The area is serviced by Public Utilities District No. 1 with an 18-inch water main that runs from Kingston to a reservoir. Hansville is bounded by Puget Sound to the north, and a ring of wetlands and uplands slopes to the south. There are approximately 213 parcels with an average density of 1.7 dwelling units per acre.

Driftwood Keys is a retirement community located on the northwestern tip of the Kitsap Peninsula. It extends along the shoreline of Hood Canal and has a view of the Olympic Mountain range. This community has approximately 1,051 parcels with an average density of 1.6 dwelling units per acre.

Indianola is characterized by a cluster of home sites. Originally popular as a recreation destination, the area grew in response to its proximity to the "Mosquito Fleet" ferry system. Located within the community center are a small grocery store, post office, club house, public dock, and private community beach. Residents desire to retain the community's unique identity without extensive commercial development. Public utilities include water; the area does not have a sewer system. The approximate boundaries of what may be considered the Indianola community are the eastern shoreline of Miller Bay on the west; a line roughly equivalent to the tribal reservation line running from the head of Miller Bay to the 90 degree turn on South Kingston Road on the north; the tribal lands east of the church camp on the east, and the shoreline of Madison Bay on the south. This community has an average density of 3.5 dwelling units per acre.

Sunnyslope is located west of Port Orchard near the Bremerton Airport. The community is bordered by Sunnyslope Road to the west, SR-3 to the north, Victory Drive to the east, and a grouping of lots clustered around Old Clifton Road to the south. It is currently serviced by Sunnyslope Water District; however it has no sewer system. This community has approximately 370 parcels with an average density of 1.7 dwelling units per acre.

Southworth is located at the eastern terminus of Sedgwick Road on the shores of Puget Sound. The community is clustered around the Southworth Ferry Terminal which provides service to West Seattle and Vashon Island. The community is predominantly single-family residential on lots created under previous three dwelling units per acre zoning. Public water is provided to the area by Manchester Water District. Manchester upgraded the water system to meet Department of Ecology requirements; however, it has no sewer system.

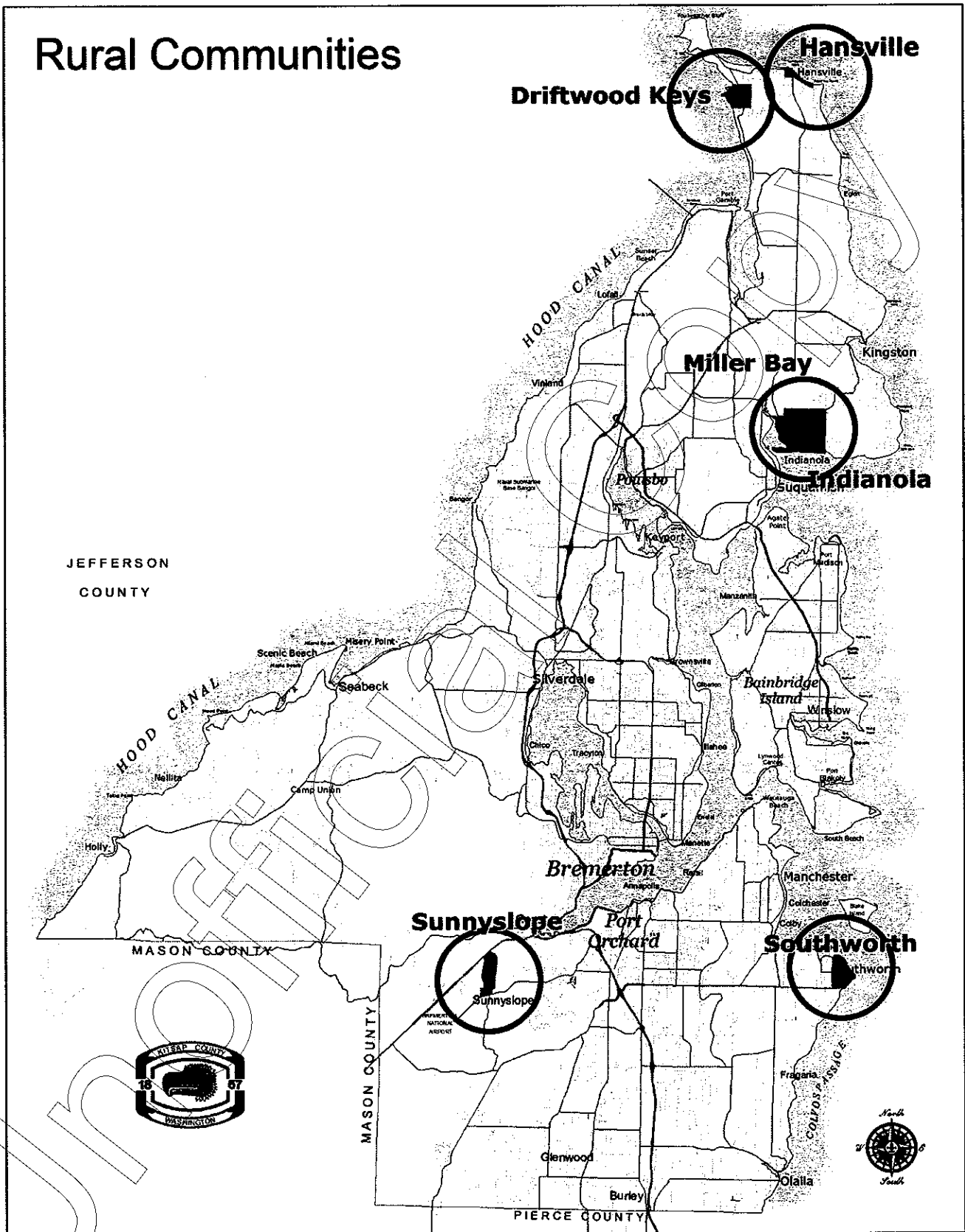


Figure 3-1 Rural Communities



3.1.5.B COMPACT RURAL AREAS

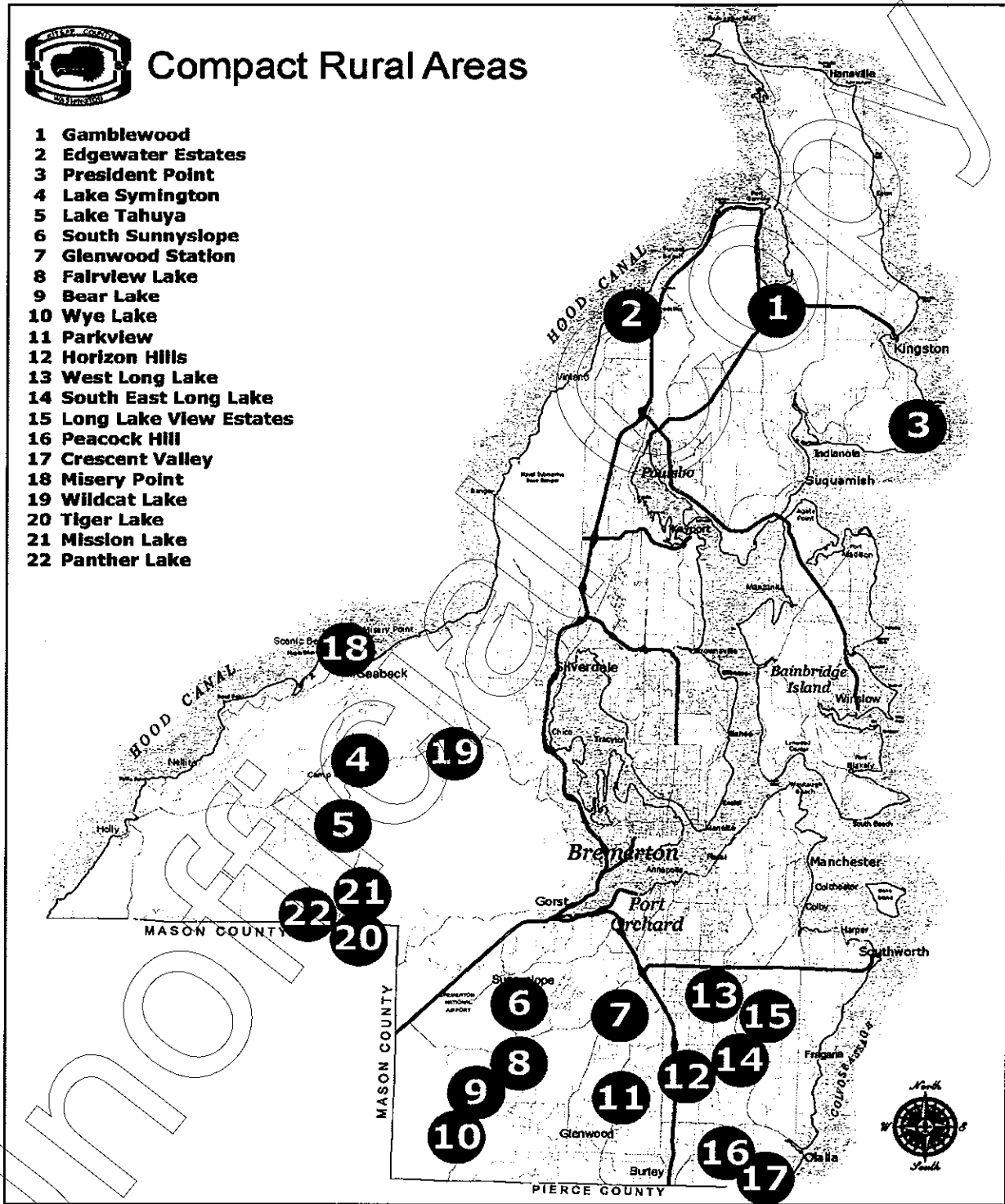

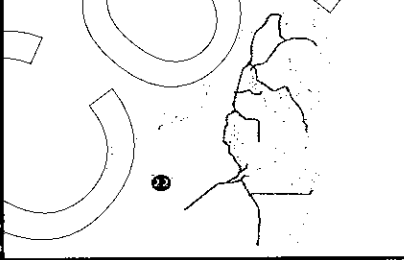


Figure 3-2 Compact Rural Areas

Rural and Resource Lands

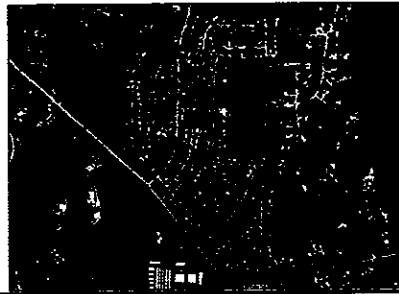
Kitsap County has 22 Compact Rural Areas that are characterized as small scale, predominately residential areas with limited services (Figure 3-2). Below the Compact Rural Areas are described in greater detail.

Of the 22 areas, 15 of those areas are located in South Kitsap, 4 are located in Central Kitsap, and 3 are located in North Kitsap County.

<b>Panther Lake</b>	
	
Number of Tax Lots	106
Number of Vacant Lots	10
Total Acres	127.16
Location	Panther Lake Road W
<i>Average Density</i>	<i>1</i>

Rural and Resource Lands

**Gamblewood**



Number of Tax Lots	376
Number of Vacant Lots	19
Total Acres	89.82
Location	Bond Road/SR 104
<i>Average Density</i>	4

**Edgewater**



Number of Tax Lots	437
Number of Vacant Lots	33
Total Acres	125.99
Location	Lofall Road/Pioneer Way
<i>Average Density</i>	4

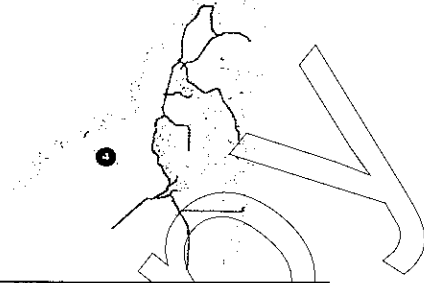
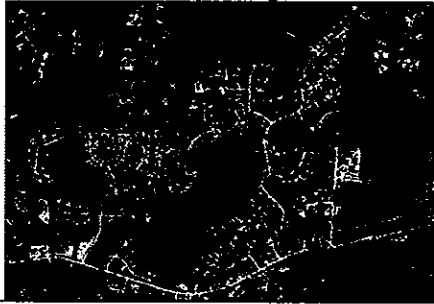
**President Point**



Number of Tax Lots	560
Number of Vacant Lots	89
Total Acres	372.18
Location	South of Kingston
<i>Average Density</i>	4

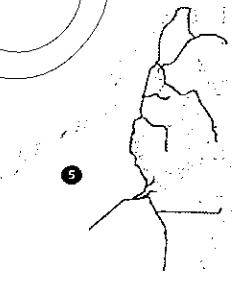
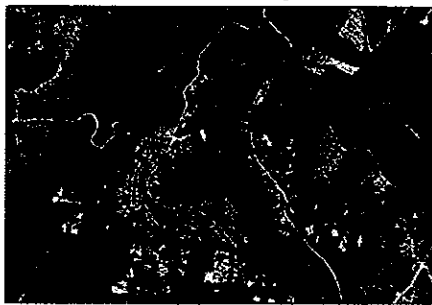
Rural and Resource Lands

**Lake Symington**



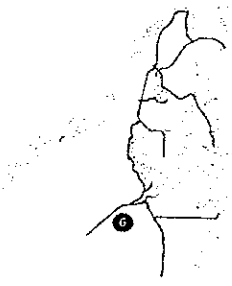
Number of Tax Lots	544
Number of Vacant Lots	57
Total Acres	183.80
Location	NW Holly Road
<i>Average Density</i>	3

**Lake Tahuya**



Number of Tax Lots	285
Number of Vacant Lots	39
Total Acres	124.49
Location	Gold Creek Road NW
<i>Average Density</i>	2

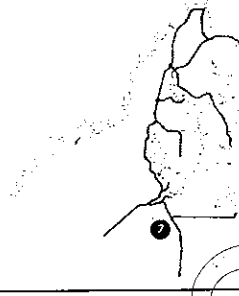
**Sunnyslope**



Number of Tax Lots	362
Number of Vacant Lots	40
Total Acres	255.29
Location	Old Clifton Road
<i>Average Density</i>	2

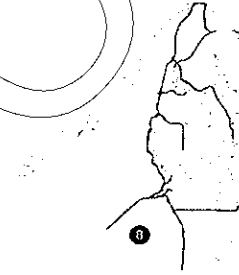
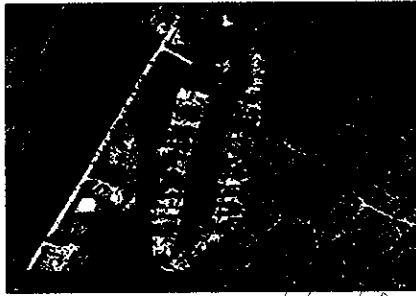
Rural and Resource Lands

**Glenwood Station**



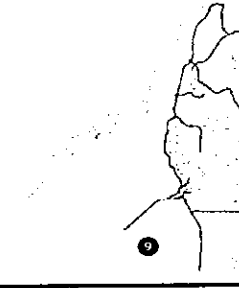
Number of Tax Lots	96
Number of Vacant Lots	2
Total Acres	83.73
Location	Glenwood Road SW
<i>Average Density</i>	1

**Fairview Lake**



Number of Tax Lots	39
Number of Vacant Lots	6
Total Acres	15.00
Location	J.M. Dickerson Road SW
<i>Average Density</i>	3

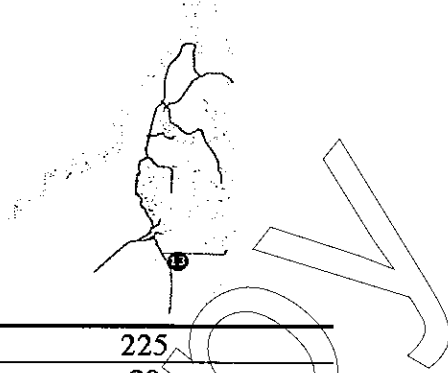
**Bear Lake**



Number of Tax Lots	42
Number of Vacant Lots	2
Total Acres	22.73
Location	Alpine Lake Rd
<i>Average Density</i>	2

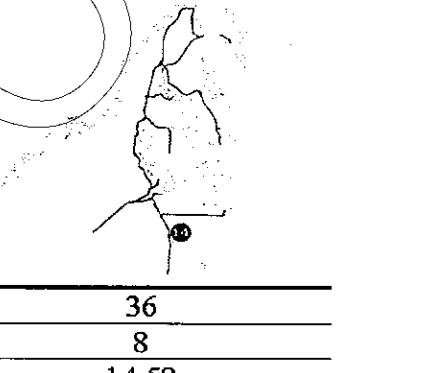
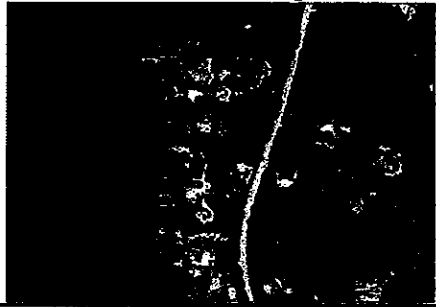
Rural and Resource Lands

**West Long Lake**



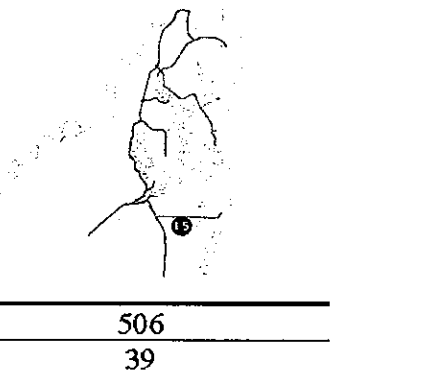
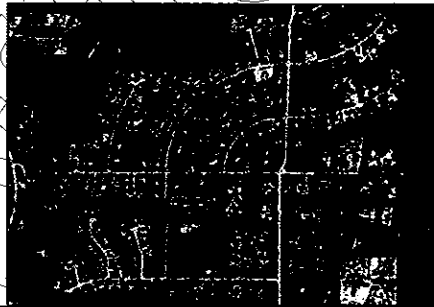
Number of Tax Lots	225
Number of Vacant Lots	30
Total Acres	194.71
Location	Clover Valley Road SE
<i>Average Density</i>	2

**Southeast Long Lake**



Number of Tax Lots	36
Number of Vacant Lots	8
Total Acres	14.58
Location	Long Lake Road SE
<i>Average Density</i>	2

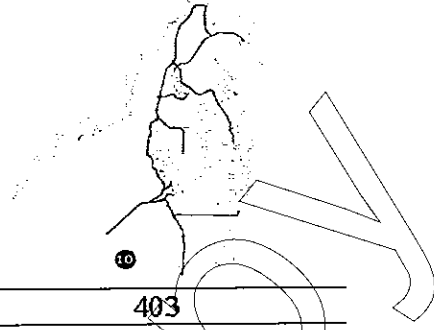
**Long Lake View**



Number of Tax Lots	506
Number of Vacant Lots	39
Total Acres	561.05
Location	Ebbert Drive SE
<i>Average Density</i>	2

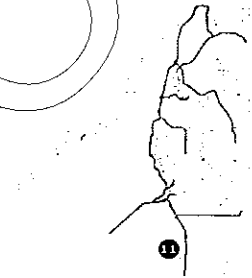
Rural and Resource Lands

**Wye Lake**



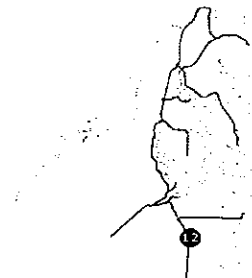
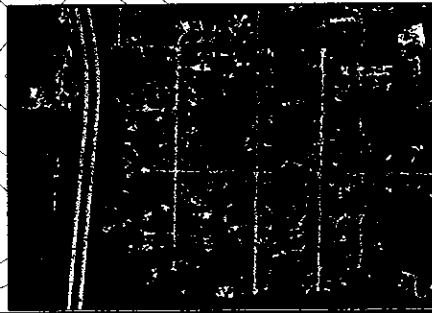
Number of Tax Lots	403
Number of Vacant Lots	125
Total Acres	173.60
Location	Carney Lake Road SW
<i>Average Density</i>	2

**Parkview**



Number of Tax Lots	323
Number of Vacant Lots	4
Total Acres	68.39
Location	SE Lakeway Blvd
<i>Average Density</i>	5

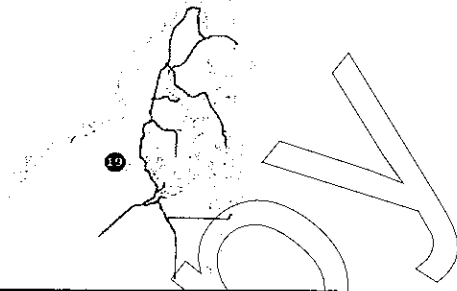
**Horizon Hill**



Number of Tax Lots	252
Number of Vacant Lots	5
Total Acres	250.00
Location	SE Mullenix Road
<i>Average Density</i>	1

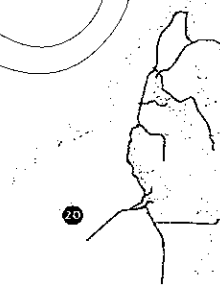
Rural and Resource Lands

**Wildcat Lake**



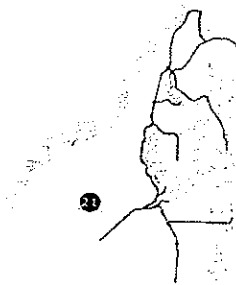
Number of Tax Lots	131
Number of Vacant Lots	11
Total Acres	123.24
Location	NW Holly Road
<i>Average Density</i>	<i>1</i>

**Tiger Lake**



Number of Tax Lots	14
Number of Vacant Lots	2
Total Acres	22.10
Location	W Tiger Lake Road
<i>Average Density</i>	<i>1</i>

**Mission Lake**

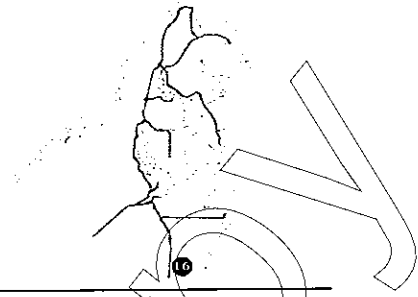
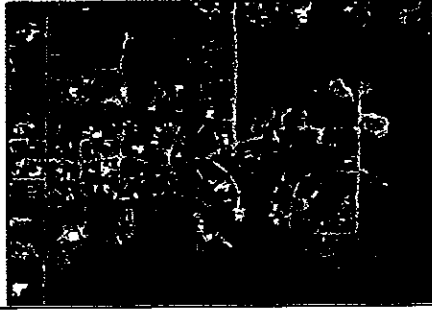


Number of Tax Lots	85
Number of Vacant Lots	8
Total Acres	72.30
Location	North Mission Road W
<i>Average Density</i>	<i>1</i>



Rural and Resource Lands

**Peacock Hill**



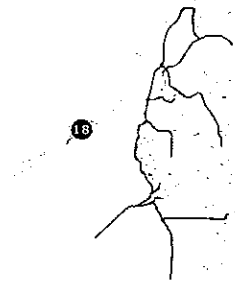
Number of Tax Lots	80
Number of Vacant Lots	5
Total Acres	28.62
Location	Peacock Hill Road SE
<i>Average Density</i>	3

**Crescent Valley**



Number of Tax Lots	74
Number of Vacant Lots	5
Total Acres	35.00
Location	Crescent Valley Road SE
<i>Average Density</i>	2

**Misery Point**



Number of Tax Lots	223
Number of Vacant Lots	44
Total Acres	182.22
Location	Misery Point Road NW
<i>Average Density</i>	2

### 3.1.6 Rural Land Distribution / Inventory

As noted in Section 3.1.3 "Rural Character in Kitsap County," Kitsap County's rural areas are very unique and are unlike other rural areas in Washington State. The intent of this section is to provide picture of how the rural area is developed based on actual and existing land-uses (what is occurring on the land), rather than the zoning or land use designations.

The tables included in this section are intended to show existing conditions within rural Kitsap County. The tables utilize definitions used by from the Kitsap County Assessor that are "Assessor Property Tax Classifications" only and are not based on zoning. For instance, when "Wooded Land" is listed, this term is a classification by the Assessor for the purposes of taxation and does not necessarily indicate whether the property is designated forest land per the Washington State Growth Management Act or whether it is necessarily commercially viable forest land. The Assessor definitions utilized are described in more detail below.

#### Definitions.

##### Non-Residential Land Uses- Wooded Land

**880-Forest Land:** Chapter 84.33 RCW provides property tax relief for properties of land of twenty or more contiguous acres primarily devoted to and used for growing and harvesting forest products.

**920-Non Commercial Forest:** Commercial land use designation created by the Assessor to establish an assessed valuation for tax purposes. Forested land that is not used for growing and harvesting products for commercial use falls under this classification.

**950-Open Space Timber:** Chapter 84.34 RCW provides property tax relief for properties that are contiguous ownership of five or more acres that is devoted primarily to the growth and commercial harvest of forest crops.

##### Non-Residential Land Use- Open Land

**911-Common Area:** A common area is an area that is available for use by more than one person, and usually exists in Apartments, Gated communities, Condominiums, Shopping malls and Platted developments.

**810-Agricultural (Not Open Space):** Agricultural lands not used for the commercial production of agricultural products.

**830-Agricultural Open Space:** Chapter 84.33 RCW provides tax relief for properties that either (a) is land in any contiguous ownership of twenty or more acres (i) devoted primarily to the production of livestock, equine related activities or agricultural commodities for commercial purposes, (ii) enrolled in a federal conservation reserve program, or (iii) other similar activities as may be established by rule, or (b) land of five to twenty acres devoted primarily to agricultural uses with a gross income from such uses equivalent to two hundred dollars or more per acre per year for three of the five calendar years preceding the date of application, or (c) land of less than five acres devoted primarily to agricultural uses which has produced a gross income of \$1500 or more per year for three of the five calendar years preceding the date of the application.

## Rural and Resource Lands

940-Open Space General: Chapter 84.34 RCW provides property tax relief for properties that meet certain use requirements and will be kept in the open space program for a minimum of ten years. *Open space land* is defined as any of the following:

1. Land zoned for open space

2. Any land area, the preservation of which, in its present use, would:

:conserve and enhance natural or scenic resources, protect streams or water supply, promote conservation of soils, wetlands, beaches or tidal marshes, enhance the value to the public of abutting or neighboring parks, forest, wildlife preserves, nature reservations or sanctuaries or other open space, enhance recreation opportunities, preserve historic sites, preserve visual quality along highway, road, and street corridors or scenic vistas, retain in its natural state tracts of land not less than one acre situated in an urban area and open to public use on such conditions as may be reasonably required by the legislative body granting the open space classification.

3. Any land meeting the definition of "farm and agricultural conservation land", which means either:

a) Land previously classified as farm and agricultural land that no longer meets the criteria and is reclassified under open space land.

b) "Traditional farmland", not classified, that has not been irrevocably devoted to a use inconsistent with agricultural uses, and that has a high potential of returning to commercial agricultural.

### Tables.

The tables in this section describe the distribution of land-uses and density in the rural areas as they exist in 2010. For each zone, the following information is described:

1) The percentage, number of tax parcels and acreage for developed properties with the following densities (in acres/dwelling unit):

a. 0.03-0.05

b. 0.06-0.10

c. 0.11-0.25

d. 0.26-4.99

e. 5.00-9.99

f. 10.00-19.99

g. 20.00+

h. Mobile Home Community

2) The percentage, number of tax parcels and acreage for vacant properties with the following densities (in acres/dwelling unit):

a. Less than 0.25

b. 0.26-4.99

c. 5.00-9.99

## Rural and Resource Lands

d. 10.00-19.99

e. 20.00+

## 3) The Non Residential Land Use Types by:

- a. Wooded Land
- b. Open Land
- c. Commercial and Industrial
- d. Institutional
- e. Fishing, mining, and water
- f. Parks and Recreation
- g. Public Facility and Transportation Utilities

**RURAL PROTECTION**

This zone promotes low-density rural development that is consistent with rural character and protects environmental features such as significant visual, historical, natural features, wildlife corridors, steep slopes, wetlands, streams and adjacent critical areas.

Approximately 7,384 tax parcels in the Rural Protection zone.

Approximately 28,066.42 acres

**Rural Protection Residential Land Use: Developed**

0.03 – 0.05 acres per dwelling unit	0.06 – 0.10 acres per dwelling unit	0.11 – 0.25 acres per dwelling unit	0.26 – 4.99 acres per dwelling unit	5.00 – 9.99 acres per dwelling unit	10.00 – 19.99 acres per dwelling unit	20.00+ acres per dwelling unit	Mobile Home Community
Less than 1%	Less than 1%	2%	60%	8%	2%	Less than 1%	Less than 1%
1 tax parcel	1 tax parcel	146 tax parcels	4394 tax parcels	606 tax parcels	155 tax parcels	21 tax parcels	2 tax parcels
0.03 acres	0.09 acres	32.49 acres	8817.14 acres	3918.61 acres	2051.90 acres	562.70 acres	23.22 acres

Rural and Resource Lands

**Rural Protection Residential Land Use: Vacant Land**

Vacant Land Less than 0.25 acres	Vacant Land 0.26 – 4.99 acres	Vacant Land 5.00 – 9.99 acres	Vacant Land 10.00 – 19.99 acres	Vacant Land 20.00 + acres
1%	14%	4%	2%	1%
68 parcels	1054 tax parcels	292 tax parcels	113 tax parcels	48 tax parcel
10.48 acres	2475.98 acres	1902.32 acres	1506.10 acres	1487.93 acres

**Rural Protection: Non-Residential Land Use**

Wooded Land (Forest Lands, Open Space Timber, Non- Commercial Forest)	Open Land (Agricultural, Agricultural Open Space, Common Area, Open Space General)	Commercial Industrial	Institutional	Fishing Mining Water	Parks Recreation	Public Facility	Transportation Utilities
1%	3%	Less than 1%	Less than 1%	Less than 1%	Less than 1%	Less than 1%	1%
86 tax parcels	219 tax parcels	7 tax parcels	12 tax parcels	42 tax parcels	12 tax parcels	32 tax parcels	73 tax parcels
1982.48 acres	1888.2 acres	110.89 acres	37.51 acres	554.19 acres	210.08 acres	350.62 acres	143.46 acres

**RURAL RESIDENTIAL**

This zone promotes low-density residential development consistent with rural character. It is applied to areas that are relatively unconstrained by environmentally sensitive areas or other significant landscape features. These areas are provided with limited public services.

Approximately 34396 tax parcels in the Rural Residential zone.

Approximately 76814.35 acres

Rural and Resource Lands

**Rural Residential Land Use: Developed**

0.03 – 0.05 acres per dwelling unit	0.06 – 0.10 acres per dwelling unit	0.11 – 0.25 acres per dwelling unit	0.26 – 4.99 acres per dwelling unit	5.00 – 9.99 acres per dwelling unit	10.00 – 19.99 acres per dwelling unit	20.00+ acres per dwelling unit	Mobile Home Community
Less than 1%	26%	8%	63%	4%	Less than 1%	Less than 1%	Less than 1%
11 tax parcels	91 tax parcels	2773 tax parcels	21731 tax parcels	1401 tax parcels	164 tax parcels	26 tax parcels	12 tax parcels
3.78 acres	13.62 acres	587.94 acres	34466.06 acres	8768.48 acres	2167.5 acres	718.98 acres	109.39 acres

**Rural Residential Land Use: Vacant Land**

Vacant Land Less than 0.25 acres	Vacant Land 0.26 – 4.99 acres	Vacant Land 5.00 – 9.99 acres	Vacant Land 10.00 – 19.99 acres	Vacant Land 20.00 + acres
3%	13%	2%	Less than 1%	Less than 1%
1032 tax parcels	4479 tax parcels	708 tax parcels	114 tax parcels	63 tax parcels
171.41 acres	7887.72 acres	4476.96 acres	1544.16 acres	2620.78 acres

**Rural Residential: Non-Residential Land Use**

Wooded Land (Forest Lands, Open Space Timber, Non-Commercial Forest)	Open Land (Agricultural, Agricultural Open Space, Common Area, Open Space General)	Commercial Industrial	Institutional	Fishing Mining Water	Parks Recreation	Public Facility	Transportation Utilities
1%	2%	Less than 1%	Less than 1%	Less than 1%	Less than 1%	Less than 1%	1%
470 tax parcels	702 tax parcels	44 tax parcels	53 tax parcels	54 tax parcels	56 tax parcels	72 tax parcels	340 tax parcels
6845.67 acres	3147.67 acres	177.62 acres	154.05 acres	529.18 acres	1545.61 acres	470.55 acres	407.22 acres

## RURAL WOODED

This zone is intended to encourage the preservation of forest uses, retain an area's rural character and conserve the natural resources while providing for some rural residential use. This zone is further intended to discourage activities and facilities that can be considered detrimental to the maintenance of timber production. Residents of rural wooded (RW) residential tracts shall recognize that they can be subject to normal and accepted farming and forestry practices on adjacent parcels.

Approximately 1430 tax parcels in the Rural Wooded zone.

Approximately 49569.04 acres

### Rural Wooded Residential Land Use: Vacant

0.03 – 0.05 acres per dwelling unit	0.06 – 0.10 acres per dwelling unit	0.11 – 0.25 acres per dwelling unit	0.26 – 4.99 acres per dwelling unit	5.00 – 9.99 acres per dwelling unit	10.00 – 19.99 acres per dwelling unit	20.00+ acres per dwelling unit	Mobile Home Community
0%	0%	Less than 1%	14%	3%	1%	1%	0%
0 tax parcel	0 tax parcel	2 tax parcels	194 tax parcels	45 tax parcels	13 tax parcels	10 tax parcels	0 tax parcels
0.00 acres	0.00 acres	0.61 acres	562.09 acres	286.26 acres	165.54 acres	375.38 acres	0.00 acres

### Rural Wooded Developed Land Use: Vacant Land

Vacant Land Less than 0.25 acres	Vacant Land 0.26 – 4.99 acres	Vacant Land 5.00 – 9.99 acres	Vacant Land 10.00 – 19.99 acres	Vacant Land 20.00 + acres
0%	12%	3%	2%	3%
0 tax parcels	175 tax parcels	43 tax parcels	26 tax parcels	40 tax parcel
0.00 acres	404.12 acres	296.60 acres	381.91 acres	2875.98 acres

Rural and Resource Lands

**Rural Wooded: Non-Residential Land Use**

Wooded Land (Forest Lands, Open Space Timber, Non-Commercial Forest)	Open Land (Agricultural, Agricultural Open Space, Common Area, Open Space General)	Commercial Industrial	Institutional	Fishing Mining Water	Parks Recreation	Public Facility	Transportation Utilities
53%	1%	Less than 1%	Less than 1%	1%	Less than 1%	4%	1%
760 tax parcels	23 tax parcels	1 tax parcel	1 tax parcel	15 tax parcels	5 tax parcels	62 tax parcels	15 tax parcels
39041.49 acres	589.66 acres	6.5 acres	2.00 acres	754.89 acres	1081.62 acres	2670.21 acres	74.18 acres

**URBAN RESERVE**

This zone is intended to be located along the boundaries of existing urban growth areas (UGAs). The zone is intended to allow continued rural development while discouraging land use patterns that could foreclose options for inclusion into future UGAs and their higher densities and land use intensities. This zone may also apply to properties which are being considered for non-residential use.

Approximately 827 tax parcels in the Rural Wooded zone.

Approximately 2127.11 acres

**Urban Reserve Residential Land Use: Developed**

0.03 – 0.05 acres per dwelling unit	0.06 – 0.10 acres per dwelling unit	0.11 – 0.25 acres per dwelling unit	0.26 – 4.99 acres per dwelling unit	5.00 – 9.99 acres per dwelling unit	10.00 – 19.99 acres per dwelling unit	20.00+ acres per dwelling unit	Mobile Home Community
0%	1%	11%	46%	5%	Less than 1%	0%	Less than 1%
0 tax parcel	7 tax parcel	94 tax parcels	377 tax parcels	38 tax parcels	4 tax parcels	0 tax parcels	1 tax parcels
0.00 acres	0.07 acres	18.93 acres	559.96 acres	212.97 acres	48.77 acres	0.00 acres	0.52 acres



Rural and Resource Lands

**Urban Reserve Residential Land Use: Vacant Land**

Vacant Land Less than 0.25 acres	Vacant Land 0.26 – 4.99 acres	Vacant Land 5.00 – 9.99 acres	Vacant Land 10.00 – 19.99 acres	Vacant Land 20.00 + acres
6%	21%	3%	1%	1%
52 tax parcels	170 tax parcels	26 tax parcels	7 tax parcels	5 tax parcel
6.29 acres	312.33 acres	171.67 acres	80.07 acres	182.50 acres

**Urban Reserve: Non-Residential Land Use**

Wooded Land (Forest Lands, Open Space Timber, Non- Commercial Forest)	Open Land (Agricultural, Agricultural Open Space, Common Area, Open Space General)	Commercial Industrial	Institutional	Fishing Mining Water	Parks Recreation	Public Facility	Transportation Utilities
1%	Less than 1%	Less than 1%	Less than 1%	Less than 1%	Less than 1%	Less than 1%	2%
10 tax parcels	4 tax parcels	1 tax parcel	2 tax parcel	2 tax parcels	2 tax parcels	4 tax parcels	21 tax parcels
248.06 acres	97.76 acres	.60 acres	1.52 acres	40.67 acres	46.24 acres	30.65 acres	66.9 acres

## Rural and Resource Lands

## Existing Land Uses in Rural Lands

Acreage by Land Use Types (does not include LAMIRDs)

Existing Land Use Type	Acres	Percentage
* Commercial Trade and Services	360.07	0.22%
Parks and Recreation	6313.5	3.84%
Manufacturing and Industrial	217.26	0.13%
Public Facilities	4437.78	2.70%
Residential	64801.00	39.37%
Wooded Land *	49979.80	30.36%
Transportation, Utilities, Communication	844.42	0.51%
Undeveloped Lands	29879.25	18.15%
Open Land **	5898.16	3.58
Fishing Related and Mines and Quarries	1879.73	1.14%
Water and Tidelands	1.51	<0.1%
<b>Total</b>	<b>166058.57</b>	<b>100%</b>

\*Forest Lands, Commercial Forest, Open Space Timber

\*\*Agricultural Land, Common Area, Open Space

## Rural and Resource Lands

## Existing Land Uses in Type I LAMIRDs

## Acreage by LAMIRDs

Existing Land Use Type	George's Corner	Keyport	Manchester	Port Gamble	Suquamish
Commercial Trade and Services	21.37	1.59	2.51	35.22	5.36
Parks and Recreation	0	.49	1.00	0	11.16
Manufacturing and Industrial	0	.31	0	0	1.59
Public Facilities	0	0	14.47	0	15.4
Residential	1.61	53.03	725.05	14.57	218.85
Wooded Land*	0	0	0	3.65	0
Transportation, Utilities, Communication	0	1.4	10.7	2.62	1.19
Undeveloped Lands	12.84	3.95	142.53	2.75	49.08
Open Land**	2.11	0	11.62	34.41	0
Fishing Related and Mines and Quarries	0	0	0	0	0
Water and Tidelands	0	0	.01	0	0
<b>Total</b>	<b>37.93</b>	<b>60.77</b>	<b>907.89</b>	<b>93.22</b>	<b>302.63</b>

\*Forest Lands, Commercial Forest, Open Space Timber

\*\*Agricultural Land, Common Area, Open Space

## Rural and Resource Lands

## Existing Land Uses in Type I LAMIRDs

## Percentage by LAMIRDs

Existing Land Use Type	George's Corner	Keyport	Manchester	Port Gamble	Suquamish
Commercial Trade and Services	56.34%	2.62%	0.28%	37.78%	1.77%
Parks and Recreation	0.00%	0.81%	0.11%	0.00%	3.69%
Manufacturing and Industrial	0.00%	0.51%	0.00%	0.00%	0.53%
Public Facilities	0.00%	0.00%	1.59%	0.00%	5.09%
Residential	4.24%	87.26%	79.86%	15.63%	72.32%
Wooded Land*	0.00%	0.00%	0.00%	3.92%	0.00%
Transportation, Utilities, Communication	0.00%	2.30%	1.18%	2.81%	0.39%
Undeveloped Lands	33.85%	6.50%	15.70%	2.95%	16.22%
Open Land**	5.56%	0.00%	1.28%	36.91%	0.00%
Fishing Related and Mines and Quarries	0.00%	0.00%	0.00%	0.00%	0.00%
Water and Tidelands	0.00%	0.00%	0.00%	0.00%	0.00%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

\*Forest Lands, Commercial Forest, Open Space Timber

\*\*Agricultural Land, Common Area, Open Space

## Rural and Resource Lands

**Existing Residential Densities in Rural Areas**  
**Acreage by Residential Densities (does not include LAMIRD)**

Residential Density Category	Acres	Percentage
1 unit per 10+ acres	5454.83	8.46%
1 unit per 5 – 10 acres	13853.65	21.49%
1 unit per 2.5 – 5 acres	20210.06	31.36%
1 unit per 1 – 2.5 acres	17329.84	26.89%
1 – 5 dwelling units per acre	7407.45	11.49%
5 – 10 dwelling units per acre	177.67	0.28%
10- 19 dwelling units per acre	14.41	0.02%
19 - 25 dwelling units per acre	.29	<0.00%
25+ dwelling units per acres	4.01	0.01%
<b>Total</b>	<b>64452.21</b>	<b>100%</b>

**Existing Residential Densities in Type I LAMIRDS**  
**Acreage by Residential Densities**

Residential Density Category	Acres	Percentage
1 unit per 10+ acres	0	0.00%
1 unit per 5 – 10 acres	23.66	2.38%
1 unit per 2.5 – 5 acres	48.69	4.90%
1 unit per 1 – 2.5 acres	109.49	11.01%
1 – 5 dwelling units per acre	659.74	66.37%
5 – 10 dwelling units per acre	130.170	13.10%
10- 19 dwelling units per acre	20.98	2.11%
19 - 25 dwelling units per acre	1.25	0.13%

## Rural and Resource Lands

25+ dwelling units per acres	.03	<0.00%
<b>Total</b>	<b>994.01</b>	<b>100%</b>

**Existing Residential Densities in Rural Areas and Type I LAMIRDS****Percentage by Residential Densities**

<b>Residential Density Category</b>	<b>Rural Percentage</b>	<b>LAMIRD Percentage</b>
1 unit per 10+ acres	8.46%	0.00%
1 unit per 5 – 10 acres	21.49%	2.38%
1 unit per 2.5 – 5 acres	31.36%	4.90%
1 unit per 1 – 2.5 acres	26.89%	11.01%
1 – 5 dwelling units per acre	11.49%	66.37%
5 – 10 dwelling units per acre	0.28%	13.10%
10- 19 dwelling units per acre	0.02%	2.11%
19 - 25 dwelling units per acre	0.00%	0.13%
25+ dwelling units per acres	0.01%	0.00%
<b>Total</b>	<b>100%</b>	<b>100%</b>

## Rural and Resource Lands

**Existing Undeveloped Land and Open Space in Rural Areas**

<b>Undeveloped Land and Open Space</b>	<b>Acres</b>	<b>Percentage</b>
Common Area	2056.27	5.28%
Open Space General	2115.76	5.43%
Undeveloped Land	34767.42	89.29%
Other Undeveloped Land	.29	<0.00%
<b>Total</b>	<b>38939.74</b>	<b>100.00%</b>

**Natural Resource Land Uses in Rural Areas**

<b>Natural Resource Lands</b>	<b>Acres</b>	<b>Percentage</b>
Agriculture	1774.27	3.37%
Forest Land	40094.54	76.12%
Non Commercial Forest	7901.59	15.00%
Open Space Timber	2030.97	3.86%
Fishing and related services	199.47	0.38%
Mining and related services	668.70	1.27%
<b>Total</b>	<b>52669.54</b>	<b>100.00%</b>

**Existing Public Facility Lands in Rural Areas**

<b>Existing Public Facilities</b>	<b>Acres</b>	<b>Percentage</b>
Governmental Service	7462.22	55.12%
Educational Service	311.28	2.30%
Parks/Recreation	5602.22	41.38%

## Rural and Resource Lands

Public Assembly	162.67	1.20%
<b>Total</b>	<b>13538.39</b>	<b>100.00%</b>

## Commercial Land Uses in Rural Areas

Commercial Lands	Acres	Percentage
Commercial Retail	77.61	13.95%
Commercial Services	435.74	78.30%
Hotel/Motel	6.45	1.16%
Parking	36.68	6.59%
<b>Total</b>	<b>556.48</b>	<b>100.00%</b>

## Industrial Land Uses in Rural Areas

Industrial Land	Acres	Percentage
General Industrial	69.97	21.35%
Heavy Industrial	37.42	11.42%
Light Industrial	220.39	67.24%
<b>Total</b>	<b>327.78</b>	<b>100.00%</b>



### 3.1.7 Rural Population Forecast

The rural areas of Kitsap County are not expected to accommodate a large population increase, but rather allow low density rural development. The GMA requires that Kitsap County contain and control urban development to ensure protection of rural character, protect critical areas and to protect against the conversion of forest, mineral resource and agricultural land.

Kitsap County's 2009 rural population was approximately 95,102 people, down from 98,432 people in 2000. By 2030<sup>1</sup>, the rural population is expected to accommodate 23,905 additional people. This would bring the rural population total to 113,999 people.

Rural development trends have dramatically changed since Kitsap County's initial adoption of the GMA in 1998. Annual building permit activity and rural lot creation has continued to drop in rural areas, meaning more of Kitsap's housing is occurring in the urban areas. In 2000, the County issued 276 residential building permits in the urban area, and 712 residential building permits in the rural area (28% urban and 72% rural). Showing that development is occurring more in the urban areas, in 2005, 1,048 residential building permits were issued in the urban area, and 729 residential building permits were issued in the rural area (59% urban, 41% rural). Additionally, from 2000-2005, 89.3% of all new residential lot creation took place in the urban area. This is a very significant trend, and shows that Kitsap County is becoming more compliant with the GMA and our County-wide Planning Policies.

The application of lower-density zoning or more restrictive standards could reduce the creation of new lots, but would not address the existing legal lots created prior to the GMA.

### 3.1.8 Rural Economies

The Growth Management Act recognizes and encourages rural economic development that is focused on providing employment and services to rural residents. Given the nature of Kitsap County demographics, commercial and industrial site have developed over the years. Recognizing the need to sustain this rural economy, Kitsap County developed three types of land use designations. Rural Commercial, Rural Industrial, and Limited Areas of More intensive Rural Development are designed to serve the citizens living outside the urban growth areas and provide employment opportunities.

It is recognized that the primary location for commercial and industrial uses are within the urban growth areas. However, there are appropriate commercial, industrial and employment center uses that support rural economies. Sufficient commercial and industrial capacity has been allocated to meet existing needs at the time of the adoption of the 2010 Comprehensive Plan amendments.

Within rural Kitsap County, existing commercial and industrial activities occur that were created prior to the enactment of the GMA. The majority of these uses are found within TYPE III LAMIRDs, although

<sup>1</sup> Washington State Office of Financial Management Population Projections

## Rural and Resource Lands

there are some commercial and industrial activities outside of these areas. These areas of commerce in the rural areas are intended to serve the immediate rural population and not draw customers from the urban areas. Rural Commercial and Rural Industrial Zones also aid the County in providing for rural-based economies, which are important to Kitsap County.

Recognizing and regulating these areas is important for Kitsap County because they are located in all three Commissioner Districts in rural Kitsap County, while the majority of Urban Commercial and Urban Industrial lands are located in South Kitsap. These lands provide for services close to home for rural residents that can both create jobs and reduce vehicle miles travels for reduced carbon emissions.

The Rural Commercial Zone (RCO) and Rural Industrial Zone (RI) are the implementing zones for these areas:

**Rural Commercial.** The intent and function of the Rural Commercial Zone is to permit the location of small-scale commercial retail businesses and personal services which serve a limited service area and rural population outside established UGAs. The rural commercial zone permits small-scale retail; sales and services located along county roads on small parcels that serve the immediate rural residential population. Rural businesses, which serve the immediate rural population, may be located at crossroads of county roads, state routes, and major arterials.

**Rural Industrial.** The intent and function of the Rural Industrial Zone is to provide for small-scale light industrial, light manufacturing, recycling, mineral processing, and resource-based goods production uses that are compatible with rural character and do not require an urban level of utilities and services.

Examples of these areas are the small commercial areas in Hansville, Seabeck, Ollala, Burley, Sunnyslope, Camp Union, Southworth, and Glenwood that supply residents with employment, grocery and food, and service needs close to home. Additionally, there are a number of gas stations that provide fueling opportunities on rural roads.

Urban Commercial and Urban Industrial lands are discussed in further detail in Chapter 2, Land Use, and Chapter 5, Economic Development.

### 3.1.9 Rural Public Facilities and Services

Public facilities are services provided to support development. These services include roads, public schools, libraries, parks, police/fire protection and utilities. In the rural area, water is provided by wells or by one of the water systems within Kitsap County. Sewage disposal is generally provided by on-site septic systems.

Kitsap County is required by the GMA to provide certain services such as sewer and stormwater facilities to all urban areas. Therefore, Kitsap County focuses growth within the urban areas so that financial resources can be prioritized to develop and maintain a sufficient level of service. To use financial resources efficiently and reduce growth pressure in the rural area, Kitsap County will not provide an urban level of infrastructure and services to the rural area.

### 3.1.10 Rural Areas and Planning by Watershed

In 2009, Kitsap County adopted the “Water as a Resource” Policy (Resolution 109-2009) establishing a countywide commitment to managing surface and stormwater as a renewable resource rather than a waste-stream. The policy recognizes that “traditional development patterns and practices” have disturbed or removed natural hydrology functions on a watershed-level and that better management of groundwater and of storm and surface water flows are critically needed.

The County’s lowland topography and reliance on surface and ground water is best planned for and managed at the watershed and/or sub-basin level. Future land use planning and development, especially in the rural areas, will benefit from watershed-based planning to identify and preserve natural hydrologic features and to avoid and minimize impacts to water resources.

In 2008-2010, Kitsap County was recognized as a leader in low-impact-development principles and practices by state and federal water resource and pollution discharge management agencies. These and other “best management practices” are envisioned to occur at the watershed scale in order to provide for appropriate levels of land use and development while preventing impacts to critical water resource values.

## 3.2. Rural and Resource Lands Goals and Policies

Goals and policies contained in this section address issues related to appropriate development and environmental protection within rural areas in order to preserve and enhance the County’s rural character.

### 3.2.1. Rural Lands

Kitsap County's rural lands consist of a unique and sensitive balance of differing land features and uses and landscape types. Rural lands for rural development and protection of rural character are identified outside of UGAs on the Land Use Map with the Rural Residential, Rural Protection, Rural Wooded, Rural Industrial, and Rural Commercial designations. Based on Countywide Planning Policies, the rural area is expected to take 24% of the County’s future population growth through 2025.

For information on existing population and housing and the relationship of allocated growth to regional growth projections and allocations, see Section 3.2.3, *Population, Housing, and Employment*, of Volume II. See Chapter 6, *Housing*, for more specific information on the County’s future housing unit growth. For urban residential designations, goals and policies, see Chapter 2, *Land Use*.

- **Rural Residential.** This designation is intended to allow low-density residential development consistent with rural character, and primarily focuses on single-family dwellings. This designation is applied to areas that are relatively unconstrained by environmentally sensitive areas or other significant landscape features, and also recognizes areas that are already committed to a pattern of smaller rural lots. The Rural Residential designation is implemented by the Rural Residential zone.
- **Rural Residential zone.** This zone promotes low-density residential development consistent with rural character. It is applied to areas that are relatively unconstrained by environmentally

## Rural and Resource Lands

sensitive areas or other significant landscape features. (Maximum of 1 dwelling unit [du] per 5 acres [ac])

- **Rural Protection.** This designation is intended to allow low-density development in keeping with rural character and to protect significant environmental features, including visual, historic, and natural features; wildlife corridors; steep slopes; wetlands; streams; and adjacent critical areas. It is implemented by the Rural Protection zone.
  - Rural Protection zone. This zone promotes low-density development that is consistent with rural character and protects environmental features such as significant visual, historical, natural features, wildlife corridors, steep slopes, wetlands, streams and adjacent critical areas. (Maximum of 1 du/10 ac)
- **Rural Wooded.** The Rural Wooded designation is generally applied to larger parcels of land in contiguous blocks that are forested in character, that have been actively managed for forestry and harvested, and that may be currently taxed as timber lands pursuant to state and County programs. It is applied to lands that were formerly zoned as "Interim Rural Forest." The objective of this designation is to promote continued forestry practices, provide ongoing opportunities for large- and small-scale timber management, and maintain large contiguous blocks of forested lands to protect significant environmental features, while allowing limited residential development in keeping with rural character. Environmental features may include significant visual, historic, and natural features; wildlife corridors; steep slopes; wetlands; streams; and adjacent critical areas. The Rural Wooded designation is implemented by the Rural Wooded zone. Policies specific to the Rural Wooded designation are included in Section 3.2.3.
  - Rural Wooded zone. This zone allows for forest resource uses as well as limited residential uses. (1 du/20 ac)
- **Rural Industrial.** This designation contains lands often found at crossroads and supports resource-based industries. It is implemented by the Rural Industrial zone. Rural lands goals and policies regarding industrial uses refer to these uses outside of UGAs.
- **Rural Commercial.** Lands contained within this designation are often found at crossroads, where historical development has allowed for smaller lot sizes. These areas also serve neighboring residences, with quick shopping that is compatible with neighboring uses. Land uses include businesses that provide a service to rural residents. Rural Commercial is implemented by the Rural Commercial zone. Rural lands goals and policies regarding commercial uses refer to these uses outside of UGAs.
- **Rural Employment Center.** Lands contained within this designation are within Type III Commercial and Industrial LAMIRDs. They include intensification of or new development of lots for isolated cottage industries and isolated small-scale businesses.
- **Twelve Trees Employment Center.** Lands contained within this designation are within Type III Commercial and Industrial LAMIRDs. They include intensification of or new development of lots for isolated cottage industries and isolated small-scale businesses.

## Rural and Resource Lands

Rural goals and policies are addressed below; additional Rural Wooded goals are addressed in Section 3.2.3.

**Goal 1. Retain the rural character of the County outside of designated urban areas, as described in this chapter.**

- Policy RL-1 Limit the designated rural area to low residential densities that can be sustained by minimal infrastructure improvements, cause minimal environmental degradation, and that will not cumulatively create the future necessity or expectation of urban levels of service.
- Policy RL-2 Provide a variety of densities in the rural areas to make more efficient use of land, maximize the return on public infrastructure investment, and provide for affordable housing opportunities.
- Policy RL-3 Permit residential uses in rural areas consistent with the existing and planned rural character of the surrounding area.
- Policy RL-4 Outside of the Type III LAMIRDs, limit development only to that which serves rural residential or resource needs and not draw people from UGAs.
- Policy RL-5 Apply rural designations on the Comprehensive Plan Land Use Map only to areas that meet one or more of the following criteria:
- Areas not designated for urban growth or as natural resource lands, where a possibility exists for agriculture, forestry and mineral resource management and utilization.
  - Areas not needed for the next 20 years to provide land for population or employment growth.
  - Areas which serve as a buffer between resource activities and conflicting land uses.
  - Areas where the open-space character of the land is to be protected for scenic qualities, recreational activities and environmental functions.
  - Areas in which significant environmental constraints make the area generally unsuitable for intensive urban development.
  - Areas where existing and future uses do not typically require urban-level services and facilities and services are not readily available.
  - Areas where a rural area designation will help foster more logical boundaries for urban public services and infrastructure.

## **Goal 2. Encourage development standards that help preserve the County's rural character.**

- Policy RL-6 Encourage design standards, and encourage development practices and private covenants for subdivisions in the rural area, to limit paved surfaces, changes in grade from pre-development site conditions, elaborate entrance signs, and extensive lawns and other landscaping.
- Policy RL-7 Allow and encourage home-based cottage-type businesses and industries in the rural areas, consistent with Kitsap County Code 17.381.060(B) (1).
- Policy RL-8 Unlimited expansion of commercial and industrial uses in the rural areas is not appropriate. Accordingly, only limited new commercial and industrial uses will be permitted in the rural areas, per Kitsap County Code 21.08. Such commercial and industrial uses must be consistent with GMA and Comprehensive Plan requirements for rural areas, preserve Kitsap County's rural character, and shall not allow urban-type uses or services.
- Policy RL-9 Use the Buildable Lands Program to help implement the Kitsap County Comprehensive Plan to track the type, location, amount and rate of growth in the rural area. Growth will be evaluated to ensure that it is consistent with Comprehensive Plan assumptions and policies. Based on the findings of this monitoring, consider the need to further evaluate or limit the amount or rate of growth in the rural area or to modify its development regulations to ensure that rural character is maintained and that urban growth does not occur in the rural area.

## **Goal 3. Maintain appropriate levels of service for public services and facilities in rural areas.**

- Policy RL-10 Adopt standards for facilities and services in the rural area that protect basic public health and safety and the environment, but are financially supportable at rural densities and do not encourage urban development. Encourage cities adjacent to the rural area and other agencies providing services to the rural area to adopt similar standards.
- Policy RL-11 When considering public spending for facilities and services within the rural area give priority to the following:
- Maintaining existing facilities and services that protect public health and safety.
  - Upgrading facilities and services when needed to support planned rural development at rural service level standards but not creating capacity for urban growth.
- Policy RL-12 Prohibit extension of sanitary sewer service in the rural area "except in those limited circumstances shown to be necessary to protect basic public health and safety and the environment and when such services are financially supportable at rural densities and do not permit urban development" (RCW 36.70A.110(4)) or as otherwise allowed by GMA.

## Rural and Resource Lands

- Policy RL-13 Limit the connection of rural lots to community or large on-site sewage systems in accordance to the restriction set forth in KCC 17.383.
- Policy RL-14 Provide road and access standards that enable all-weather access for emergency response vehicles while preserving and enhancing rural character.
- Policy RL-15 Ensure proper installation, use and maintenance of on-site septic systems.
- Policy RL-16 Encourage alternative energy production as appropriate to rural areas that are consistent with rural character.

**Goal 4. Preserve existing open space in rural areas and promote opportunities for provision of new open space in rural areas.**

- Policy RL-17 Encourage the continuation of forests through tax policy, conservation easements, purchase of development rights, Transfer of Development Rights (TDR), and clustering incentives.
- Policy RL-18 Continue regulatory and non-regulatory preservation of historic or working farm land, particularly through tax policy, conservation easements, TDR, Purchase of Development Rights (PDR), innovative design criteria and the establishment of a small farms institute as recommended by the Rural Policy Roundtable, to encourage small farms. Some historic Kitsap County working farms should be preserved for food and fiber production, educational and scenic purposes.
- Policy RL-19 Designate the Barker Creek corridor with a rural designation.

**Goal 5. Encourage and foster rural businesses and business opportunities on currently designated commercial and industrial lands in the rural area, and continue to monitor the rural need for new commercial and industrial allocations to be consistent with the GMA requirement to foster rural economies.**

**3.2.1.A Urban Reserve Lands**

The intent of Urban Reserve goals and policies is to guide the use of lands that may be suitable for inclusion in the UGA in the future. The Land Use Map identifies such lands with the Urban Reserve designation.

- **Urban Reserve.** This designation indicates areas that may be suitable for inclusion in the UGA in the future. It is implemented by the Urban Reserve zone.
  - Urban Reserve zone. This zone is intended to allow rural development while preventing land use patterns that could foreclose options for future higher densities. (maximum of 1 du/10 ac)

## Goal 6 Identify land that is potentially suitable for inclusion in the UGA.

- Policy RL-20 Use the Urban Reserve designation to indicate areas that may be suitable for inclusion in the Urban Growth Area (UGA). Urban Reserve lands are intended to recognize lands adjacent to designated UGAs that may be considered for potential future inclusion within an UGA in response to future needs, as reflected in revised or updated population or employment forecasts or distributions.
- Policy RL-21 Prevent the establishment of land uses or land use patterns in the Urban Reserve designation that could foreclose planning options and eventual development or redevelopment at higher urban densities.
- Policy RL-22 Redesignate Urban Reserve lands if they are determined to not be needed or appropriate for urban development.

### 3.2.1.B Limited Areas of More Intensive Rural Development

The intent of these goals and policies is to guide development of the County's existing LAMIRDs and the future designation of additional LAMIRDs.

**PURPOSE:** This designation is consistent with the 1997 amendment to GMA and is subject to a number of guidelines and criteria (RCW 36.70A.070 (5)(d)). These amendments provide an opportunity to help reconcile the County's historical land use pattern within the parameters of GMA. LAMIRDs are key in developing and enhancing rural-based economies as outlined in the GMA.



There currently are 10 LAMIRDs in Kitsap County: Suquamish, Manchester, Port Gamble, Keyport, Ecology Road, Twelve Trees, Streible's Corner, Bond/Gunderson, and George's Corner. Below are the types of LAMIRDs and respective definitions per GMA.

- **TYPES.** The Growth Management Act identifies three varieties of LAMIRDs, referred to as Type I, II, and III LAMIRDs. Types I and III are most likely to appear in Kitsap County. LAMIRD types are described below.
- **Type I.** The only type of LAMIRD currently designated in Kitsap County prior to 2010, this designation is characterized as infill development or redevelopment of existing commercial, industrial, residential, or mixed-use areas, whether as shoreline development, villages, hamlets, rural activity centers, or crossroads. Any industrial development within a Type 1 LAMIRD must be principally designed to serve the rural population. Any new development or redevelopment must be consistent with existing character of the area with respect to building size, scale, use, or intensity. Type 1 LAMIRDs must have been established as more densely developed areas as of July 1990, and they must include pre-GMA existing development. Type 1 LAMIRDs also must be bounded by a "logical outer boundary" that mirrors the limits of the pre-existing development.
- **Type II.** Includes intensification of, or new development of, small-scale recreational or tourist uses, including commercial facilities to serve those recreational or tourist uses. The uses in a Type II



## Rural and Resource Lands

LAMIRD must be of the kind that rely on a rural location and setting, and may not include new residential development. A Type II LAMIRD is not required to be principally designed to serve the rural population. Public services and public facilities must be limited to the minimum necessary to serve the small-scale recreational or tourist use. If public services and facilities are provided, they must be provided in a manner that does not permit low-density sprawl.

- **Type III.** Includes intensification of or new development of lots for isolated cottage industries and isolated small-scale businesses. Residential development is prohibited. Type III LAMIRDs need not principally serve the rural population, but should provide job opportunities for rural residents. Expansion or new development must conform with the rural character of the area as defined by the local government<sup>2</sup>. Public services and public facilities must be limited to those that are the minimum necessary to serve the industry or business.

The Manchester, Keyport, and Suquamish LAMIRDs (Chapter 16) are further identified as Rural Villages, while Port Gamble is an historic town and Ecology Road, Streibel's Corner, Bond Gunderson, and 12 Trees are identified as rural employment centers (See Figure 3-3). The LAMIRD and Employment Center designations are implemented by zones as described below.

- The Manchester LAMIRD implementing zones include: Manchester Village Commercial (MVC), Manchester Village Low Residential (MVLR), and Manchester Village Residential (MVR).
- The Suquamish LAMIRD implementing zones include: Suquamish Village Commercial (SVC), Suquamish Village Low Residential (SVLR), and Suquamish Village Residential (SVR).
- The Port Gamble LAMIRD implementing zones include: Rural Historic Town Commercial (RHTC), Rural Historic Town Residential (RHTR), and Rural Historic Town Waterfront (RHTW).
- The George's Corner LAMIRD implementing zone is Neighborhood Commercial (NC).
- The Keyport LAMIRD implementing zones include Keyport Village Commercial (KVC), Keyport Village Low Residential (KVR) and Keyport Village Residential (KVR).
- The Ecology Road, Bond/Gunderson, Streibel's Corner LAMIRD implementing zone is Rural Employment Center (REC)
- The Twelve Trees LAMIRD implementing zone is Twelve Trees Employment Center (TTEC)

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<sup>2</sup> For rural character in Kitsap County, please see Section 3.1.3

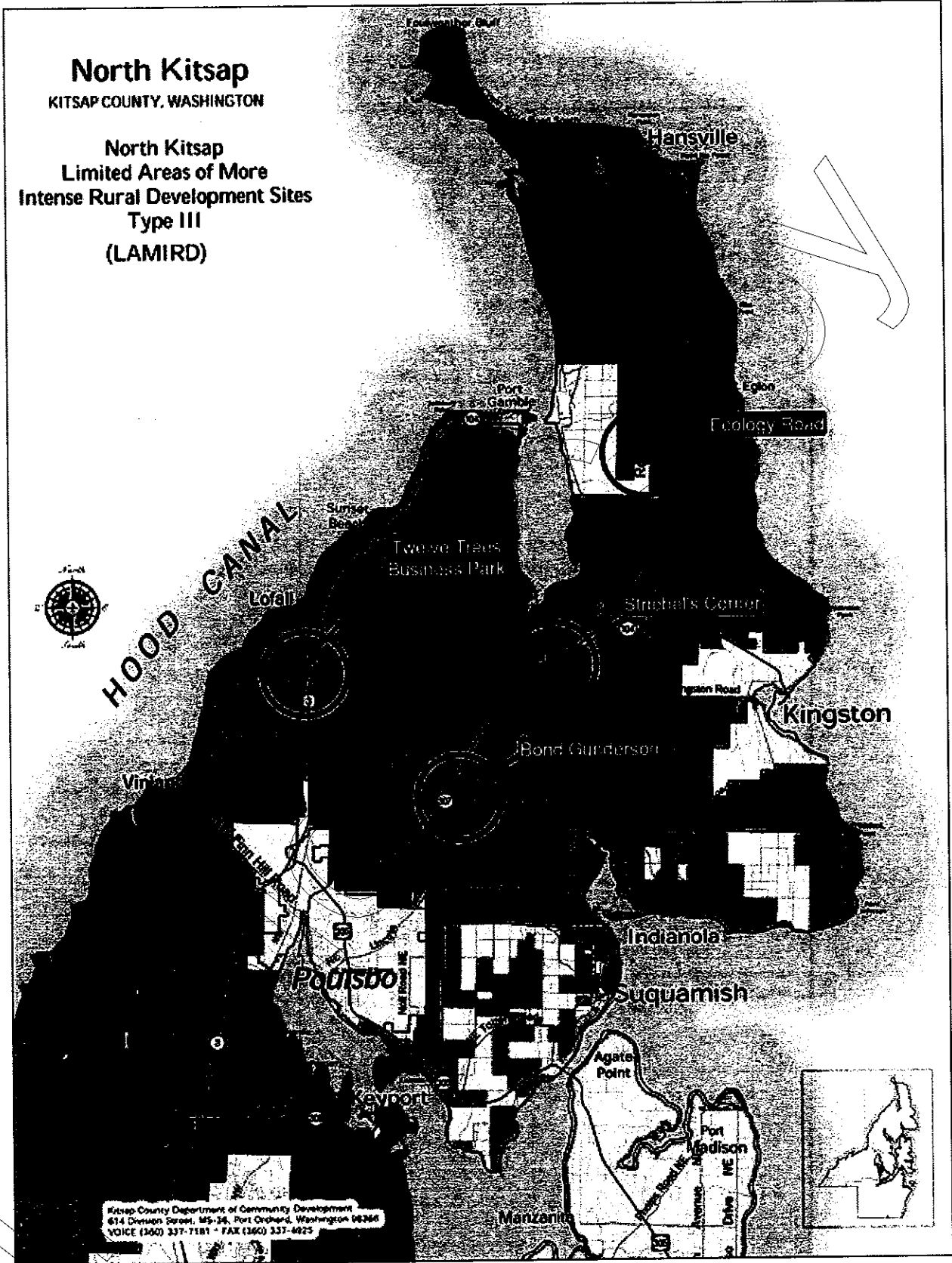


Figure 3-3 North Kitsap Type III LAMIRDs

**Goal 7 Allow for the designation of LAMIRDs outside of the UGA based on existing rural residential communities or villages, areas of mixed use activity, isolated areas of small and moderate-scale commercial/industrial activity, and historic towns.**

- Policy RL-23 Identify and designate LAMIRDs in the rural area, consistent with the requirements of the GMA.
- Policy RL-24 Consider existing, isolated areas of generally small-scale commercial or industrial activity for designation as a Type III LAMIRD.
- Policy RL-25 Prohibit designating a LAMIRD adjacent to an UGA.
- Policy RL-26 Establish a community planning process for the designation of LAMIRDs; the process should include interested parties, community groups and other stakeholders.
- Policy RL-27 Encourage changes to zones in LAMIRDs to occur via a local community planning process. This process should incorporate local knowledge, experience and preferences to determine appropriate area-specific land uses, development standards, design guidelines, and public service needs. Specific issues that should be considered in this planning process include:
- Appropriate logical outer boundaries as required by GMA
  - Rural character of the subject area and surrounding area.
  - Appropriate mix of uses, densities and intensities.
  - Feasibility, cost and need for public services.
  - Significant natural constraints or features to be preserved.
  - Provision for a monitoring and evaluation process.
  - Benefits to the local community.
- Policy RL-28 Provide development regulations for LAMIRDs that may provide for the following:
- Maximum protection of sensitive natural features.
  - Building and landscape design that respects the aesthetic qualities and character of the rural area, and provides substantial buffering from the adjoining uses and scenic vistas.
  - Building colors and materials that are muted, signs that are not internally illuminated and site and building lighting that is held to the minimum necessary for safety.
  - Measures to reduce the impacts of noise, odor, and traffic to surrounding rural areas.

## Rural and Resource Lands

- Uses requiring substantial investments in infrastructure such as water, sewers or transportation facilities shall be scaled to avoid the need for public funding of infrastructure.

Policy RL-29 Consider designating as Type I LAMIRDs, areas that have the following rural community characteristics:

- Primarily residential with some commercial and community services.
- Relatively small lots.
- A relatively dense land use pattern.
- Located at some distance from the urbanized portion of the County.

Policy RL-30 Consider designating as Type I LAMIRD areas that have the following rural village characteristics:

- Serves as an activity center for the surrounding rural area.
- A broad mix of land use and densities.
- Community, recreational, institutional services and public facilities.
- Densities that are essentially urban in character.
- Served by public water and sewer.
- Geographically distinct from the closest urbanized portion of the County.

Policy RL-31 Consider designating as a Type III LAMIRD existing employment centers that:

- Are served by water and/or sewer.
- Provide employment opportunities for the rural residents.
- Provide shopping and other services to rural residents.
- Are already served, and easily accessed by existing transportation networks.

Policy RL-32 Allow new or expanded commercial and industrial activities within designated LAMIRDs, as appropriate for limited and contained growth, infill and redevelopment.

Policy RL-33 Encourage new development within designated LAMIRDs to strengthen the desirable characteristics and the historic character of the village or community. New development should be supported by necessary public facilities and services, and compatible with historic resources and nearby rural or resource uses. Development should be kept compact, promoting pedestrian travel within the designated area.

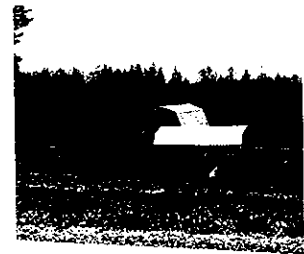
Policy RL-34 Protect, restore, and enhance the historic character of the Port Gamble Rural Historical LAMIRD. Allow for redevelopment of residential uses, limited new commercial,

industrial, waterfront or mixed use development; promote tourist and recreation activities; and provide for necessary public facilities and services.

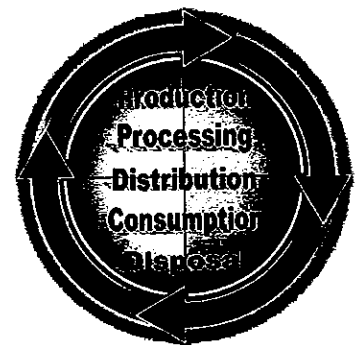
**Policy RL-35** Recognize the historic significance of Port Gamble and its unique "company town" character. To assist in preserving and enhancing the visual integrity of the town site, allow the Board of County Commissioners to appoint a committee of approximately five persons to advise the Department of Community Development on architectural, landscaping and site design issues related to proposed development. The committee shall represent a diverse range of interests, including architecture, landscape architecture and historic preservation. The Port Gamble/S'Klallam Tribal Council may appoint one member to this committee. In the alternative, Kitsap County may hire a qualified professional consultant to advise the Department on development proposals when an applicant funds the cost of such a contract. Committee members or consultants shall show qualifications pursuant to the Secretary of the Interior's Professional Qualifications Standards.

**3.2.1.C Agriculture Policies for Rural Lands**

Agricultural land is defined by the GMA as "land primarily devoted to the commercial production of horticulture, viticulture, floriculture, dairy, apiary, vegetable, or animal products or of berries, grain, hay, straw, turf, seed, Christmas trees, or livestock, and that has long-term commercial significance for agricultural production". Long-term commercial significance "includes the growing capacity, productivity and soil composition of the land for long-term commercial production, in consideration with the land's proximity to population areas, and the possibility of more intense uses of the land." Kitsap County does not have any designated agricultural land nor are any lands within Kitsap County zoned "Agriculture". However, because agriculture is considered a resource use by the GMA, a discussion of the agriculture that is occurring in Kitsap County is described below.



Agriculture is a growing business in Kitsap County with 15,294 acres of prime farmland soil<sup>3</sup> designated by the United States Department of Agriculture (USDA), with up to that many acres again suitable for either dry-soil crops or with irrigation. The 2007 Agricultural Census identified 664 farm operations in Kitsap, representing an increase of 14% over 2002. The Kitsap Conservation District documented 1000 more farms as part of their ongoing County Watershed Inventory. Kitsap County maintains a Current Use Assessment program for agricultural lands, with 214 enrolled parcels totaling 2,169 acres. The USDA Agricultural Census estimates food processing and farming accounts for 113 full-time employees in Kitsap



<sup>3</sup> USDA Agricultural Census

County with a total agricultural value of \$59 million. The USDA Agricultural Census also estimates Kitsap County farmer's markets bring in over \$1,000,000 annually.

The agricultural base of Kitsap is diverse. Farmers grow a cornucopia of crops (horticulture, fruits, berries and vegetables; forage and grains; viticulture, vermiculture, organic & non-organic forestry, aquaculture) and animal husbandry. In 2007, over half of Kitsap County's agriculture sales (valued at \$7 million) were horticultural products (nursery, greenhouse, floriculture and sod). Besides horticulture, Kitsap County growers are among the state's leading producers of Christmas trees and sheep, goats, and their products. Additionally, Kitsap County has eight community-based farmer's markets, reflecting the growing national trend of smaller farms catering to local markets. Because of our growing urban population, and expanding local food outlets, fostering local food production is an important part of public and economic development policy.

The following goals are established, recognizing the Food and Farm Policy Council will be making recommendations in 2011 on detailed policies regarding the County food production system.

- Goal 8. Promote a diversity of agricultural activities.**
- Goal 9. Preserve land suitable for agricultural production and encourage the continued practice of farming within the County through regulatory means.**
- Goal 10. Retain land suitable for agricultural production and encourage the continued practice of farming within the County through non-regulatory means.**

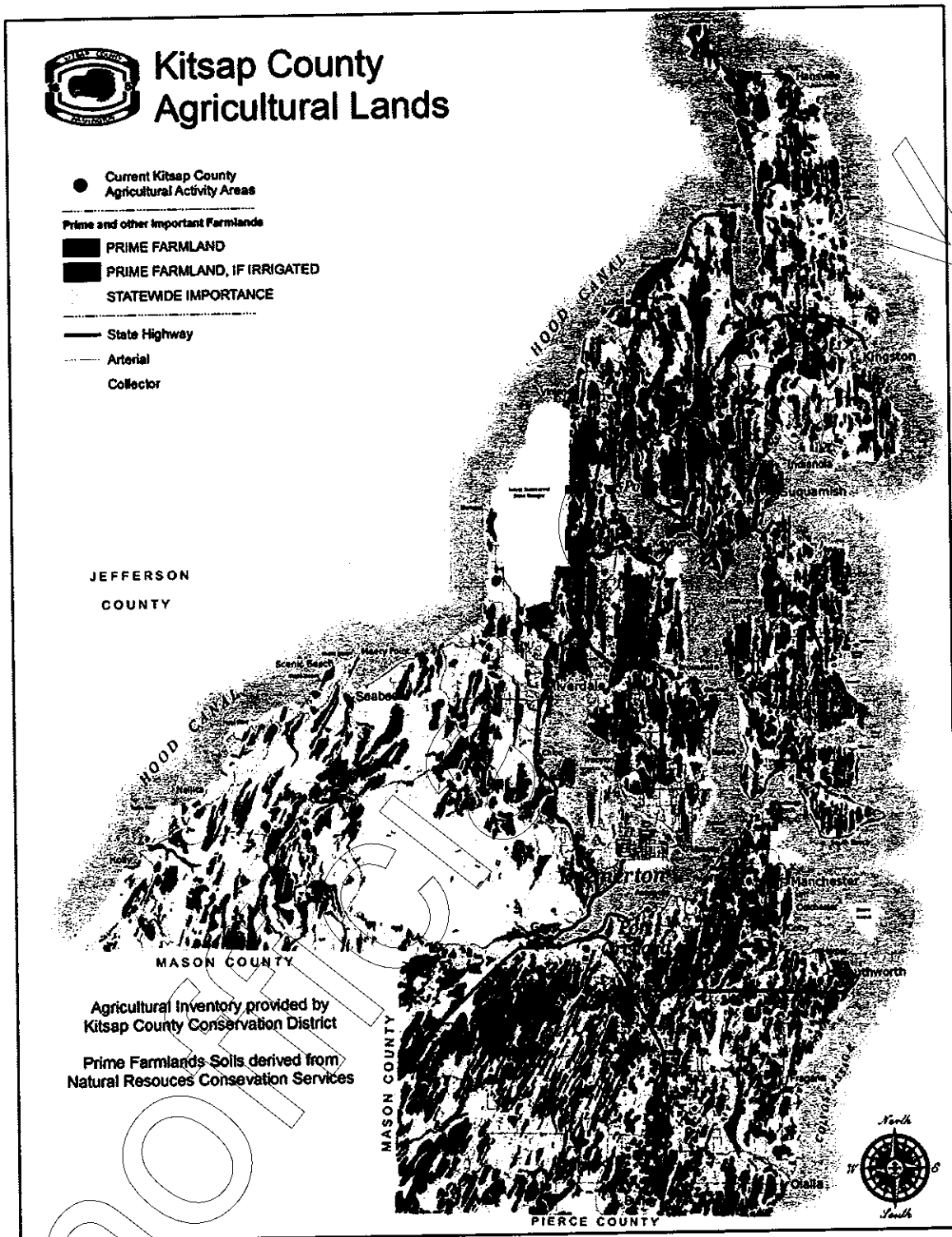
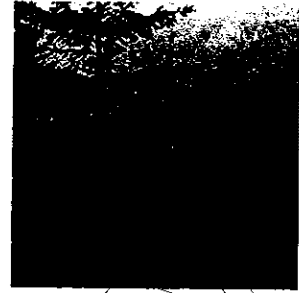


Figure 3-4 Kitsap County Agricultural Lands



### 3.2.2. Resource Lands

The intent of resource lands goals and policies is to direct the use of lands that contain commercial quality resources, such as for forestry, agriculture, mineral extraction, and aquaculture. These resource-based uses are often intermixed or occur together with residential development within the County's rural areas. Resource lands are identified on the Land Use Map with the Forest Resource designation. Mineral resource lands are identified with the Mineral Resources Overlay, rather than a specific designation; the Mineral Resources overlay is discussed in Section 3.2.2 B.

#### 3.2.2.A Forest Resource

This designation primarily focuses on lands that have commercial forestry resources. This designation of resource lands and activities is intended to help keep these lands available for commercially significant resource production and to help maintain these sectors of the local economy. The Forest Resource designation is implemented by the Forest Resource zone.

##### ▪ Forest Resource.

- Forest Resource zone. This zone allows residential uses at an appropriate low density as long as they do not interfere with timber management and harvesting activities. (Maximum of 1 du/40 ac)

**Goal 11 Preserve and enhance natural resource-based activities, such as agriculture, forestry, mineral extraction, and aquaculture (as addressed and defined in the Kitsap County Shoreline Management Master Program) in the rural areas through non-regulatory and regulatory means.**

- Policy RL-36 Protect natural resource lands from incompatible adjacent uses.
- Policy RL-37 Identify and evaluate incentives for landowners to conserve shorelines and resource lands and to continue resource-based activities.
- Policy RL-38 Allow and encourage agriculture, mineral and forestry uses in the rural areas of the County. Such uses should not be considered to constitute a nuisance within rural areas if conducted within generally accepted management practices and in compliance with applicable laws that regulate such activities.
- Policy RL-39 Require that land use activities within or adjacent to resource lands are sited and designed to minimize conflicts with and impacts on resource lands. Minimization of impacts may be accomplished through the use of setbacks, buffers and other requirements.
- Policy RL-40 Require the following language on approved plats and building permits within 500 feet of resource lands: "Notice: the subject property is within or near land in which resource



## Rural and Resource Lands

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

- Policy RL-41 Identify, evaluate, and pursue incentives for landowners to conserve shorelines and resource lands and to continue resource-based activities. Examples of such incentives include tax reduction, purchase of development rights, TDR and clustering incentives.
- Policy RL-42 Encourage the use of Best Management Practices (BMPs) for all resource activities.

**Goal 12 Retain land suitable for timber production and encourage the continued practice of forestry within the County through regulatory and non-regulatory means.**

- Policy RL-43 Discourage uses other than commercial timber production on Forest Resource lands by limiting residential density to 1 du/40 ac in the Forest Resource Land zone. Dwellings should not interfere with timber management and harvesting activities.
- Policy RL-44 Minimize the conflict between forestry and residential land uses.
- Policy RL-45 Allow the use of normal BMPs, such as spraying, logging, slash burning within the designated Forest Resource Lands and Rural Wooded area, provided all applicable environmental laws and regulations are followed.
- Policy RL-46 Notify nearby landowners and occupants of the likely continued use of lands zoned Forest Resource Lands for resource production.
- Policy RL-47 Consider adopting the 1997 Urban-Wildland Interface Code as part of the County’s wildfire protection efforts.
- Policy RL-48 Coordinate with the Department of Natural Resources (DNR), Tribal governments, community groups, and private forest landowners to promote long-term preservation of forest lands.
- Policy RL-49 Develop incentives for continued resource uses, including but not limited to the following:
- Providing relief from special levies, assessments, and/or local improvement districts.
  - Allowing Transfer of Development Rights.
  - Promoting economies of scale through cooperative resource management and marketing for small landowners.

## Rural and Resource Lands

- Allowing expedited permit review processes for forestry-related activities that involve stewardship, habitat restoration, and/or resource management plans that include BMPs.
- Working with state agencies and Tribal governments to expedite regulatory review and technical assistance to cooperating landowners.
- Providing incentives for consolidation of non-conforming and non-buildable lots.
- Requiring subdivision site designs to minimize conflict with nearby forestry activities.
- Encouraging fee-simple purchase, less than fee-simple purchase, purchase with leaseback, or other methods to acquire forest land.

### 3.2.2.B Mineral Resource Lands

The intent of the mineral resource lands goals and policies is to direct the use of lands containing commercial quality mineral resource deposits. The Kitsap County Comprehensive Plan identifies mineral resource lands with the Mineral Resources designation, implemented by a zone overlay.

- **Mineral Resource Overlay.** The intent of the Mineral Resource Overlay is to protect sand, gravel, and rock deposits identified as significant. Commercial-quality deposits should be recognized as non-renewable resources and managed accordingly.



### Goal 13 Discourage inappropriate land uses in the vicinity of commercial quality mineral deposits in the County through regulatory means.

- Policy RL-50** Conduct a comprehensive geologic study to identify commercial quality deposits, establish criteria so that the County may designate deposits of long-term commercial significance, recognizing that commercial quality aggregates, sand, rock and metal deposits are non-renewable resources. Such a study should be undertaken in conjunction and cooperation with other geologic studies, such as the study of aquifers, and shared with property owners.
- Policy RL-51** Designate as mineral resource sites lands that have valid surface mining permits through DNR, and sites identified by individual property owners, and apply the Mineral Resource overlay to these sites once proper permits are in place. This overlay permits mineral resource extraction activities and accessory supporting industrial uses and discourages land uses that would impede such activities.
- Policy RL-52** Allow residential uses in the Mineral Resource overlay, at a maximum density of 1 du/20 acre.

## Rural and Resource Lands

- Policy RL-53 Allow industrial uses associated with mineral resource extraction and forestry activities in the Mineral Resource overlay.
- Policy RL-54 Encourage the preservation of lands identified as mineral deposits.
- Policy RL-55 Discourage the conversion of identified aggregate lands to uses incompatible with extraction activities.
- Policy RL-56 Use the Mineral Resource overlay to serve as interim protection of mineral resource areas until a comprehensive geologic study is undertaken to determine the extent of additional mineral deposits.
- Policy RL-57 Prohibit residential building in the rural areas adjacent to Mineral Resource zoned lands within 100 feet from any property line unless the applicant for a building permit (1) acknowledges the possible occurrence of resource activity on the adjacent property, and (2) waives any damages which might occur to the residence or occupants because of such activities which are conducted within generally accepted management practices and in compliance with applicable laws which regulate such activities. Such waivers must be filed with the County Auditor. Require the following language on approved plats and building permits within 500 feet of mineral resource lands: "Notice: the subject property is within or near land in which resource activities are permitted and encouraged, including a variety of activities which may not be compatible with residential use for certain periods of limited duration. In addition to other activities, these may include noise, dust, smoke, visual impacts and odors resulting from harvesting, planting, surface mining, quarrying, application of fertilizers, herbicides, and associated reclamation and management activities. When performed in accordance with state and federal law, these resource activities are not subject to legal action as a nuisance."
- Policy RL-58 Recognize those sites with valid surface mining permits from the State DNR as well as those that have been identified by the property owner as mineral resource lands. Mineral Resource overlay lands that currently appear on the Comprehensive Plan Land Use Map which have been identified by the property owner must submit a geologic study, conducted by a qualified geologist, pertaining to the presence of commercial quality mineral deposits by the second annual review of the plan in order to keep such a designation. Resource designations for lands for mineral resource use may only be added or deleted during the annual review of the adopted Comprehensive Plan. Any additions or deletions will be based upon submission of a geologic study, conducted by a qualified geologist, pertaining to the presence, or lack of commercial quality mineral deposits.
- Policy RL-59 Kitsap County should classify lands with potential long-term commercial significance for extracting at least the following minerals: sand, gravel, and valuable metallic substances. Other minerals may be classified as appropriate.

**Goal 14 Encourage the reclamation of exhausted mineral extraction sites and their conversion into viable uses consistent with the Kitsap County Comprehensive Plan.**

Policy RL-60 Prohibit development under the underlying zoning of a mineral resource reclamation site until completion of the reclamation.

Policy RL-61 Coordinate with the DNR to ensure that future reclamation plans are consistent with the comprehensive planning for the site and surrounding area, as well as any permits issued by the DNR.

**Goal 15. Mineral Resource Lands shall not be designated solely on a parcel-by-parcel basis.**

Policy RL-62 Kitsap County should approach the effort of designating mineral resource lands as a county-wide or regional process, with the exception of owner-initiated requests for designation.

Policy RL- 63 Kitsap County should determine if adequate mineral resources are available for projected needs from currently designated mineral resource lands.

Policy RL- 64 In designating mineral resource lands, counties and cities must also consider that mining may be a temporary use at any given mine, depending on the amount of minerals available and the consumption rate, and that other land uses can occur on the mine site after mining is completed subject to approval. Submission of a reclamation plan and approval by the Washington State Department of Natural Resources is required prior to allowing subsequent uses.

Policy RL- 65 Kitsap County should identify and classify mineral resource lands from which the extraction of minerals occurs or can be anticipated.

**Goal 16. The County and the cities should establish Best Management Practices to protect the long-term integrity of the natural environment, adjacent use, and the productivity of resource lands.**

**3.2.2.C Agricultural Lands**

**Goal 17 Recognize agricultural activities without designating land specifically for such uses.**

Policy RL-66 Recognize that Kitsap County currently has no lands specifically designated and zoned for long-term commercially significant agricultural use.

Policy RL-67 Encourage and allow farming and agricultural activities in the designated rural areas of the County and consider them an important rural activity.

### 3.2.3. Rural Wooded Policies

Rural Wooded areas are considered a rural land use designation in the Plan (Section 3.2.1). The goal and policies in this section are intended to recognize and preserve forestry as the primary land use while allowing for innovative residential uses such as rural clustered housing. These lands are important for their rural character, economic values, natural resource uses, ecological functions and values, and public benefits. This designation is intended to provide environmental protection, facilitate the creation of open space corridors, and promote residential development that is sensitive to the physical characteristics of the land.

The goals for this designation are:

- Provide ongoing opportunities for continued management of these lands for forestry, open space, or other compatible uses to promote a large-scale, connected landscape. These lands are important for their rural character, economic values, natural resource uses, ecological functions and values, and public benefits.
- Preserve rural character, allow a variety of levels of rural residential densities, and encourage innovative rural planning techniques, while meeting the intentions and requirements of GMA.
- Provide a high standard of environmental protection, facilitate the creation of open space corridors, minimize shoreline impacts, and promote residential development that is sensitive to the physical characteristics of the land.

### **Goal 18 Implement the Rural Wooded Incentive Program for clustering of limited residential development in the rural area.**

Policy RL-68 Consider the following issues when implementing the Rural Wooded Incentive Program:

- Preserving rural character through a mix of rural densities, innovative rural planning, and clustered development;
- Protecting the natural environment and promoting an interconnected system of open space in the rural areas;
- Providing appropriate buffer widths from property boundaries, existing and potential resource uses, other residential development, rights-of-way and other appropriate factors;
- Encouraging design that preserves environmentally sensitive areas and harmonizes with topography and landscape features;
- Encouraging design that maintains or enhances the predominant rural character, scenic views, and open space corridors; and
- Limiting the use of clustering through limited phases and bi-annual monitoring, such that clustering does not become the predominant pattern of development throughout the rural area.

## Rural and Resource Lands

- Policy RL-69** Provide development regulations specifying the base residential density of lands zoned Rural Wooded at one dwelling unit per 20 acres, and allow limited clustered residential development to be developed at greater density, subject to the following criteria:
1. The portion of the property site identified for clustered residential development may be developed for residential uses provided that clustered residential development shall comprise less than one quarter of the portion of the total site utilized to establish residential base density (or a maximum of 25% of the property(s) gross acreage).
  2. The portions of the property not within a clustered residential development but utilized to establish base residential density would be placed in permanent open space a combination of:
    - a. This area is to be permanently reserved as open space through conservation easements or other sufficient mechanisms, although it may be used for the limited forestry, recreational, and community utility uses.
  3. The maximum residential density incentive in any development using this program may not exceed one dwelling unit per five acres with a minimum of 75% of the gross acreage designated as Permanent Open Space described above.
- Policy RL-70** Implement a system to monitor the effectiveness of the Rural Wooded Incentive Program, and the compatibility and impacts of land uses in Rural Wooded zone, in cooperation with landowners, stakeholders, and others. Monitoring will be conducted on a bi-annual basis and presented in a report to the Board of County Commissioners.
- Policy RL-71** Encourage DNR to continue to act as lead agency for forestry practices on Rural Wooded lands.
- Policy RL-72** Encourage design standards, development practices, and private covenants for subdivisions in the rural area that do not include extensive paved surfaces; marked changes in grade from predevelopment site conditions; elaborate entrance signs; extensive lawns and other landscaping; regulation of house color, design, or other features typical of urban or suburban residential development.

**Goal 19. Develop a long term strategy for addressing the future use of properties historically used for timber production.**

### 3.2.4. Transfer of Development Rights

Transfer of Development Rights (TDR) is a market-based tool for conserving land or structures determined to have a public benefit. It complements other incentive-based tools, land or easement acquisition programs, and other regulatory techniques intended to achieve selected growth management objectives. The use of TDR is authorized by GMA in RCW 36.70A.090, as follows:

A comprehensive plan should provide for innovative land use management techniques, including, but not limited to, density bonuses, cluster housing, planned unit development, and the transfer of development rights.

See Chapter 2, *Land Use*, for policies relating to urban areas of the county, where TDR-receiving sites would be located.

**Goal 20. Promote the TDR from land valuable to the public, especially rural and resource areas, to urban areas, in order to preserve the rural environment, encourage retention of rural resource-based uses, and avoid urban service demands in the rural area.**



- Policy RL-73 Continue efforts to implement an effective and focused TDR program, as an innovative means to preserve private lands with countywide public benefit, to encourage higher densities in appropriate areas, and to reduce residential development capacity in natural resource areas.
- Policy RL-74 Consider the reduction of development in the rural area by encouraging the TDR from private rural lands into the UGA as the top priority of the voluntary TDR Program.
- Policy RL-75 Support and work actively to facilitate the transfer of rural development rights to:
- Preserve the rural environment, encourage retention of resource-based uses, and reduce service demands in the rural area.
  - Provide protection to significant natural resources.
  - Increase the regional open space system.
- Policy RL-76 Promote transfers of development rights by facilitating the transfers from private property owners with sending sites to property owners with receiving sites, and by working with cities to develop interlocal agreements that encourage transfers into cities and within adopted appropriations.
- Policy RL-77 Require private properties qualified as sending sites to provide a protected area of sufficient size to provide public benefit. Priority candidates for sending sites are:
- a. All Rural Lands.
  - b. Lands contributing to the protection of significant landscape or habitat features.
  - c. Lands contributing to the protection of environmentally sensitive features including but not limited to aquifer recharge areas.
  - d. Lands that contribute to the preservation of scenic views or maintaining the rural character or that are suitable for inclusion in and provide important links to the regional open space system.
- Policy RL-78 Consider the following as candidates for TDR receiving sites:

Rural and Resource Lands

- a. Unincorporated UGAs and incorporated cities may receive transfers of development rights.
- b. Preferences should be given for locations within designated urban centers, or adjacent to transit stations and park and ride lots. Transfers to incorporated areas shall be detailed in an interlocal agreement between the city and County.

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# APPENDIX B:

## Kitsap County Code Title 17 'Zoning' Amendments

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**Chapter 17.355**  
**COMMERCIAL ZONES**

Sections:

17.355.010 Purpose.

17.355.020 Uses.

17.355.030 Height regulation.

17.355.040 Lot requirements.

17.355.050 Signs.

17.355.060 Off-street parking and loading.

17.355.070 Landscaping.

17.355.080 Other provisions.

**17.355.010 Purpose.**

A. Neighborhood Commercial (NC). These centers are intended to provide for the quick stop shopping needs of the immediate neighborhood in which they are located. These centers should be based upon demonstrated need and shall be sized in a manner compatible with a residential setting.

B. Highway/Tourist Commercial (HTC). These centers are intended to provide for those commercial establishments which require large sites. This zone serves the shopping and service needs for large sections of the county and provides visitor services and accommodations for both destination and en route travelers.

C. Regional Commercial (RC). These centers are intended to provide for the shopping and service needs of the region. Generally these centers contain two or more major department stores along with several shops of the same kind for comparative shopping.

D. Rural Commercial (RCO). The intent and function of the rural commercial zone is to permit the location of small-scale commercial retail businesses and personal services which serve a limited service area and rural population outside established UGAs. The rural commercial zone permits small-scale retail; sales and services located along county roads on small parcels that serve the immediate rural residential population. Rural businesses, which serve the immediate rural population, may be located at crossroads of county roads, state routes, and major arterials.

(Ord. 367 (2006) § 75, 2006: Ord. 250-2000 § 4 (part), 2000: Ord. 247-2000 § 2 (Att. 2 (part)), 2000: Ord. 216 (1998) § 4 (part), 1998)

**17.355.020 Uses.**

Uses shall be allowed in accordance with Chapter 17.381 and Table 17.381.040(B), Commercial, and Mixed Use Zones Use Table.

(Ord. 367 (2006) § 76, 2006: Ord. 292 (2002) § 7, 2002: Ord. 281 (2002) § 8, 2002: Ord. 250-2000 § 4 (part), 2000: Ord. 247-2000 § 2 (Att. 2 (part)), 2000: Ord. 216 (1998) § 4 (part), 1998)

**17.355.030 Height regulation.**

For Commercial and Mixed Use Zones, height requirements shall be in accordance with Chapter 17.382 and Table 17.382.070, Urban Commercial and Mixed Use Density and Dimensions Table.

(Ord. 367 (2006) § 77, 2006: Ord. 250-2000 § 4 (part), 2000: Ord. 247-2000 § 2 (Att. 2 (part)), 2000: Ord. 216 (1998) § 4 (part), 1998)

**17.355.040 Lot requirements.**

For Commercial and Mixed Use Zones, lot requirements shall be in accordance with Chapter 17.382 and Table 17.382.070, Urban Commercial and Mixed Use Density and Dimensions Table.

(Ord. 367 (2006) § 78, 2006: Ord. 247-2000 § 2 (Att. 2 (part)), 2000: Ord. 216 (1998) § 4 (part), 1998)

**17.355.050 Signs.**

Signs shall be permitted according to the provisions of Chapter 17.445.

(Ord. 247-2000 § 2 (Att. 2 (part)), 2000: Ord. 216 (1998) § 4 (part), 1998)

**17.355.060 Off-street parking and loading.**

Off-street parking shall be provided according to the provisions of Chapter 17.435.

(Ord. 247-2000 § 2 (Att. 2 (part)), 2000: Ord. 216 (1998) § 4 (part), 1998)

**17.355.070 Landscaping.**

For landscaping provisions, see Chapter 17.385.

(Ord. 247-2000 § 2 (Att. 2 (part)), 2000: Ord. 216 (1998) § 4 (part), 1998)

**17.355.080 Other provisions.**

For other provisions, see Chapter 17.430.

(Ord. 247-2000 § 2 (Att. 2 (part)), 2000: Ord. 216 (1998) § 4 (part), 1998)

**Chapter 17.370****AIRPORT and INDUSTRIAL ZONE**

## Sections:

**17.370.010** Purpose.**17.370.020** Uses.**17.370.022** Master planning – When required.**17.370.025** Existing plan recognition – Bremerton National Airport and Olympic View Industrial Park.**17.370.030** Height regulation.**17.370.040** Lot requirements.**17.370.050** Lot coverage.**17.370.060** Signs.**17.370.070** Off-street parking and loading.**17.370.080** Site landscaping and design plan.**17.370.090** Other provisions.**17.370.010 Purpose.**

Industrial Zone. This urban zone allows a wide range of industrial activities including heavy industry such as fabrication, warehousing, processing of raw materials, bulk handling and storage, construction, and heavy transportation. This zone is intended to provide sites for activities which require processing, fabrication, storage, and wholesale trade. Generally, these activities require reasonable accessibility to major transportation corridors including highways, rail, airports or shipping.

Rural Industrial. This zone provides for small-scale light industrial, light manufacturing, recycling, mineral processing, and resource-based goods production uses that are compatible with rural character and do not require an urban level of utilities and services.

(Ord. 415 (2008) § 128, 2008; Ord. 216 (1998) § 4 (part), 1998)

**17.370.020 Uses.**

Uses shall be allowed in accordance with Chapter 17.381 and Table 17.381.040(C), Airport and Industrial Zones Use Table.

(Ord. 384 (2007) § 7, 2007: Ord. 367 (2006) § 88, 2006: Ord. 350 (2005) § 1 (part), 2005: Ord. 311 (2003) [Attachment 5 [§ 5 (part)]], 2003: Ord. 292 (2002) § 8, 2002: Ord. 281 (2002) § 9, 2002: Ord. 216 (1998) § 4 (part), 1998)

**17.370.022 Master planning – When required.**

Development of Property within the South Kitsap Industrial Area (SKIA) with a Master Plan. Required overlay must be consistent with a master plan approved under Chapter 17.415 of this code. Property with no overlay, or a master plan optional overlay, may elect to develop a master plan to receive the expedited review of individual land use permits shown in Section 17.381.040(C). Master plans developed within the SKIA must include analyses of the entire sub-basin(s) in which the development is proposed.

(Ord. 415 (2008) § 129, 2008: Ord. 311 (2003) [Attachment 5 [§ 6 (part)]], 2003)

**17.370.025 Existing plan recognition – Bremerton National Airport and Olympic View Industrial Park.**

Except for development of Port of Bremerton properties located within sub-basin(s) where storm water runoff flows to the business center zone properties with a master plan required overlay, plans for the Bremerton National Airport and the Olympic View Industrial Park in place before the adoption of the South Kitsap Industrial Area Plan will be considered master plans consistent with Chapter 17.415 until the earliest of the following events:

- A. The Port of Bremerton chooses to submit a master plan(s) meeting the requirements of Chapter 17.415; or
- B. The Port of Bremerton or other developers of these lands within these areas submit development applications inconsistent with the currently recognized plans.

(Ord. 367 (2006) § 89, 2006: Ord. 311 (2003) [Attachment 5 [§ 6 (part)]], 2003)

**17.370.030 Height regulation.**

Height requirements shall be in accordance with Chapter 17.382 and Table 17.382.080, Airport and Industrial Density and Dimensions Table.

(Ord. 367 (2006) § 90, 2006: Ord. 311 (2003) [Attachment 5 [§ 7]], 2003: Ord. 216 (1998) § 4 (part), 1998)

**17.370.040 Lot requirements.**

Lot requirements shall be in accordance with Chapter 17.382 and Table 17.382.080, Airport and Industrial Density and Dimensions Table.

(Ord. 367 (2006) § 91, 2006: Ord. 216 (1998) § 4 (part), 1998)

**17.370.050 Lot coverage.**

Lot coverage requirements shall be in accordance with Chapter 17.382 and Table 17.382.080, Airport and Industrial Density and Dimensions Table.

(Ord. 367 (2006) § 92, 2006: Ord. 216 (1998) § 4 (part), 1998)

**17.370.060 Signs.**

Signs shall be permitted according to the provisions of Chapter 17.445.

(Ord. 216 (1998) § 4 (part), 1998)

**17.370.070 Off-street parking and loading.**

Off-street parking and loading shall be provided as required by Chapter 17.435. In addition, no off-street parking or loading shall be allowed within fifty feet of an adjacent residential zone, unless the director finds that a buffer will exist that effectively screens the parking and loading from the adjacent residential zone, in which case, no off-street parking or loading shall be allowed within thirty feet of an adjacent residential zone. Off-street parking or loading may be permitted within the side yard but not within a required front yard area.

(Ord. 415 (2008) § 130, 2008: Ord. 216 (1998) § 4 (part), 1998)

**17.370.080 Site landscaping and design plan.**

As a component of permit and/or land use review, development within this zone shall be subject to review and approval by the director of a site landscape and design plan. Such a plan shall be consistent with Chapter 17.385 and any applicable design standards for the area.

(Ord. 415 (2008) § 131, 2008: Ord. 216 (1998) § 4 (part), 1998)

**17.370.090 Other provisions.**

A. In any industrial zone, an industrial park, as further described, may be permitted. An industrial park is intended to provide centers or clusters of not less than twenty acres for most manufacturing and industrial uses under controls which will minimize the effect of such industries on nearby uses. Industrial parks are intended to encourage industrial activities to occur within a park-like environment. Any use permitted outright in industrial zones or by conditional use review when located in an industrial park is subject to the following provisions:

1. Lot Requirements.
  - a. Lot area – None.
  - b. Lot width – None.
  - c. Lot depth – Minimum lot depth shall be two hundred feet.

- d. Lot setback – Minimum lot setback shall be one hundred feet for any yard abutting a residential zone, unless berming and landscaping approved by the director is provided which will effectively screen and buffer the industrial activities from the residential zone which it abuts; in which case, the minimum setback shall be fifty feet.
- e. Front Yard – Minimum front yard setback shall be forty feet.
- f. Side Yard – Minimum side yard setback shall be twenty-five feet.
- g. Rear Yard – Minimum rear yard setback shall be twenty feet.
- h. Lot coverage – Maximum lot coverage by buildings shall be consistent with provisions set forth in Section 17.382.080.
- i. No service roads, spur tracks, hard stands, or outside storage areas shall be permitted within required yard areas adjacent to residential zones.
- j. No yards are required at points where side or rear yards abut a railroad right-of-way or spur track.
- k. Fences, walls and hedges will be allowed inside of a boundary planting screen where it is necessary to protect property of the industry concerned, or to protect the public from a dangerous condition with no fence being constructed in a required yard adjacent to public right-of-way.
2. Signs shall be permitted according to the provisions of Chapter 17.445.
3. Off-street parking and loading shall be provided as required by Chapter 17.435, and off-street loading shall not be permitted in a required side or rear yard setback abutting a residential zone. No off-street loading may be permitted within fifty feet of a public right-of-way or access easement.
4. Site Landscaping and Design Plan. As a component of land use review, development within this zone shall be subject to review and approval by the director of a site landscape and design plan. In addition to the requirements of Chapter 17.385 and any required design standards for the area, the following requirements shall apply:
- a. All required landscaping shall be installed prior to occupancy.
- b. Required rear and side yard setback areas abutting a residential zone shall provide and maintain a dense evergreen buffer which attains a mature height of at least eleven feet, or other screening measure as may be prescribed by the director.
- c. Areas which are to be maintained shall be so designated on a landscape plan, and subject to the review and approval of the director.
- d. All mechanical, heating and ventilating equipment shall be visually screened.
5. Performance Standards. No land or structure shall be used or occupied within this zone unless there is compliance with the following minimum performance standards:

- a. Maximum permissible noise levels shall be in compliance with the Kitsap County Noise Ordinance.
  - b. Vibration other than that caused by highway vehicles, trains, and aircraft which is discernible without instruments at the property line of the use concerned is prohibited.
  - c. Air emissions (smoke and particulate matter) must be approved by the Puget Sound Air Pollution Control Authority.
  - d. The emission of noxious gases (odors) or matter in such quantities as to be readily detectable at any point beyond the property line of the use causing such odors is prohibited.
  - e. Heat and glare, except for exterior lighting, operations producing heat and glare shall be conducted within an enclosed building. Exterior lighting shall be designed to shield surrounding streets and land uses from nuisance and glare.
6. Administration. As a condition for the granting of a building permit and/or site plan approval, at the request of the director, information sufficient to determine the degree of compliance with the standards in this title shall be furnished by the applicant. Such request may include continuous records of operation, for periodic checks to assure maintenance of standards or for special surveys.
- B. Other provisions: see Chapter 17.430.

(Ord. 415 (2008) § 132, 2008: Ord. 367 (2006) § 93, 2006: Ord. 216 (1998) § 4 (part), 1998)

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## Amendments to KCC 17.381.040(B)

Use			RCO (64) (12)	RI (42) (12)	
Accessory dwelling units (1)			X	X	
Accessory living quarters (1)			X	X	
Accessory use or structure (1) (17) (18) (51)			P	P	
Adult family home			ACUP P (41)	ACUP P (41)	
Bed and breakfast house			ACUP C (34)	X	
Caretaker's dwelling			P	P	
Convalescent home or congregate care facility			X	X	
Cottage housing developments			X	X	
Dwelling, duplex			X	X	
Dwelling, existing			P	P	
Dwelling, multi-family			X	X	
Dwelling, single-family attached			X	X	
Dwelling, single-family detached			X	X	
Guest house (1)			X	X	
Home business (1) (53)			ACUP	X	
Hotel/Motel			X	X	
Manufactured homes			X	X	
Mixed use development (44)			X	X	
Mobile homes			X	X	
Residential care facility			X	X	
Accessory use or structure (1) (17) (51)			P	P	

Use			RCO (64) (12)	RI (42) (12)	
Adult entertainment (1)			X	X	
Ambulance service			X	X	
Auction house (55)			C	C	
Auto parts and accessory stores (65)			C	X	
Automobile rentals			X	X	
Automobile repair and car washes (65)			C	C	
Automobile service station (6)			C	C	
Automobile, recreational vehicle or boat sales			X	X	
Boat/marine supply stores			C	X	
Brew pubs			X	X	
Clinic, medical			X	X	
Conference center			X	X	
Custom art and craft stores			C	X	
Day-care center			ACUP	X	
Day-care center, family (14)			X	X	
Drinking establishments			C	X	
Engineering and construction offices			ACUP	ACUP (72)	
Espresso stands (58) (72)			ACUP	ACUP	
Equipment rentals			ACUP	ACUP (73)	
Farm and garden equipment and sales			ACUP	C X	
Financial, banking, mortgage and title institutions			X	X	

Use			RCO (64) (12)	RI (42) (12)	
General office and management services – less than 4,000 s.f.			ACUP	X	
General office and management services – 4,000 to 9,999 s.f.			C	X	
General office and management services – 10,000 s.f. or greater			X	X	
General retail merchandise stores – less than 4,000 s.f.			ACUP	X	
General retail merchandise stores – 4,000 to 9,999 s.f.			C	X	
General retail merchandise stores – 10,000 to 24,999 s.f.			X	X	
General retail merchandise stores – 25,000 s.f. or greater			X	X	
Kennels or Pet day-cares			C	C	
Kennels, hobby			X	X	
Laundromats and laundry services			X	X	
Lumber and bulky building material sales			C	ACUP	
Mobile home sales			X	X	
Nursery, retail			ACUP	X	
Nursery, wholesale			P	P	
Off-street private parking facilities			X	X	
Personal services – skin care, massage, manicures, hairdresser/barber (66)			ACUP (54)	X	
Pet shop – retail and grooming			ACUP (54)	X	

Use			RCO (64) (12)	RI (42) (12)	
Research laboratory			X	C	
Restaurants			C	X	
Restaurants, high-turnover			X	X	
Recreational vehicle rentals			X	X	
Temporary offices and model homes (27)			X	X	
Tourism facilities, including outfitter and guide facilities			ACUP	X	
Tourism facilities, including seaplane and tour-boat terminals			C	X	
Transportation terminals			X	X	
Veterinary clinics/Animal hospitals			ACUP	X	
Accessory use or structure (1) (17) (51)			P	P	
Amusement centers			X	X	
Carnival or Circus			X	X	
Club, civic or social			C	X	
Golf courses			X	X	
Marinas			C	C	
Movie/Performance theaters, indoor			X	X	
Movie/Performance theaters, outdoor			C	X	
Museum, galleries, aquarium, historic or cultural exhibits (67)			C	X	
Parks and open space			P	P	
Race track, major			X	X	
Race track, minor			X	X	
Recreational facilities, private			C	X	
Recreational facilities,			ACUP	X	

Use			RCO (64) (12)	RI (42) (12)	
public					
Recreational vehicle camping parks			X	X	
Zoo			X	X	
Accessory use or structure (1) (17) (51)			P	P	
Government/Public structures			ACUP	C	
Hospital			X	X	
Places of worship			C	X	
Private or public schools (20)			C	C	
Public facilities, transportation and parking facilities, electric power and natural gas utility facilities, substations, ferry terminals, and commuter park-and-ride lots (16)			C	C	
Accessory use or structure (1) (17) (51)			P	P	
Air pilot training schools			X	X	
Assembly and packaging operations			X	C	
Boat yard			X	C	
Cemeteries, mortuaries, and crematoriums (10)			C	C	
Cold storage facilities (69)			C	C	
Contractor's storage yard (21)			X	ACUP	
Food production, brewery or distillery			C	C	
Fuel distributors			X	C	
Helicopter pads (13)			X	ACUP	ACUP

Use			RCO (64) (12)	RI (42) (12)	
Manufacturing and fabrication, light			X	C	
Manufacturing and fabrication, medium			X	C	
Manufacturing and fabrication, heavy			X	X	
Manufacturing and fabrication, hazardous			X	X	
Recycling centers			C	C	
Rock crushing			X	C	
Slaughterhouse or animal processing			C (70)	C (70)	
Storage, hazardous materials			C (75)	C (75)	
Storage, indoor			C (75)	ACUP	
Storage, outdoor			C (75)	C	
Storage, self-service			C (75)	C X	
Storage, vehicle and equipment (1)			C	C (75)	
Top soil production, stump grinding			C	ACUP	
Transshipment facilities, including docks, wharves, marine rails, cranes, and barge facilities			X	C	
Uses necessary for airport operation such as runways, hangars, fuel storage facilities, control towers, etc. (13)			X	C (74)	
Warehousing and distribution (68)			X	ACUP	

Use			RCO (64) (12)	RI (42) (12)	
Wrecking yards and junk yards (1)			X	C	
Accessory use or structure (1) (17) (51)			P	P	
Aggregate extractions sites			C	C	
Agricultural uses (15)			P	P	
Aquaculture practices			C	C	
Forestry			P	P	
Shellfish/fish hatcheries and processing facilities			X	C	
Temporary stands not exceeding 200 sq ft in area and exclusively for the sale of agricultural products grown on-site (27)			P (2)	X	

1. Where applicable subject to Section 17.381.060, Provisions applying to special uses.
2. Minimum setbacks shall be 20 ft from any abutting right-of-way or property line; provided, however, advertising for sale of products shall be limited to two on-premises signs each not exceeding six square feet.
3. When located within urban growth areas (except UR), duplexes shall require five thousand square feet of minimum lot area. Duplexes located in the UR zone or outside of urban growth areas shall require double the minimum lot area required for the zone.
4. No greater than two acres for the purpose of construction and maintenance of a timber management road system, provided the total parcel is at least twenty acres.
5. Provided public facilities do not inhibit forest practices.
6. Where permitted, automobile service stations shall comply with the following provisions:
  - a. Sale of merchandise shall be conducted within a building, except for items used for the maintenance and servicing of automotive vehicles;
  - b. No automotive repairs other than incidental minor repairs, battery, or tire changing shall be allowed;
  - c. The station shall not directly abut a residential zone; and
  - d. All lighting shall be of such illumination, direction, and color as not to create a nuisance on adjoining property or a traffic hazard.
7. In rural wooded (RW), rural protection (RP), or rural residential (RR) zones:
  - a. Animal feed yards and animal sales yards shall be located not less than two hundred feet from any property line; shall provide automobile and truck

ingress and egress; and shall also provide parking and loading spaces so designed as to minimize traffic hazards and congestion. Applicants shall show that odor, dust, noise, and drainage shall not constitute a nuisance, hazard, or health problem to adjoining property or uses.

b. All stables and paddocks shall be located not closer than fifty feet to any property line. Odor, dust, noise, flies, or drainage shall not be permitted to create or become a nuisance to surrounding property.

8. A veterinary clinic or animal hospital shall not be located within fifty feet of a lot line in the rural protection (RP) or rural residential (RR) zones. In addition, the applicant may be required to provide additional measures to prevent or mitigate offensive noise, odor, light and other impacts.

10. A cemetery, crematorium, mausoleum, or columbarium shall have its principal access on a county roadway with ingress and egress so designed as to minimize traffic congestion, and shall provide required off-street parking spaces. No mortuary or crematorium in conjunction with a cemetery is permitted within two hundred feet of a lot in a residential zone.

12. All buildings and activities shall be set back a minimum of fifty feet in FRL, MR, RW, RP, RR, RCO, RI or Parks zones and thirty-five feet in all other zones from a side or rear lot line. All such uses shall access directly to a county right-of-way determined to be adequate by the county engineer, and be able to provide access without causing traffic congestion on local residential streets. Any such use shall not be materially detrimental to any adjacent (existing or future) residential development due to excessive traffic generation, noise, light or other circumstances. The director may increase setback, buffer and landscaping standards or impose other conditions to address potential impacts.

13. Public use airports and heliports are allowed only within the airport (A) zone established by this title. Heliports for the purpose of medical emergency facilities may be permitted in certain zones subject to a conditional use permit. All private landing strips, runways, and heliports shall be so designed and oriented that the incidents of aircraft passing directly over dwellings during their landing or taking off patterns is minimized. They shall be located so that traffic shall not constitute a nuisance to neighboring uses. The proponents shall show that adequate controls or measures will be taken to prevent offensive noise, vibrations, dust, or bright lights.

14. In those zones that prohibit residential uses, family day-care centers are only allowed in existing residential structures. Day-care centers shall have a minimum site size of ten thousand square feet and shall provide and thereafter maintain outdoor play areas with a minimum area of seventy-five square feet per child of total capacity. A site-obscuring fence of at least four feet in height shall be provided, separating the play area from abutting lots. Adequate off-street parking and loading space shall be provided.

15. The number of animals on a particular property shall not exceed one large livestock, three small livestock, five ratites, six small animals, or twelve poultry:

a. Per forty thousand square feet of lot area for parcels one acre or smaller or for parcels five acres or smaller located within two hundred feet of a lake or year round stream; provided, that when no dwelling unit or occupied structure exists within three hundred feet of the lot on which the animals are maintained the above specifications may be exceeded by a factor of two;



b. Per twenty thousand square feet of area for parcels greater than one acre, but less than or equal to five acres, not located within two hundred feet of a lake or year round stream; provided, that when no dwelling unit or occupied structure exists within three hundred feet of the lot on which the animals are maintained the above specifications may be exceeded by a factor of two.

c. No feeding area or structure or building used to house, confine or feed livestock, small animals, ratites, or poultry shall be located closer than one hundred feet to any residence on adjacent property located within a rural wooded (RW), rural protection (RP), or rural residential (RR) zone, or within two hundred feet of any residence on adjacent property within any other zone; provided, a pasture (greater than twenty thousand square feet) shall not be considered a feed area.

16. The erection, construction, alteration, or maintenance of overhead or underground utilities by a public utility, municipality, governmental agency, or other approved party shall be permitted in any zone; provided, that any permanent above-ground structures not located within a right-of-way or easement shall be subject to the review of the director. Utility transmission and distribution lines and poles may exceed the height limits otherwise provided for in this title. Water towers which exceed thirty-five feet in height, solid waste collection, transfer and/or handling sites in any zone shall be subject to a conditional use permit. These provisions do not apply to wireless communication facilities, which are specifically addressed in Chapter 17.470.

17. For waterfront properties, accessory structures such as docks, piers, and boathouses may be permitted in the rear yards, shorelands or tidelands subject to the following limitations:

a. All requirements of the Kitsap County Shoreline Management Master Program must be met;

b. The building height of any boathouse shall not be greater than fourteen feet above the ordinary high water line;

c. Covered structures must abut or be upland of the ordinary high water line; and

d. No covered structure shall have a width greater than twenty-five feet or twenty-five percent of the lot width, whichever is most restrictive.

18. One piece of heavy equipment may be stored in any single-family zone; provided, that it is either enclosed within a permitted structure, or screened to the satisfaction of the director.

20. Site plans for public schools shall include an area identified and set aside for the future placement of a minimum of four portable classroom units. The area set aside may not be counted towards meeting required landscaping or parking requirements.

21. Outdoor contractor's storage yards accessory to a primary residence shall be limited to not more than ten heavy equipment vehicles or heavy construction equipment. The use shall be contained outside of required setbacks within a contained yard or storage building. The storage yard and/or building shall be screened from adjacent properties with a screening buffer a minimum of twenty-five feet in width and capable of providing functional screening of the use. Minimum lot size shall be one hundred thousand square feet.

22. Stump grinding, soil-combining and composting in rural protection and rural residential zones must meet the following requirements:
- a. The subject property(ies) must be one hundred thousand square feet or greater in size;
  - b. The use must take direct access from a county-maintained right-of way;
  - c. A fifty-foot natural vegetation buffer must be maintained around the perimeter of the property(ies) to provide adequate screening of the use from neighboring properties;
  - d. The subject property(ies) must be adjacent to an industrial zone or a complementary public facility such as a sewage treatment plant or solid waste facility;
  - e. The proposed use must mitigate noise, odor, dust and light impacts from the project; and
  - f. The use must meet all other requirements of this title.
23. Home businesses located in the forest resource lands (FRL) must be associated with timber production and/or harvest.
27. Subject to the temporary permit provisions of Chapter 17.455.
34. Bed and breakfast houses with one to four rooms require an administrative conditional use permit; bed and breakfast houses with five or more rooms require a hearing examiner conditional use permit. Bed and breakfast houses serving meals to patrons other than overnight guests require a hearing examiner conditional use permit.
39. For the purpose of construction and maintenance of a timber management road system.
41. Adult family homes serving one to six residents (excluding proprietors) are permitted uses. Adult family homes serving more than six applicable residents (excluding proprietors) require an administrative conditional use permit (ACUP).
42. All business, service repair, processing, storage, or merchandise display on property abutting or across the street from a lot in any residential zone, shall be conducted wholly within an enclosed building unless screened from the residential zone by a site-obscuring fence or wall.
43. Where a family member is in need of special, frequent and routine care and assistance by reason of advanced age or ill-health, a manufactured home or mobile home may be placed upon the same lot as a single-family dwelling for occupancy by the individual requiring or providing such special care subject to the following limitations:
- a. Not more than two individuals shall be the recipients of special care;
  - b. No rent, fee, payment or charge in lieu thereof may be made for use of the single-family dwelling or manufactured/mobile home as between the recipients or providers of special care;
  - c. The manufactured/mobile home must meet the setback requirements of the zone in which it is situated;
  - d. A permit must be obtained from the director authorizing such special care manufactured/mobile home. Such permit shall remain in effect for one year and may, upon application, be extended for one-year periods, provided there has been compliance with the requirements of this section;
  - e. The manufactured/mobile home must be removed when the need for special care ceases; and

- f. Placement of the manufactured/mobile home is subject to applicable health district standards for water service and sewage disposal.
44. Certain development standards may be modified for mixed use developments, as set forth in Section 17.382.035 and Chapter 17.400 of this title.
46. Allowed only as an accessory use to a park or recreational facility greater than twenty acres in size.
51. Storage of shipping containers is prohibited unless allowed as part of a land use permit and/or approval. Placement of storage containers allowed only with an approved temporary permit subject to the provisions of Section 17.455.090(I).
52. Aggregate production and processing only. Allowed only if directly connected to an approved surface mining permit approved by the Washington State Department of Natural Resources (DNR).
54. The gross floor area shall not exceed four thousand square feet.
55. Auction house and all items to be auctioned shall be fully enclosed within a structure.
58. In addition to the other standards set forth in Kitsap County Code, espresso stands are subject to the following conditions:
- a. Drive aisles/stacking lanes shall be designed to accommodate a minimum of three vehicles per service window/door. Each stacking lane shall be sized measuring eight and one-half feet in width and twenty feet in length, with direct access to the service window. The drive aisles/stacking lanes shall be designed to prevent any vehicles from interfering with public or private roadways, pedestrian circulation, traffic circulation, parking areas or other required development amenities.
  - b. Subject to provisions set forth in Chapter 17.435, drive aisles and parking areas must also be paved in urban growth areas and include, at minimum, hard compacted surfaces in rural areas. Such surfaces must be addressed with required drainage facilities. A joint parking agreement shall be required if parking cannot be accommodated on site.
  - c. All structures must be permanently secured to the ground.
  - d. Restroom facilities must be available for employees. Portable or temporary restroom facilities shall not be used to meet this requirement.
64. When a component of development located within the Rural Commercial or Rural Industrial Zone and involves the conversion of previously undeveloped land which abuts a residential zone, it shall be treated as a Type III Administrative Decision.
65. No car washes allowed in RCO or RI.
66. Personal service businesses in the RCO are limited to four chairs and are intended for local use only.
67. No aquariums are allowed in the RCO zone. Galleries, museums, historic and cultural exhibits should be geared toward the character of the rural area, rural history, or a rural lifestyle.
68. In the RI zone, warehousing and distribution should be focused on agricultural, food, or forestry uses only.
69. In the RI zone, cold storage facilities are only allowed for agricultural and food uses.
70. In the RCO and RI zones, slaughterhouse and animal processing may have a retail component not to exceed 4,000 square feet.

71. In the RCO zone, custom art and craft stores are limited to studio type and size only.

72. Must be accessory to an immediate primary use.

73. Heavy construction, farming and forestry equipment only.

74. Allow for existing airports only.

75. All storage must be screened from public view by a 25 ft buffer in order to meet rural compatibility. Applicant must also demonstrate how the storage would serve the immediate population.

76. 0-4,000 square feet = P

4,001-10,000 square feet = ACUP

10,001-15,000 square feet = C

15,001 square feet and above = X

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17.382.080 Airport and Industrial Density and Dimensions Table.

Standard	Airport		Industrial			Rural Industrial
	A	BP	BC	IND (36) (5)	RI	
Minimum lot size (39)	None	7 ac (49)	None	None	None	
Maximum height (feet) (40)	35 feet, except aircraft hangars (37)	35 (17)	35 (17)	35 (17)	35	
Maximum impervious surface coverage	NA	50%	NA	NA	50%	
Maximum lot and/or building coverage	None	NA	60% building coverage or as determined by master plan process	60% lot coverage	NA	
<b>Setbacks, Generally (34) (38)</b>						
Minimum Front (feet) (41) (42) (43) (48)	20 (37)	20 (23) (26)	20 (23) (26)	20 (27)	20 (26)	

17.382.080 Airport and Industrial Density and Dimensions Table.

Side (feet) (42) (43) (48)	50 feet when abutting residential (37)	20 (23) (26)	20 (23) (26)	None (27)	20 (50 when abutting residential) (26)
Rear (feet) (42) (43) (48)	50 feet when abutting residential (37)	20 (23) (26)	20 (23) (26)	None (27)	20 (50 when abutting residential) (26)

(Ord. 415 (2008) § 157, 2008: Ord. 384 (2007) § 13, 2007: Ord. 367 (2006) § 106 (part),

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17.382.070 Commercial Zones Density and Dimensions Table

Standard	Urban Low Commercial Intensity/Mixed Use		Urban High Commercial Intensity/Mixed Use				Rural Commercial
	NC (5) (33)	UVC (5)	UTC	HTC (5) (25) (33)	RC (33)	MU (33)	RCO
Minimum density (du/acre)	10 (44)	10 (19)	Reserved	10 (44)	10 (44)	10 (32)	None
Base/Maximum density (du/acre)	30	18 (19)	Reserved	30	30	30	None
Maximum height (feet) (40)	35 (17)	45	Reserved	35 (17)	35 (17)	35 (17)	35
Maximum impervious surface coverage	85%	85%	85%	85%	85%	85%	50%
Maximum lot coverage	NA	Total gross floor area devoted to nonresidential use in any one structure shall not exceed 25,000 square feet. Total gross floor area devoted to residential use in any project shall not exceed 2/3 of the total proposed gross floor area. (24)	Total gross floor area devoted to residential use in any project shall not exceed 2/3 of the total proposed gross floor area. (24)	NA	NA	NA	None

17.382.070 Commercial Zones Density and Dimensions Table

Subdistrict		Density		Dimensions					
Minimum front (feet) (29) (41) (42) (43) (48)	20	Reserved	None	20	10	20	10	20	20 (26)
Maximum front (feet) (42) (43) (48)	NA	NA	NA	NA	NA	NA	NA	NA	NA
Side (feet) (29) (42) (43) (48)	10 (21)	Reserved	None	10 (21)	10 (21)	10 (21)	10 (21)	10 (21)	20 (50 feet when abutting residential) (26)
Rear (feet) (29) (48)	10 (21)	Reserved	None	10 (21)	10 (21)	10 (21)	10 (21)	10 (21)	20 (50 feet when abutting residential) (26)

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**KCC 17.376****Rural Employment Center Zone and 12 Trees Employment Center Zone****Purpose.**

The Rural Employment Center and 12 Trees Employment Center Zones provide for isolated areas of industrial and commercial type uses in the rural areas of Kitsap County. The RECZ and TTEC are not required to principally serve the existing and projected rural population, but rather to promote the rural economy by providing and creating jobs close to home. This zone encompasses a Type III Limited Area of More Intensive Rural Development, and shall protect Kitsap County's rural character, by containing and limiting rural development. Development within this zone must not conflict with surrounding uses, and must assure visual compatibility with the surrounding area. The methods for achieving such purpose is by providing for buffers, limiting the size, and height to be appropriate for the rural areas.

**Uses.**

Uses shall be allowed in accordance with Chapter 17.381 and Table 17.381.040, Rural Employment Center Zone and 12 Trees Employment Center Zone.

**Height Regulation.**

Height requirements shall be in accordance with Chapter 17.382 and Table 17.382.070, Rural Employment Center Zone and 12 Trees Employment Center Zone.

**Lot Requirements.**

Lot requirements shall be in accordance with Chapter 17.382 and Table 17.382.070, Rural Employment Center Zone and 12 Trees Employment Center Zone.

**Signs.**

As well as being consistent with 17.445, signage within the Rural Employment Zone and 12 Trees Employment Center Zone must also be consistent with 17.445.095 'Master Sign District'. Additionally, signs for development within the RECZ may not exceed 10 feet in height, and must be consistent with 17.455.110 'Interpretations and Exceptions: Obnoxious Things'.

**Off-street Parking and Loading.**

Off-street parking shall be provided according to the provisions of Chapter 17.435.

**Landscaping.**

Landscaping requirements shall be in accordance with 17.385. It is recognized that buffers have value in providing a consistent screening between uses, intensities and zones which may otherwise conflict. Buffers shall only be required along the exterior boundary of the Rural Employment Center and 12 Trees Center zones.

For new development where existing approved screening buffers abut the subject lot, the director shall apply an appropriate screening buffer width of no less than 25 feet and no greater than 50 feet, depending on the proposed project or site impacts, such as traffic generation, light, noise, glare, odor, dust, visual impact, adjacent residential development. To the extent feasible, the Director shall maintain consistent buffer widths throughout the development.

For new development where there are not existing approved screening buffers abutting the subject lot, the director shall apply an appropriate screening buffer width of no less than 25 feet and no greater than 50 feet, depending on the proposed project or site impacts, such as traffic, light, noise, glare, odor, dust, visual impact, adjacent residential development.

All legally created existing businesses, upon the date of adoption, within the REC and TTEC boundaries, are exempt from complying with the above.

**Other Provisions.**

**Temporary Permits.**

Temporary permits within the REC and TTEC are subject to the provisions of 17.455.090 'Temporary permits'.

17.381.040 (F)

Use	Proposed Rural Employment Center	12 Trees Employment Center
<b>Residential Uses</b>		
Accessory dwelling units (1)	X	X
Accessory living quarters (1)	X	X
Accessory use or structure (1) (17) (18) (51)	P	X
Adult family home	X	X
Bed and breakfast house	X	X
Caretaker's dwelling	P	P
Convalescent home or congregate care facility	X	X
Cottage housing developments	X	X
Dwelling, duplex	X	X
Dwelling, existing	P	P
Dwelling, multifamily	X	X
Dwelling, single-family attached	X	X
Dwelling, single-family detached	X	X
Guest house (1)	X	X
Home business (1) (52)	X	X
Hotel/motel	X	X
Manufactured homes	X	X
Mixed use development (44)	X	X
Mobile homes	X	X
Residential care facility	X	X
<b>Commercial/Business Uses</b>		
Adult entertainment (1)	X	X
Ambulance service	ACUP	ACUP
Auction house	P (76)	P – Indoor Only (76)
Auto parts and accessory stores	P	X
Automobile rentals	X	X
Automobile repair and car washes	ACUP (76)	X
Automobile service station (6)	ACUP	X
Automobile, recreational	X	X

## 17.381.040 (F)

vehicle or boat sales		
Boat/marine supply stores	P (76)	X
Brew pubs	ACUP	X
Clinic, medical	C	P
Conference center	X	X
Custom art and craft stores	P (76)	X
Day-care center (14)	P	P
Day-care center, family (14)	X	X
Drinking establishments	X	X
Engineering and construction offices	P (76)	P (76)
Espresso stands (58)	P	P
Equipment rentals	P	X
Farm and garden equipment and sales	P	X
Financial, banking, mortgage and title institutions	P (76)	P (76)
General office and management services – less than 4,000 s.f.	P	P
General office and management services – 4,000 to 9,999 s.f.	ACUP	P
General office and management services – 10,000 s.f. or greater	C	P
General retail merchandise stores – less than 4,000 s.f.	P	X
General retail merchandise stores – 4,000 to 9,999 s.f.	ACUP	X
General retail merchandise stores – 10,000 to 15,000 s.f.	X	X
General retail merchandise stores – 15,001 to 24,999 s.f.	X	X
General retail merchandise stores – 25,000 s.f. or greater	X	X
Kennels or Pet day-cares (1)	P	P
Kennels, hobby	X	X
Laundromats and laundry services	X	X
Lumber and bulky building material sales	P	X
Mobile home sales	X	X
Nursery, retail	P	X

## 17.381.040 (F)

Nursery, wholesale	P	X
Off-street private parking facilities	X	X
Personal services – skin care, massage, manicures, hairdresser/barber	X	X
Pet shop – retail and grooming	P (76)	X
Research laboratory	P	P
Restaurants	P (76)	P (76)
Restaurants, high-turnover	P (76)	X
Recreational vehicle rental	X	X
Temporary offices and model homes (27)	ACUP (76)	ACUP (76)
Tourism facilities, including outfitter and guide facilities	ACUP (76)	P
Tourism facilities, including seaplane and tour boat terminals	X	X
Transportation terminals	ACUP	ACUP
Veterinary clinics/animal hospitals	ACUP	ACUP
<b>Recreational/Cultural Uses</b>		
Accessory use or structure (1) (17) (51)	P	X
Amusement centers	X	X
Carnival or circus	X	X
Club, civic or social (12)	X	X
Golf courses	X	X
Marinas	X	X
Movie/Performance theaters, indoor	X	X
Movie/Performance theaters, outdoor	X	X
Museum, galleries, aquarium, historic or cultural exhibits	X	X
Parks and open space	P	P
Race track, major	X	X
Race track, minor	X	X
Recreational facilities, private	X	X

## 17.381.040 (F)

Recreational facilities, public	X	X
Recreational vehicle camping parks	X	X
Zoo	X	X
<b>INSTITUTIONAL USES</b>		
Accessory use or structure (1) (17) (51)	P	X
Government/public structures	C	P
Hospital	X	X
Places of worship (12)	X	X
Private or public schools (20)	ACUP	P
Public facilities and electric power and natural gas utility facilities, substations, ferry terminals, and commuter park-and-ride lots (16)	ACUP	ACUP
<b>Industrial Uses</b>		
Accessory use or structure (1) (17) (51)	P	P
Air pilot training schools	P	P
Assembly and packaging operations	ACUP	P
Boat yard	P	P
Cemeteries, mortuaries, and crematoriums (10)	X	X
Cold storage facilities	P	P
Contractor's storage yard (21)	P	X
Food production, brewery or distillery	P	P
Fuel distributors	P	X
Helicopter pads (13)	C	C
Manufacturing and fabrication, light	P	P
Manufacturing and fabrication, medium	ACUP	ACUP
Manufacturing and fabrication, heavy	C	C
Manufacturing and fabrication, hazardous	C	C
Recycling centers	ACUP	X
Rock crushing	C	X
Slaughterhouse or animal processing	ACUP	X
Storage, hazardous materials	C	P
Storage, indoor	P	P

## 17.381.040 (F)

Storage, outdoor	P	X
Storage, self-service	P	P
Storage, vehicle and equipment (1)	P	P- Indoor or Covered Only
Top soil production, stump grinding	P	X
Transshipment facilities, including docks, wharves, marine rails, cranes, and barge facilities	C	X
Uses necessary for airport operation such as runways, hangars, fuel storage facilities, control towers, etc. (13)	X	X
Warehousing and distribution	P	P
Wrecking yards and junk yards (1)	C	X
<b>Resource Uses</b>		
Accessory use or structure (1) (17) (51)	P	X
Aggregate extractions sites	P	P
Agricultural uses (15)	P	X
Aquaculture practices	C	X
Forestry	P	X
Shellfish/fish hatcheries and processing facilities	C	X
Temporary stands not exceeding 200 square feet in area and exclusively for the sale of agricultural products grown on site (27)	X	X

REC and TTEC Density and Dimension Table 17.382.110

Standard	RECZ and TTEC
Minimum density (du/acre)	N/A
Base/Maximum density (du/acre)	N/A
Maximum height (feet)	35
Maximum impervious surface coverage	85%
Maximum lot coverage	NA
Setbacks, Generally	
Minimum front (feet)	20
Maximum front (feet)	NA
Side (feet)	10 (21)
Rear (feet)	10 (21)



**17.445.095 Master sign district.**

A. To achieve a more consistent and coordinated signage pattern in areas with high-traffic commercial and/or Employment Center zones, a property(s) meeting the following criteria may establish a master sign district:

1. Located in the regional commercial (RC) zone, Rural Employment Center Zone (REC), or 12 Trees Employment Center Zone (TTEC);
2. A minimum of twenty acres based upon net developable acreage of the property(s); and
3. Located abutting a public arterial, collector and/or sub-collector.

B. In addition to the other standards prescribed in this chapter, a master sign district may include one monument sign per main access not to exceed one per roadway and/or two in total. To include this additional signage, the district must meet the following criteria:

1. Each monument sign may not exceed two hundred square feet per face and may not have more than two faces;
2. No one business may comprise more than fifty square feet of each sign face;
3. Each face must include aesthetic features (masonry, tile or other components) which include no individual business advertising and constitute a minimum of twenty percent of the total square footage of the face;
4. No additional monument signs may be allowed within the master sign district regardless of additional existing or proposed accesses;
5. Such a monument sign(s) shall not be calculated toward the total square footage limitations prescribed by Section 17.445.050;
6. Such a monument sign(s) shall not be limited by the height requirements of Section 17.445.050(H), but shall not exceed twenty-five feet in height.

C. An application for master sign district must include the following submittals:

1. Signature of all property owners within the district boundaries;
2. A master signage plan is required including the size, location and configuration of all proposed and/or previously approved signage.

D. A master signage district must be approved through a Type III process consistent with the requirements of Title 21 of this code. All signage approved through a previous performance based development, conditional use permit, variance or other approval that allowed greater signage quantities, square footage or configurations than allowed by this chapter must be amended as follows:

1. The approval shall be amended by the same review authority and process as the original approval;
  2. As a condition of such amendment, all future redevelopment that includes a change in signage (excluding sign refacing) must meet the prescriptive requirements of this chapter.
- E. To ensure compatibility with surrounding properties and existing or future traffic conditions, the director may require/recommend additional landscaping, screening or architectural features as a condition of master sign district approval.

(Ord. 415 (2008) § 211, 2008)

**17.445.100 Landscaping.**

Freestanding signs shall be landscaped in accordance with Chapter 17.385.

(Ord. 415 (2008) § 212, 2008; Ord. 216 (1998) § 4 (part), 1998)

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**Chapter 17.355**  
**COMMERCIAL ZONES**

Sections:

17.355.010 Purpose.

17.355.020 Uses.

17.355.030 Height regulation.

17.355.040 Lot requirements.

17.355.050 Signs.

17.355.060 Off-street parking and loading.

17.355.070 Landscaping.

17.355.080 Other provisions.

**17.355.010 Purpose.**

A. Neighborhood Commercial (NC). These centers are intended to provide for the quick stop shopping needs of the immediate neighborhood in which they are located. These centers should be based upon demonstrated need and shall be sized in a manner compatible with a residential setting.

B. Highway/Tourist Commercial (HTC). These centers are intended to provide for those commercial establishments which require large sites. This zone serves the shopping and service needs for large sections of the county and provides visitor services and accommodations for both destination and en route travelers.

C. Regional Commercial (RC). These centers are intended to provide for the shopping and service needs of the region. Generally these centers contain two or more major department stores along with several shops of the same kind for comparative shopping.

D. Rural Commercial (RCO). The intent and function of the rural commercial zone is to permit the location of small-scale commercial retail businesses and personal services which serve a limited service area and rural population outside established UGAs. The rural commercial zone permits small-scale retail; sales and services located along county roads on small parcels that serve the immediate rural residential population. Rural businesses, which serve the immediate rural population, may be located at crossroads of county roads, state routes, and major arterials.

(Ord. 367 (2006) § 75, 2006: Ord. 250-2000 § 4 (part), 2000: Ord. 247-2000 § 2 (Att. 2 (part)), 2000: Ord. 216 (1998) § 4 (part), 1998)

**17.355.020 Uses.**

Uses shall be allowed in accordance with Chapter 17.381 and Table 17.381.040(B), Commercial, and Mixed Use Zones Use Table. ~~Properties with these zoning classifications located outside of urban growth areas are allowed the same uses as their urban counterparts.~~

(Ord. 367 (2006) § 76, 2006: Ord. 292 (2002) § 7, 2002: Ord. 281 (2002) § 8, 2002: Ord. 250-2000 § 4 (part), 2000: Ord. 247-2000 § 2 (Att. 2 (part)), 2000: Ord. 216 (1998) § 4 (part), 1998)

**17.355.030 Height regulation.**

For Commercial and Mixed Use Zones, height requirements shall be in accordance with Chapter 17.382 and Table 17.382.070, Urban Commercial and Mixed Use Density and Dimensions Table.

(Ord. 367 (2006) § 77, 2006: Ord. 250-2000 § 4 (part), 2000: Ord. 247-2000 § 2 (Att. 2 (part)), 2000: Ord. 216 (1998) § 4 (part), 1998)

**17.355.040 Lot requirements.**

For Commercial and Mixed Use Zones, lot requirements shall be in accordance with Chapter 17.382 and Table 17.382.070, Urban Commercial and Mixed Use Density and Dimensions Table.

(Ord. 367 (2006) § 78, 2006: Ord. 247-2000 § 2 (Att. 2 (part)), 2000: Ord. 216 (1998) § 4 (part), 1998)

**17.355.050 Signs.**

Signs shall be permitted according to the provisions of Chapter 17.445.

(Ord. 247-2000 § 2 (Att. 2 (part)), 2000: Ord. 216 (1998) § 4 (part), 1998)

**17.355.060 Off-street parking and loading.**

Off-street parking shall be provided according to the provisions of Chapter 17.435.

(Ord. 247-2000 § 2 (Att. 2 (part)), 2000: Ord. 216 (1998) § 4 (part), 1998)

**17.355.070 Landscaping.**

For landscaping provisions, see Chapter 17.385.

(Ord. 247-2000 § 2 (Att. 2 (part)), 2000: Ord. 216 (1998) § 4 (part), 1998)

**17.355.080 Other provisions.**

For other provisions, see Chapter 17.430.

(Ord. 247-2000 § 2 (Att. 2 (part)), 2000: Ord. 216 (1998) § 4 (part), 1998)

**Chapter 17.370****AIRPORT and INDUSTRIAL ZONES (IND)**

## Sections:

17.370.010 Purpose.

17.370.020 Uses.

17.370.022 Master planning – When required.

17.370.025 Existing plan recognition – Bremerton National Airport and Olympic View Industrial Park.

17.370.030 Height regulation.

17.370.040 Lot requirements.

17.370.050 Lot coverage.

17.370.060 Signs.

17.370.070 Off-street parking and loading.

17.370.080 Site landscaping and design plan.

17.370.090 Other provisions.

**17.370.010 Purpose.**

Industrial Zone. This urban zone allows a wide range of industrial activities including heavy industry such as fabrication, warehousing, processing of raw materials, bulk handling and storage, construction, and heavy transportation. This zone is intended to provide sites for activities which require processing, fabrication, storage, and wholesale trade. Generally, these activities require reasonable accessibility to major transportation corridors including highways, rail, airports or shipping.

Rural Industrial. This zone provides for small-scale light industrial, light manufacturing, recycling, mineral processing, and resource-based goods production uses that are compatible with rural character and do not require an urban level of utilities and services.

(Ord. 415 (2008) § 128, 2008; Ord. 216 (1998) § 4 (part), 1998)

**17.370.020 Uses.**

Uses shall be allowed in accordance with Chapter 17.381 and Table 17.381.040(C), Airport and Industrial Zones Use Table. ~~Properties with these zoning classifications located outside of urban growth areas are allowed the same uses as their urban counterparts.~~

(Ord. 384 (2007) § 7, 2007: Ord. 367 (2006) § 88, 2006: Ord. 350 (2005) § 1 (part), 2005: Ord. 311 (2003) [Attachment 5 [§ 5 (part)]]], 2003: Ord. 292 (2002) § 8, 2002: Ord. 281 (2002) § 9, 2002: Ord. 216 (1998) § 4 (part), 1998)

**17.370.022 Master planning – When required.**

Development of Property within the South Kitsap Industrial Area (SKIA) with a Master Plan. Required overlay must be consistent with a master plan approved under Chapter 17.415 of this code. Property with no overlay, or a master plan optional overlay, may elect to develop a master plan to receive the expedited review of individual land use permits shown in Section 17.381.040(C). Master plans developed within the SKIA must include analyses of the entire sub-basin(s) in which the development is proposed.

(Ord. 415 (2008) § 129, 2008: Ord. 311 (2003) [Attachment 5 [§ 6 (part)]]], 2003)

**17.370.025 Existing plan recognition – Bremerton National Airport and Olympic View Industrial Park.**

Except for development of Port of Bremerton properties located within sub-basin(s) where storm water runoff flows to the business center zone properties with a master plan required overlay, plans for the Bremerton National Airport and the Olympic View Industrial Park in place before the adoption of the South Kitsap Industrial Area Plan will be considered master plans consistent with Chapter 17.415 until the earliest of the following events:

- A. The Port of Bremerton chooses to submit a master plan(s) meeting the requirements of Chapter 17.415; or
- B. The Port of Bremerton or other developers of these lands within these areas submit development applications inconsistent with the currently recognized plans.

(Ord. 367 (2006) § 89, 2006: Ord. 311 (2003) [Attachment 5 [§ 6 (part)]]], 2003)

**17.370.030 Height regulation.**

Height requirements shall be in accordance with Chapter 17.382 and Table 17.382.080, Airport and Industrial Density and Dimensions Table.

(Ord. 367 (2006) § 90, 2006: Ord. 311 (2003) [Attachment 5 [§ 7]], 2003: Ord. 216 (1998) § 4 (part), 1998)

**17.370.040 Lot requirements.**

Lot requirements shall be in accordance with Chapter 17.382 and Table 17.382.080, Airport and Industrial Density and Dimensions Table.

(Ord. 367 (2006) § 91, 2006: Ord. 216 (1998) § 4 (part), 1998)

**17.370.050 Lot coverage.**

Lot coverage requirements shall be in accordance with Chapter 17.382 and Table 17.382.080, Airport and Industrial Density and Dimensions Table.

(Ord. 367 (2006) § 92, 2006: Ord. 216 (1998) § 4 (part), 1998)

**17.370.060 Signs.**

Signs shall be permitted according to the provisions of Chapter 17.445.

(Ord. 216 (1998) § 4 (part), 1998)

**17.370.070 Off-street parking and loading.**

Off-street parking and loading shall be provided as required by Chapter 17.435. In addition, no off-street parking or loading shall be allowed within fifty feet of an adjacent residential zone, unless the director finds that a buffer will exist that effectively screens the parking and loading from the adjacent residential zone, in which case, no off-street parking or loading shall be allowed within thirty feet of an adjacent residential zone. Off-street parking or loading may be permitted within the side yard but not within a required front yard area.

(Ord. 415 (2008) § 130, 2008: Ord. 216 (1998) § 4 (part), 1998)

**17.370.080 Site landscaping and design plan.**

As a component of permit and/or land use review, development within this zone shall be subject to review and approval by the director of a site landscape and design plan. Such a plan shall be consistent with Chapter 17.385 and any applicable design standards for the area.

(Ord. 415 (2008) § 131, 2008: Ord. 216 (1998) § 4 (part), 1998)

**17.370.090 Other provisions.**

A. In any industrial zone, an industrial park, as further described, may be permitted. An industrial park is intended to provide centers or clusters of not less than twenty acres for most manufacturing and industrial uses under controls which will minimize the effect of such industries on nearby uses. Industrial parks are intended to encourage industrial activities to occur within a park-like environment. Any use permitted outright in industrial zones or by conditional use review when located in an industrial park is subject to the following provisions:

1. Lot Requirements.
  - a. Lot area – None.
  - b. Lot width – None.
  - c. Lot depth – Minimum lot depth shall be two hundred feet.

- d. Lot setback – Minimum lot setback shall be one hundred feet for any yard abutting a residential zone, unless berming and landscaping approved by the director is provided which will effectively screen and buffer the industrial activities from the residential zone which it abuts; in which case, the minimum setback shall be fifty feet.
- e. Front Yard – Minimum front yard setback shall be forty feet.
- f. Side Yard – Minimum side yard setback shall be twenty-five feet.
- g. Rear Yard – Minimum rear yard setback shall be twenty feet.
- h. Lot coverage – Maximum lot coverage by buildings shall be consistent with provisions set forth in Section 17.382.080.
- i. No service roads, spur tracks, hard stands, or outside storage areas shall be permitted within required yard areas adjacent to residential zones.
- j. No yards are required at points where side or rear yards abut a railroad right-of-way or spur track.
- k. Fences, walls and hedges will be allowed inside of a boundary planting screen where it is necessary to protect property of the industry concerned, or to protect the public from a dangerous condition with no fence being constructed in a required yard adjacent to public right-of-way.
2. Signs shall be permitted according to the provisions of Chapter 17.445.
3. Off-street parking and loading shall be provided as required by Chapter 17.435, and off-street loading shall not be permitted in a required side or rear yard setback abutting a residential zone. No off-street loading may be permitted within fifty feet of a public right-of-way or access easement.
4. Site Landscaping and Design Plan. As a component of land use review, development within this zone shall be subject to review and approval by the director of a site landscape and design plan. In addition to the requirements of Chapter 17.385 and any required design standards for the area, the following requirements shall apply:
- a. All required landscaping shall be installed prior to occupancy.
- b. Required rear and side yard setback areas abutting a residential zone shall provide and maintain a dense evergreen buffer which attains a mature height of at least eleven feet, or other screening measure as may be prescribed by the director.
- c. Areas which are to be maintained shall be so designated on a landscape plan, and subject to the review and approval of the director.
- d. All mechanical, heating and ventilating equipment shall be visually screened.
5. Performance Standards. No land or structure shall be used or occupied within this zone unless there is compliance with the following minimum performance standards:



- a. Maximum permissible noise levels shall be in compliance with the Kitsap County Noise Ordinance.
  - b. Vibration other than that caused by highway vehicles, trains, and aircraft which is discernible without instruments at the property line of the use concerned is prohibited.
  - c. Air emissions (smoke and particulate matter) must be approved by the Puget Sound Air Pollution Control Authority.
  - d. The emission of noxious gases (odors) or matter in such quantities as to be readily detectable at any point beyond the property line of the use causing such odors is prohibited.
  - e. Heat and glare, except for exterior lighting, operations producing heat and glare shall be conducted within an enclosed building. Exterior lighting shall be designed to shield surrounding streets and land uses from nuisance and glare.
6. Administration. As a condition for the granting of a building permit and/or site plan approval, at the request of the director, information sufficient to determine the degree of compliance with the standards in this title shall be furnished by the applicant. Such request may include continuous records of operation, for periodic checks to assure maintenance of standards or for special surveys.
- B. Other provisions: see Chapter 17.430.

(Ord. 415 (2008) § 132, 2008: Ord. 367 (2006) § 93, 2006: Ord. 216 (1998) § 4 (part), 1998)

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## Amendments to KCC 17.381.040(B)

Use			RCO (64) (12)	RI (42) (12)	
Accessory dwelling units (1)			X	X	
Accessory living quarters (1)			X	X	
Accessory use or structure (1) (17) (18) (51)			P	P	
Adult family home			ACUP P (41)	ACUP P (41)	
Bed and breakfast house			ACUP C (34)	X	
Caretaker's dwelling			P	P	
Convalescent home or congregate care facility			X	X	
Cottage housing developments			X	X	
Dwelling, duplex			X	X	
Dwelling, existing			P	P	
Dwelling, multi-family			X	X	
Dwelling, single-family attached			X	X	
Dwelling, single-family detached			X	X	
Guest house (1)			X	X	
Home business (1) (53)			ACUP	X	
Hotel/Motel			X	X	
Manufactured homes			X	X	
Mixed use development (44)			X	X	
Mobile homes			X	X	
Residential care facility			X	X	
Accessory use or structure (1) (17) (51)			P	P	

Use			RCO (64) (12)	RI (42) (12)	
Adult entertainment (1)			<u>X</u>	<u>X</u>	
Ambulance service			<u>X</u>	<u>X</u>	
Auction house (55)			<u>C</u>	<u>C</u>	
Auto parts and accessory stores (65)			<u>C</u>	<u>X</u>	
Automobile rentals			<u>X</u>	<u>X</u>	
Automobile repair and car washes (65)			<u>C</u>	<u>C</u>	
Automobile service station (6)			<u>C</u>	<u>C</u>	
Automobile, recreational vehicle or boat sales			<u>X</u>	<u>X</u>	
Boat/marine supply stores			<u>C</u>	<u>X</u>	
Brew pubs			<u>X</u>	<u>X</u>	
Clinic, medical			<u>X</u>	<u>X</u>	
Conference center			<u>X</u>	<u>X</u>	
Custom art and craft stores			<u>C</u>	<u>X</u>	
Day-care center			<u>ACUP</u>	<u>X</u>	
Day-care center, family (14)			<u>X</u>	<u>X</u>	
Drinking establishments			<u>C</u>	<u>X</u>	
Engineering and construction offices			<u>ACUP</u>	<u>ACUP</u> (72)	
Espresso stands (58) (72)			<u>ACUP</u>	<u>ACUP</u>	
Equipment rentals			<u>ACUP</u>	<u>ACUP</u> (73)	
Farm and garden equipment and sales			<u>ACUP</u>	<u>C</u> <u>X</u>	
Financial, banking, mortgage and title institutions			<u>X</u>	<u>X</u>	

Use			RCO (64) (12)	RI (42) (12)	
General office and management services – less than 4,000 s.f.			ACUP	X	
General office and management services – 4,000 to 9,999 s.f.			C	X	
General office and management services – 10,000 s.f. or greater			X	X	
General retail merchandise stores – less than 4,000 s.f.			ACUP	X	
General retail merchandise stores – 4,000 to 9,999 s.f.			C	X	
General retail merchandise stores – 10,000 to 24,999 s.f.			X	X	
General retail merchandise stores – 25,000 s.f. or greater			X	X	
Kennels or Pet day-cares			C	C	
Kennels, hobby			X	X	
Laundromats and laundry services			X	X	
Lumber and bulky building material sales			C	ACUP	
Mobile home sales			X	X	
Nursery, retail			ACUP	X	
Nursery, wholesale			P	P	
Off-street private parking facilities			X	X	
Personal services – skin care, massage, manicures, hairdresser/barber (66)			ACUP (54)	X	
Pet shop – retail and grooming			ACUP (54)	X	

Use			RCO (64) (12)	RI (42) (12)	
Research laboratory			X	C	
Restaurants			C	X	
Restaurants, high-turnover			X	X	
Recreational vehicle rentals			X	X	
Temporary offices and model homes (27)			X	X	
Tourism facilities, including outfitter and guide facilities			ACUP	X	
Tourism facilities, including seaplane and tour-boat terminals			C	X	
Transportation terminals			X	X	
Veterinary clinics/Animal hospitals			ACUP	X	
Accessory use or structure (1) (17) (51)			P	P	
Amusement centers			X	X	
Carnival or Circus			X	X	
Club, civic or social			C	X	
Golf courses			X	X	
Marinas			C	C	
Movie/Performance theaters, indoor			X	X	
Movie/Performance theaters, outdoor			C	X	
Museum, galleries, aquarium, historic or cultural exhibits (67)			C	X	
Parks and open space			P	P	
Race track, major			X	X	
Race track, minor			X	X	
Recreational facilities, private			C	X	
Recreational facilities,			ACUP	X	

Use			RCO (64) (12)	RI (42) (12)	
public					
Recreational vehicle camping parks			<u>X</u>	<u>X</u>	
Zoo			<u>X</u>	<u>X</u>	
Accessory use or structure (1) (17) (51)			<u>P</u>	<u>P</u>	
Government/Public structures			<u>ACUP</u>	<u>C</u>	
Hospital			<u>X</u>	<u>X</u>	
Places of worship			<u>C</u>	<u>X</u>	
Private or public schools (20)			<u>C</u>	<u>C</u>	
Public facilities, transportation and parking facilities, electric power and natural gas utility facilities, substations, ferry terminals, and commuter park-and-ride lots (16)			<u>C</u>	<u>C</u>	
Accessory use or structure (1) (17) (51)			<u>P</u>	<u>P</u>	
Air pilot training schools			<u>X</u>	<u>X</u>	
Assembly and packaging operations			<u>X</u>	<u>C</u>	
Boat yard			<u>X</u>	<u>C</u>	
Cemeteries, mortuaries, and crematoriums (10)			<u>C</u>	<u>C</u>	
Cold storage facilities (69)			<u>C</u>	<u>C</u>	
Contractor's storage yard (21)			<u>X</u>	<u>ACUP</u>	
Food production, brewery or distillery			<u>C</u>	<u>C</u>	
Fuel distributors			<u>X</u>	<u>C</u>	
Helicopter pads (13)			<u>X</u>	<u>ACUP</u>	ACUP

Use			RCO (64) (12)	RI (42) (12)	
Manufacturing and fabrication, light			<u>X</u>	<u>C</u>	
Manufacturing and fabrication, medium			<u>X</u>	<u>C</u>	
Manufacturing and fabrication, heavy			<u>X</u>	<u>X</u>	
Manufacturing and fabrication, hazardous			<u>X</u>	<u>X</u>	
Recycling centers			<u>C</u>	<u>C</u>	
Rock crushing			<u>X</u>	<u>C</u>	
Slaughterhouse or animal processing			<u>C</u> (70)	<u>C</u> (70)	
Storage, hazardous materials			<u>C</u> (75)	<u>C</u> (75)	
Storage, indoor			<u>C</u> (75)	<u>ACUP</u>	
Storage, outdoor			<u>C</u> (75)	<u>C</u>	
Storage, self-service			<u>C</u> (75)	<u>C</u> <u>X</u>	
Storage, vehicle and equipment (1)			<u>C</u>	<u>C</u> (75)	
Top soil production, stump grinding			<u>C</u>	<u>ACUP</u>	
Transshipment facilities, including docks, wharves, marine rails, cranes, and barge facilities			<u>X</u>	<u>C</u>	
Uses necessary for airport operation such as runways, hangars, fuel storage facilities, control towers, etc. (13)			<u>X</u>	<u>C</u> (74)	
Warehousing and distribution (68)			<u>X</u>	<u>ACUP</u>	

Use			RCO (64) (12)	RI (42) (12)	
Wrecking yards and junk yards (1)			X	C	
Accessory use or structure (1) (17) (51)			P	P	
Aggregate extractions sites			C	C	
Agricultural uses (15)			P	P	
Aquaculture practices			C	C	
Forestry			P	P	
Shellfish/fish hatcheries and processing facilities			X	C	
Temporary stands not exceeding 200 sq ft in area and exclusively for the sale of agricultural products grown on-site (27)			P (2)	X	

1. Where applicable subject to Section 17.381.060, Provisions applying to special uses.
2. Minimum setbacks shall be 20 ft from any abutting right-of-way or property line; provided, however, advertising for sale of products shall be limited to two on-premises signs each not exceeding six square feet.
3. When located within urban growth areas (except UR), duplexes shall require five thousand square feet of minimum lot area. Duplexes located in the UR zone or outside of urban growth areas shall require double the minimum lot area required for the zone.
4. No greater than two acres for the purpose of construction and maintenance of a timber management road system, provided the total parcel is at least twenty acres.
5. Provided public facilities do not inhibit forest practices.
6. Where permitted, automobile service stations shall comply with the following provisions:
  - a. Sale of merchandise shall be conducted within a building, except for items used for the maintenance and servicing of automotive vehicles;
  - b. No automotive repairs other than incidental minor repairs, battery, or tire changing shall be allowed;
  - c. The station shall not directly abut a residential zone; and
  - d. All lighting shall be of such illumination, direction, and color as not to create a nuisance on adjoining property or a traffic hazard.
7. In rural wooded (RW), rural protection (RP), or rural residential (RR) zones:
  - a. Animal feed yards and animal sales yards shall be located not less than two hundred feet from any property line; shall provide automobile and truck



ingress and egress; and shall also provide parking and loading spaces so designed as to minimize traffic hazards and congestion. Applicants shall show that odor, dust, noise, and drainage shall not constitute a nuisance, hazard, or health problem to adjoining property or uses.

b. All stables and paddocks shall be located not closer than fifty feet to any property line. Odor, dust, noise, flies, or drainage shall not be permitted to create or become a nuisance to surrounding property.

8. A veterinary clinic or animal hospital shall not be located within fifty feet of a lot line in the rural protection (RP) or rural residential (RR) zones. In addition, the applicant may be required to provide additional measures to prevent or mitigate offensive noise, odor, light and other impacts.

10. A cemetery, crematorium, mausoleum, or columbarium shall have its principal access on a county roadway with ingress and egress so designed as to minimize traffic congestion, and shall provide required off-street parking spaces. No mortuary or crematorium in conjunction with a cemetery is permitted within two hundred feet of a lot in a residential zone.

12. All buildings and activities shall be set back a minimum of fifty feet in FRL, MR, RW, RP, RR, RCO, RI or Parks zones and thirty-five feet in all other zones from a side or rear lot line. All such uses shall access directly to a county right-of-way determined to be adequate by the county engineer, and be able to provide access without causing traffic congestion on local residential streets. Any such use shall not be materially detrimental to any adjacent (existing or future) residential development due to excessive traffic generation, noise, light or other circumstances. The director may increase setback, buffer and landscaping standards or impose other conditions to address potential impacts.

13. Public use airports and heliports are allowed only within the airport (A) zone established by this title. Heliports for the purpose of medical emergency facilities may be permitted in certain zones subject to a conditional use permit. All private landing strips, runways, and heliports shall be so designed and oriented that the incidents of aircraft passing directly over dwellings during their landing or taking off patterns is minimized. They shall be located so that traffic shall not constitute a nuisance to neighboring uses. The proponents shall show that adequate controls or measures will be taken to prevent offensive noise, vibrations, dust, or bright lights.

14. In those zones that prohibit residential uses, family day-care centers are only allowed in existing residential structures. Day-care centers shall have a minimum site size of ten thousand square feet and shall provide and thereafter maintain outdoor play areas with a minimum area of seventy-five square feet per child of total capacity. A site-obscuring fence of at least four feet in height shall be provided, separating the play area from abutting lots. Adequate off-street parking and loading space shall be provided.

15. The number of animals on a particular property shall not exceed one large livestock, three small livestock, five ratites, six small animals, or twelve poultry:

a. Per forty thousand square feet of lot area for parcels one acre or smaller or for parcels five acres or smaller located within two hundred feet of a lake or year round stream; provided, that when no dwelling unit or occupied structure exists within three hundred feet of the lot on which the animals are maintained the above specifications may be exceeded by a factor of two;

b. Per twenty thousand square feet of area for parcels greater than one acre, but less than or equal to five acres, not located within two hundred feet of a lake or year round stream; provided, that when no dwelling unit or occupied structure exists within three hundred feet of the lot on which the animals are maintained the above specifications may be exceeded by a factor of two.

c. No feeding area or structure or building used to house, confine or feed livestock, small animals, ratites, or poultry shall be located closer than one hundred feet to any residence on adjacent property located within a rural wooded (RW), rural protection (RP), or rural residential (RR) zone, or within two hundred feet of any residence on adjacent property within any other zone; provided, a pasture (greater than twenty thousand square feet) shall not be considered a feed area.

16. The erection, construction, alteration, or maintenance of overhead or underground utilities by a public utility, municipality, governmental agency, or other approved party shall be permitted in any zone; provided, that any permanent above-ground structures not located within a right-of-way or easement shall be subject to the review of the director. Utility transmission and distribution lines and poles may exceed the height limits otherwise provided for in this title. Water towers which exceed thirty-five feet in height, solid waste collection, transfer and/or handling sites in any zone shall be subject to a conditional use permit. These provisions do not apply to wireless communication facilities, which are specifically addressed in Chapter 17.470.

17. For waterfront properties, accessory structures such as docks, piers, and boathouses may be permitted in the rear yards, shorelands or tidelands subject to the following limitations:

- a. All requirements of the Kitsap County Shoreline Management Master Program must be met;
- b. The building height of any boathouse shall not be greater than fourteen feet above the ordinary high water line,
- c. Covered structures must abut or be upland of the ordinary high water line; and
- d. No covered structure shall have a width greater than twenty-five feet or twenty-five percent of the lot width, whichever is most restrictive.

18. One piece of heavy equipment may be stored in any single-family zone; provided, that it is either enclosed within a permitted structure, or screened to the satisfaction of the director.

20. Site plans for public schools shall include an area identified and set aside for the future placement of a minimum of four portable classroom units. The area set aside may not be counted towards meeting required landscaping or parking requirements.

21. Outdoor contractor's storage yards accessory to a primary residence shall be limited to not more than ten heavy equipment vehicles or heavy construction equipment. The use shall be contained outside of required setbacks within a contained yard or storage building. The storage yard and/or building shall be screened from adjacent properties with a screening buffer a minimum of twenty-five feet in width and capable of providing functional screening of the use. Minimum lot size shall be one hundred thousand square feet.

22. Stump grinding, soil-combining and composting in rural protection and rural residential zones must meet the following requirements:
- a. The subject property(ies) must be one hundred thousand square feet or greater in size;
  - b. The use must take direct access from a county-maintained right-of way;
  - c. A fifty-foot natural vegetation buffer must be maintained around the perimeter of the property(ies) to provide adequate screening of the use from neighboring properties;
  - d. The subject property(ies) must be adjacent to an industrial zone or a complementary public facility such as a sewage treatment plant or solid waste facility;
  - e. The proposed use must mitigate noise, odor, dust and light impacts from the project; and
  - f. The use must meet all other requirements of this title.
23. Home businesses located in the forest resource lands (FRL) must be associated with timber production and/or harvest.
27. Subject to the temporary permit provisions of Chapter 17.455.
34. Bed and breakfast houses with one to four rooms require an administrative conditional use permit; bed and breakfast houses with five or more rooms require a hearing examiner conditional use permit. Bed and breakfast houses serving meals to patrons other than overnight guests require a hearing examiner conditional use permit.
39. For the purpose of construction and maintenance of a timber management road system.
41. Adult family homes serving one to six residents (excluding proprietors) are permitted uses. Adult family homes serving more than six applicable residents (excluding proprietors) require an administrative conditional use permit (ACUP).
42. All business, service repair, processing, storage, or merchandise display on property abutting or across the street from a lot in any residential zone, shall be conducted wholly within an enclosed building unless screened from the residential zone by a site-obscuring fence or wall.
43. Where a family member is in need of special, frequent and routine care and assistance by reason of advanced age or ill-health, a manufactured home or mobile home may be placed upon the same lot as a single-family dwelling for occupancy by the individual requiring or providing such special care subject to the following limitations:
- a. Not more than two individuals shall be the recipients of special care;
  - b. No rent, fee, payment or charge in lieu thereof may be made for use of the single-family dwelling or manufactured/mobile home as between the recipients or providers of special care;
  - c. The manufactured/mobile home must meet the setback requirements of the zone in which it is situated;
  - d. A permit must be obtained from the director authorizing such special care manufactured/mobile home. Such permit shall remain in effect for one year and may, upon application, be extended for one-year periods, provided there has been compliance with the requirements of this section;
  - e. The manufactured/mobile home must be removed when the need for special care ceases; and

- f. Placement of the manufactured/mobile home is subject to applicable health district standards for water service and sewage disposal.
44. Certain development standards may be modified for mixed use developments, as set forth in Section 17.382.035 and Chapter 17.400 of this title.
46. Allowed only as an accessory use to a park or recreational facility greater than twenty acres in size.
51. Storage of shipping containers is prohibited unless allowed as part of a land use permit and/or approval. Placement of storage containers allowed only with an approved temporary permit subject to the provisions of Section 17.455.090(I).
52. Aggregate production and processing only. Allowed only if directly connected to an approved surface mining permit approved by the Washington State Department of Natural Resources (DNR).
54. The gross floor area shall not exceed four thousand square feet.
55. Auction house and all items to be auctioned shall be fully enclosed within a structure.
58. In addition to the other standards set forth in Kitsap County Code, espresso stands are subject to the following conditions:
- a. Drive aisles/stacking lanes shall be designed to accommodate a minimum of three vehicles per service window/door. Each stacking lane shall be sized measuring eight and one-half feet in width and twenty feet in length, with direct access to the service window. The drive aisles/stacking lanes shall be designed to prevent any vehicles from interfering with public or private roadways, pedestrian circulation, traffic circulation, parking areas or other required development amenities.
  - b. Subject to provisions set forth in Chapter 17.435, drive aisles and parking areas must also be paved in urban growth areas and include, at minimum, hard compacted surfaces in rural areas. Such surfaces must be addressed with required drainage facilities. A joint parking agreement shall be required if parking cannot be accommodated on site.
  - c. All structures must be permanently secured to the ground.
  - d. Restroom facilities must be available for employees. Portable or temporary restroom facilities shall not be used to meet this requirement.
64. When a component of development located within the Rural Commercial or Rural Industrial Zone and involves the conversion of previously undeveloped land which abuts a residential zone, it shall be treated as a Type III Administrative Decision.
65. No car washes allowed in RCO or RI.
66. Personal service businesses in the RCO are limited to four chairs and are intended for local use only.
67. No aquariums are allowed in the RCO zone. Galleries, museums, historic and cultural exhibits should be geared toward the character of the rural area, rural history, or a rural lifestyle.
68. In the RI zone, warehousing and distribution should be focused on agricultural, food, or forestry uses only.
69. In the RI zone, cold storage facilities are only allowed for agricultural and food uses.
70. In the RCO and RI zones, slaughterhouse and animal processing may have a retail component not to exceed 4,000 square feet.

71. In the RCO zone, custom art and craft stores are limited to studio type and size only.

72. Must be accessory to an immediate primary use.

73. Heavy construction, farming and forestry equipment only.

74. Allow for existing airports only.

75. All storage must be screened from public view by a 25 ft buffer in order to meet rural compatibility. Applicant must also demonstrate how the storage would serve the immediate population.

76. 0-4,000 square feet = P

4,001-10,000 square feet = ACUP

10,001-15,000 square feet = C

15,001 square feet and above = X

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Draft 17.382.080 Airport and Industrial Density and Dimensions Table.

	Airport	Industrial			Rural Industrial
		BP	BC	IND (36) (5)	RI
<b>Standard</b>	<b>A</b>				
Minimum lot size (39)	None	7 ac (49)	None	None	None
Maximum height (feet) (40)	35 feet, except aircraft hangars (37)	35 (17)	35 (17)	35 (17)	35
Maximum impervious surface coverage	NA	50%	NA	NA	85%
Maximum lot and/or building coverage	None	NA	60% building coverage or as determined by master plan process	60% lot coverage	NA
<b>Setbacks, Generally (34) (38)</b>					
Minimum Front (feet) (41) (42) (43) (48)	20 (37)	20 (23) (26)	20 (23) (26)	20 (27)	20 (26)

Draft 17.382.080 Airport and Industrial Density and Dimensions Table.

Side (feet) (42) (43) (48)	50 feet when abutting residential (37)	20 (23) (26)	20 (23) (26)	None (27)	20 (50 when abutting residential) (26)
Rear (feet) (42) (43) (48)	50 feet when abutting residential (37)	20 (23) (26)	20 (23) (26)	None (27)	20 (50 when abutting residential) (26)

(Ord. 415 (2008) § 157, 2008: Ord. 384 (2007) § 13, 2007: Ord. 367 (2006) § 106 (part),

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Draft 17.382.070 Commercial Zones Density and Dimensions Table

Standard	Urban Low Commercial Intensity/Mixed-Use		Urban High Commercial Intensity/Mixed Use				Rural Commercial
	NC (5) (33)	UVC (5) (19)	UTC	HTC (5) (25) (33)	RC (33)	MU (33)	RCO
Minimum density (du/acre)	10 (44)	10 (19)	Reserved	10 (44)	10 (44)	10 (32)	None
Base/Maximum density (du/acre)	30	18 (19)	Reserved	30	30	30	None
Maximum height (feet) (40)	35 (17)	45	Reserved	35 (17)	35 (17)	35	35
Maximum impervious surface coverage	85%	85%	85%	85%	85%	85%	85%
Maximum lot coverage	NA	<p>Total gross floor area devoted to nonresidential use in any one structure shall not exceed 25,000 square feet.</p> <p>Total gross floor area devoted to residential use in any project shall not exceed 2/3 of the total proposed gross floor area. (24)</p>	<p>Total gross floor area devoted to residential use in any project shall not exceed 2/3 of the total proposed gross floor area. (24)</p>	NA	NA	NA	NA



Draft 17.382.070 Commercial Zones Density and Dimensions Table

Smap's Generally (4) (8)						
	20	None	Reserved	20	10	20
Minimum front (feet) (29) (41) (42) (43) (48)	20	None	Reserved	20	10	20
Maximum front (feet) (42) (43) (48)	NA	NA	NA	NA	20	NA
Side (feet) (29) (42) (43) (48)	10 (21)	None	Reserved	10 (21)	10 (21)	10 (21)
Rear (feet) (29) (48)	10 (21)	None	Reserved	10 (21)	10 (21)	10 (21)
						20 (26)
						20 (26)
						20 (26)
						20 (26)

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**KCC 17.376****Rural Employment Center Zone and 12 Trees Employment Center Zone****Purpose.**

The Rural Employment Center and 12 Trees Employment Center Zones provide for isolated areas of industrial and commercial type uses in the rural areas of Kitsap County. The RECZ and TTEC are not required to principally serve the existing and projected rural population, but rather to promote the rural economy by providing and creating jobs close to home. This zone encompasses a Type III Limited Area of More Intensive Rural Development, and shall protect Kitsap County's rural character, by containing and limiting rural development. Development within this zone must not conflict with surrounding uses, and must assure visual compatibility with the surrounding area. The methods for achieving such purpose is by providing for buffers, limiting the size, and height to be appropriate for the rural areas.

**Uses.**

Uses shall be allowed in accordance with Chapter 17.381 and Table 17.381.040, Rural Employment Center Zone and 12 Trees Employment Center Zone.

**Height Regulation.**

Height requirements shall be in accordance with Chapter 17.382 and Table 17.382.070, Rural Employment Center Zone and 12 Trees Employment Center Zone.

**Lot Requirements.**

Lot requirements shall be in accordance with Chapter 17.382 and Table 17.382.070, Rural Employment Center Zone and 12 Trees Employment Center Zone.

**Signs.**

As well as being consistent with 17.445, signage within the Rural Employment Zone and 12 Trees Employment Center Zone must also be consistent with 17.445.095 'Master Sign District'. Additionally, signs for development within the RECZ may not exceed 10 feet in height, and must be consistent with 17.455.110 'Interpretations and Exceptions: Obnoxious Things'.

**Off-street Parking and Loading.**

Off-street parking shall be provided according to the provisions of Chapter 17.435.

**Landscaping.**

Landscaping requirements shall be in accordance with 17.385. It is recognized that buffers have value in providing a consistent screening between uses, intensities and zones which may otherwise conflict. Buffers shall only be required along the exterior boundary of the Rural Employment Center and 12 Trees Center zones.

For new development where existing approved screening buffers abut the subject lot, the director shall apply an appropriate screening buffer width of no less than 25 feet and no greater than 50 feet, depending on the proposed project or site impacts, such as traffic generation, light, noise, glare, odor, dust, visual impact, adjacent residential development. To the extent feasible, the Director shall maintain consistent buffer widths throughout the development.

For new development where there are not existing approved screening buffers abutting the subject lot, the director shall apply an appropriate screening buffer width of no less than 25 feet and no greater than 50 feet, depending on the proposed project or site impacts, such as traffic, light, noise, glare, odor, dust, visual impact, adjacent residential development.

All legally created existing businesses, upon the date of adoption, within the REC and TTEC boundaries, are exempt from complying with the above.

**Other Provisions.**

**Temporary Permits.**

Temporary permits within the REC and TTEC are subject to the provisions of 17.455.090 'Temporary permits'.

17.381.040 (F)

Use	Proposed Rural Employment Center	12 Trees Employment Center
<b>Residential Uses</b>		
Accessory dwelling units (1)	X	X
Accessory living quarters (1)	X	X
Accessory use or structure (1) (17) (18) (51)	P	X
Adult family home	X	X
Bed and breakfast house	X	X
Caretaker's dwelling	P	P
Convalescent home or congregate care facility	X	X
Cottage housing developments	X	X
Dwelling, duplex	X	X
Dwelling, existing	P	P
Dwelling, multifamily	X	X
Dwelling, single-family attached	X	X
Dwelling, single-family detached	X	X
Guest house (1)	X	X
Home business (1) (52)	X	X
Hotel/motel	X	X
Manufactured homes	X	X
Mixed use development (44)	X	X
Mobile homes	X	X
Residential care facility	X	X
<b>Commercial/Business Uses</b>		
Adult entertainment (1)	X	X
Ambulance service	ACUP	ACUP
Auction house	P (76)	P – Indoor Only (76)
Auto parts and accessory stores	P	X
Automobile rentals	X	X
Automobile repair and car washes	ACUP (76)	X
Automobile service station (6)	ACUP	X
Automobile, recreational	X	X

## 17.381.040 (F)

vehicle or boat sales		
Boat/marine supply stores	P (76)	X
Brew pubs	ACUP	X
Clinic, medical	C	P
Conference center	X	X
Custom art and craft stores	P (76)	X
Day-care center (14)	P	P
Day-care center, family (14)	X	X
Drinking establishments	X	X
Engineering and construction offices	P (76)	P (76)
Espresso stands (58)	P	P
Equipment rentals	P	X
Farm and garden equipment and sales	P	X
Financial, banking, mortgage and title institutions	P (76)	P (76)
General office and management services – less than 4,000 s.f.	P	P
General office and management services – 4,000 to 9,999 s.f.	ACUP	P
General office and management services – 10,000 s.f. or greater	C	P
General retail merchandise stores – less than 4,000 s.f.	P	X
General retail merchandise stores – 4,000 to 9,999 s.f.	ACUP	X
General retail merchandise stores – 10,000 to 15,000 s.f.	X	X
General retail merchandise stores – 15,001 to 24,999 s.f.	X	X
General retail merchandise stores – 25,000 s.f. or greater	X	X
Kennels or Pet day-cares (1)	P	P
Kennels, hobby	X	X
Laundromats and laundry services	X	X
Lumber and bulky building material sales	P	X
Mobile home sales	X	X
Nursery, retail	P	X

## 17.381.040 (F)

Nursery, wholesale	P	X
Off-street private parking facilities	X	X
Personal services – skin care, massage, manicures, hairdresser/barber	X	X
Pet shop – retail and grooming	P (76)	X
Research laboratory	P	P
Restaurants	P (76)	P (76)
Restaurants, high-turnover	P (76)	X
Recreational vehicle rental	X	X
Temporary offices and model homes (27)	ACUP (76)	ACUP (76)
Tourism facilities, including outfitter and guide facilities	ACUP (76)	P
Tourism facilities, including seaplane and tour boat terminals	X	X
Transportation terminals	ACUP	ACUP
Veterinary clinics/animal hospitals	ACUP	ACUP
<b>Recreational/Cultural Uses</b>		
Accessory use or structure (1) (17) (51)	P	X
Amusement centers	X	X
Carnival or circus	X	X
Club, civic or social (12)	X	X
Golf courses	X	X
Marinas	X	X
Movie/Performance theaters, indoor	X	X
Movie/Performance theaters, outdoor	X	X
Museum, galleries, aquarium, historic or cultural exhibits	X	X
Parks and open space	P	P
Race track, major	X	X
Race track, minor	X	X
Recreational facilities, private	X	X

## 17.381.040 (F)

Recreational facilities, public	X	X
Recreational vehicle camping parks	X	X
Zoo	X	X
<b>INSTITUTIONAL USES</b>		
Accessory use or structure (1) (17) (51)	P	X
Government/public structures	C	P
Hospital	X	X
Places of worship (12)	X	X
Private or public schools (20)	ACUP	P
Public facilities and electric power and natural gas utility facilities, substations, ferry terminals, and commuter park-and-ride lots (16)	ACUP	ACUP
<b>Industrial Uses</b>		
Accessory use or structure (1) (17) (51)	P	P
Air pilot training schools	P	P
Assembly and packaging operations	ACUP	P
Boat yard	P	P
Cemeteries, mortuaries, and crematoriums (10)	X	X
Cold storage facilities	P	P
Contractor's storage yard (21)	P	X
Food production, brewery or distillery	P	P
Fuel distributors	P	X
Helicopter pads (13)	C	C
Manufacturing and fabrication, light	P	P
Manufacturing and fabrication, medium	ACUP	ACUP
Manufacturing and fabrication, heavy	C	C
Manufacturing and fabrication, hazardous	C	C
Recycling centers	ACUP	X
Rock crushing	C	X
Slaughterhouse or animal processing	ACUP	X
Storage, hazardous materials	C	P
Storage, indoor	P	P

## 17.381.040 (F)

Storage, outdoor	P	X
Storage, self-service	P	P
Storage, vehicle and equipment (1)	P	P- Indoor or Covered Only
Top soil production, stump grinding	P	X
Transshipment facilities, including docks, wharves, marine rails, cranes, and barge facilities	C	X
Uses necessary for airport operation such as runways, hangars, fuel storage facilities, control towers, etc. (13)	X	X
Warehousing and distribution	P	P
Wrecking yards and junk yards (1)	C	X
<b>Resource Uses</b>		
Accessory use or structure (1) (17) (51)	P	X
Aggregate extractions sites	P	P
Agricultural uses (15)	P	X
Aquaculture practices	C	X
Forestry	P	X
Shellfish/fish hatcheries and processing facilities	C	X
Temporary stands not exceeding 200 square feet in area and exclusively for the sale of agricultural products grown on site (27)	X	X



REC and TTEC Density and Dimension Table 17.382.110

Standard	RECZ and TTEC
Minimum density (du/acre)	N/A
Base/Maximum density (du/acre)	N/A
Maximum height (feet)	35
Maximum impervious surface coverage	85%
Maximum lot coverage	N/A
<b>Setbacks, Generally</b>	
Minimum front (feet)	20
Maximum front (feet)	NA
Side (feet)	10 (21)
Rear (feet)	10 (21)

**17.445.095 Master sign district.**

A. To achieve a more consistent and coordinated signage pattern in areas with high-traffic commercial and/or Employment Center zones, a property(s) meeting the following criteria may establish a master sign district:

1. Located in the regional commercial (RC) zone, Rural Employment Center Zone (REC), or 12 Trees Employment Center Zone (TTEC);
2. A minimum of twenty acres based upon net developable acreage of the property(s); and
3. Located abutting a public arterial, collector and/or sub-collector.

B. In addition to the other standards prescribed in this chapter, a master sign district may include one monument sign per main access not to exceed one per roadway and/or two in total. To include this additional signage, the district must meet the following criteria:

1. Each monument sign may not exceed two hundred square feet per face and may not have more than two faces;
2. No one business may comprise more than fifty square feet of each sign face;
3. Each face must include aesthetic features (masonry, tile or other components) which include no individual business advertising and constitute a minimum of twenty percent of the total square footage of the face;
4. No additional monument signs may be allowed within the master sign district regardless of additional existing or proposed accesses;
5. Such a monument sign(s) shall not be calculated toward the total square footage limitations prescribed by Section 17.445.050;
6. Such a monument sign(s) shall not be limited by the height requirements of Section 17.445.050(H), but shall not exceed twenty-five feet in height.

C. An application for master sign district must include the following submittals:

1. Signature of all property owners within the district boundaries;
2. A master signage plan is required including the size, location and configuration of all proposed and/or previously approved signage.

D. A master signage district must be approved through a Type III process consistent with the requirements of Title 21 of this code. All signage approved through a previous performance based development, conditional use permit, variance or other approval that allowed greater signage quantities, square footage or configurations than allowed by this chapter must be amended as follows:

1. The approval shall be amended by the same review authority and process as the original approval;
  2. As a condition of such amendment, all future redevelopment that includes a change in signage (excluding sign refacing) must meet the prescriptive requirements of this chapter.
- E. To ensure compatibility with surrounding properties and existing or future traffic conditions, the director may require/recommend additional landscaping, screening or architectural features as a condition of master sign district approval.

(Ord. 415 (2008) § 211, 2008)

**17.445.100 Landscaping.**

Freestanding signs shall be landscaped in accordance with Chapter 17.385.

(Ord. 415 (2008) § 212, 2008; Ord. 216 (1998) § 4 (part), 1998)

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**RESOLUTION 206 -2010**  
**Resolution Adopting the 2011 through 2016**  
**Six-Year Transportation Improvement Program**

**WHEREAS**, in compliance with RCW 36.81.121 and WAC 136-14, the Board of Kitsap County Commissioners hereby certifies that a priority array of potential projects on this County's arterial system and a bridge condition report were prepared by the County Engineer and made available to the Board of County Commissioners during the preparation of a proposed six-year comprehensive road construction program for the period January 1, 2011 to December 31, 2016 and,

**WHEREAS**, in further compliance with said law the Board has held thereon a public hearing this 6<sup>th</sup> day of December, 2010,

**BE IT HEREBY RESOLVED**, by the Board of Kitsap County Commissioners, in regular session assembled, that the attached Six-Year Transportation Improvement Program (TIP) for Kitsap County Roads be adopted as set forth in detail, for the period mentioned, consisting of pages numbered 1 through 14 which are incorporated and made part of this resolution.

**BE IT FURTHER RESOLVED**, that, pursuant to RCW 36.70A.130(2)(a)(iii) and KCC 21.08.020(H), the Board of County Commissioners hereby incorporates portions of the Six-Year Transportation into the Kitsap County Comprehensive Plan, Appendix A – Capital Facilities Plan. This incorporation by reference replaces and updates the Transportation section, specifically the subsection entitled "Capital Facilities Projects and Financing: 2007-2012." The portions of the TIP that are incorporated are only those components necessary for the Capital Facilities Plan, as set forth in the current Capital Facilities Plan.

**ADOPTED** this 6<sup>th</sup> day of December, 2010.

**BOARD OF COUNTY COMMISSIONERS**  
**KITSAP COUNTY, WASHINGTON**

[Signature]  
Josh Brown, Chair

[Signature]  
Steve Bauer, Commissioner

[Signature]  
Charlotte Garrido, Commissioner

ATTEST:

[Signature]  
OPAL ROBERTSON, Clerk of the Board



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## APPENDIX C:

### Capital Facilities Plan Elements

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Meeting Date: November 8, 2010  
 Agenda Item No:

<b>Kitsap County Board of Commissioners</b>		
<b>Department:</b> Public Works – Road Division		
<b>Staff Contact:</b> Jonathon Brand, County Engineer, 360-337-5777 x 4893		
<b>Title:</b> Resolution Adopting the 2011 through 2016 Six-Year Transportation Improvement Program		
<b>Recommended Action:</b> Move that the Board adopt the 2011 through 2016 Six-Year Transportation Improvement Program		
<b>Summary:</b>	The 2011 through 2016 Six-Year Transportation Improvement Program was made available to the Board of County Commissioners for review prior to this hearing. The Program represents "long range" plans for road, bridge and non-motorized transportation construction projects. The following is a brief summary of the proposed projects, revenue sources and annual expenditures for the 2011-2016 Transportation Improvement Program:	
	Number of Projects: 65	
	Projected Revenue by source:	
	Federal funds:	\$13,704,000
	State or developer funds:	6,653,000
	Impact fees:	301,000
	Local funds:	36,805,000
	Total Revenue:	\$57,463,000
	Expenditures by year:	
	2011	\$12,662,000
	2012	9,675,000
	2013	16,928,000
	2014	7,210,000
	2015	4,366,000
	2016	6,622,000
	Total Expenditures	\$57,463,000
<b>Attachments:</b>	1) Resolution 2) 2011 through 2016 Six-Year Transportation Improvement Program 3) Bridge Condition Report	
<b>Fiscal Impact</b>		
<b>Expenditure required for this specific action:</b>	\$57,463,000	
<b>Total cost including all related costs:</b>	\$57,463,000	
<b>Related Revenue:</b>	State, Federal, Impact Fees, Local funds	
<b>Cost Savings:</b>	n/a	
<b>Total Fiscal Impact:</b>	\$57,463,000 over a six-year period	
<b>Source of Funds:</b>	State, Federal, Impact Fees & Local funds	
<b>Fiscal Impact (DAS) Review</b>		
<b>Departmental Coordination</b>		
<b>Department</b>	<b>Representative</b>	<b>Recommendation/Comments</b>
Public Works	Randy Casteel	Approve <i>Randy Casteel</i>
Public Works	Jonathon Brand	Approve <i>Jonathon Brand</i>
<b>Contract Information – Not Applicable</b>		

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**SIX YEAR  
TRANSPORTATION IMPROVEMENT PROGRAM  
2011 TO 2016**



**Kitsap County Department of Public Works**

614 Division Street, MS-26 • Port Orchard, Washington 98366-4699

*R. W. Casteel, P. E., Director*

## SECTION I

*This Section contains information on the total six year project list. Included in this section, you will find a complete listing of the projects with their Priority Numbers. Also, you will find an alphabetical listing of the projects which cross-references the project name to its Priority Number. Funding, Project Cost and Project Timing information is given for the life of each project listed on the T.I.P.*



**Kitsap County Department of Public Works**

614 Division Street, MS-26 Port Orchard, Washington 98366-4699

*R. W. Casteel, P. E., Director*



**KEY TO INFORMATION CONTAINED IN THE SIX YEAR TIP**

**Functional Class** This is the functional classification for the road on which the project is located as listed in the current Kitsap County Road Log. The numeric codes used are as follows:

- |                            |                               |
|----------------------------|-------------------------------|
| 06 - Rural Minor Arterial  | 14 - Urban Principal Arterial |
| 07 - Rural Major Collector | 16 - Urban Minor Arterial     |
| 08 - Rural Minor Collector | 17 - Urban Collector Arterial |
| 09 - Rural Local Access    | 19 - Urban Local Access       |

**Priority No.** This is the priority number assigned to the project for the 6-Year Transportation Improvement Program. The priority is derived from a number of factors. Typically the highest priority numbers (lowest numerically) are assigned to ongoing projects that will be worked on in the first year of the program. The remaining priorities are assigned based on criteria such as safety and/or capacity needs, structural condition, availability of funding and timing of the funding, especially for the various State and Federal Funding programs.

As may be expected, the assignment of priority numbers is a complex process involving a great deal of judgement and subjectivity on the part of the people preparing the program. The underlying constraint that influences the program is the requirement that the program budget be balanced with anticipated revenues. If, for instance a project has State funding attached to it, the project may have a high priority, but the priority may slip if the anticipated State funding is not obtainable. When projects have only Local (County) funding, it is important that projects which are more critical in terms of Safety or Preservation have the higher Priority.

It is also very important that the Public has input into this process. As stated before, the prioritization process is a highly subjective one and we need Public input in order to balance the judgements that we make.

**Project Identification** This is a listing of the project name and a summary of the work in general and a description of the work to be accomplished in the program year. This information is pretty much self explanatory, except to note that the Federal Aid Number is a Contract Number assigned to the project when Federal Funds are actually scheduled to be spent. Also, the Road Log or Bridge Numbers are identification numbers that are assigned to roads and bridges within our Road Database

**Improvement Type Codes**

- |  |                                       |                                |
|--|---------------------------------------|--------------------------------|
| 01 - New construction on new alignment | 08 - New Bridge Construction          | 21 - Transit Capital Project   |
| 02 - Relocation Project                | 09 - Bridge Replacement               | 22 - Transit Operational       |
| 03 - Reconstruction                    | 10 - Bridge Rehabilitation            | 23 - Transit Planning          |
| 04 - Major Widening                    | 11 - Minor Bridge Rehabilitation      | 24 - Transit Training / Admin. |
| 05 - Minor Widening                    | 12 - Safety / Traffic Operation / TSM | 31 - Non Capital Improvement   |
| 06 - Other Enhancements                | 13 - Environmentally Related          | 32 - Non Motor Vehicle Project |
| 07 - Resurfacing                       | 14 - Bridge Program - Special         |                                |

**Funding Status**

- S** - Project is selected by the appropriate selection body and funding has been secured by the lead agency.  
**P** - Project is subject to selection by an agency other than the lead and is listed for planning purposes. (Funding has not been determined.)

**Total Length** This is the project length to the nearest hundredth.

**Utility Code(s)** This is the code letter(s) for the utilities that would need to be relocated or are impacted by the construction project.

- C - Cable TV
- G - Gas
- P - Power
- S - Sewer (other than agency-owned)
- W - Water
- T - Telephone
- O - Other

**Project Phase** This column contains the row headings for the three main phases of a project. These phases are Preliminary Engineering (P.E.) which consist of all Engineering Study and Design Activities for the project. Next is the Right of Way Acquisition phase (RAW) which consists of all activities related to negotiating and purchasing Rights of Way needed for the project. Lastly is the Construction (Const) phase which entails all of the construction activities associated with the project.

**Month/Year Phase Starts** This column list the estimated dates that a project phase will start. If a date is not entered next to a project phase, then that phase is assumed to be complete, not required or the specific project scope does not anticipate additional work until some other action is taken. (i.e. Concept Evaluations show that only P.E. is being done, until it is determined to go forward with the project. **Federal Fund Code & Federal Cost By Phase** These columns reflect the federal funding program and the amount of these funds to be applied to a project. A listing of the program codes and their descriptions follows:

**STPU, STPR & STPN** These abbreviations refer to the Federal Surface Transportation Program. These Federal programs are currently funded under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. These programs are administered by the Washington State Department of Transportation (WSDOT) Local Programs Division in conjunction with the Puget Sound Regional Council (PSRC) and the Regional Federal Highway Engineer.

The Surface Transportation Program (STP) has the objective to fund construction, reconstruction, resurfacing, restoration and rehabilitation of roads that are not functionally classified as local or rural minor collectors. STP also supports funding for transportation enhancements, operational improvements, highway and transit safety improvements, surface transportation planning, capital and operating cost for traffic management and control, carpool and vanpool projects, development and establishment of management systems, participation in wetland mitigation and wetland banking, bicycle facilities and pedestrian walkways.

STP funds have regional allocation through the Puget Sound Regional Council (PSRC). The PSRC suballocates funds by county region based on the percentage of the population. Kitsap region (Cities and County), will receive an allocation of 7 percent from STP funds allocated to the PSRC. The Puget Sound Region is formed by the counties of King, Kitsap, Pierce and Snohomish including incorporated Cities.

The letters U/R & N after STP refer to the functional classification of the road for which the grant has been received. U - Urban, R - Rural and N - National Highway System (NHS). Since the State DOT is responsible for maintaining routes on the NHS, they are the recipients of the STP money set aside for these routes. However, the DOT does allocate a certain amount of that money to pass through to Cities and Counties for use on projects of regional significance.

**RAP, CAPP, ... Other & State or Other Funds** These two columns refer to the various funding sources and their amounts. A listing of these sources and their descriptions follows:

IMPF This denotes the portion of Development Impact Fees which are set aside for road improvements from the fees collected under the County's interim impact fee ordinance. Impact fees are collected to offset system wide impacts that are created by development, which cannot specifically be attributed to a specific land development project. These fees can only be applied to projects which were listed in the development of the interim ordinance.

SEPA These are fees collected from land development projects for mitigation of site specific impacts identified during the land use approval process. These fees can only be used for projects that are specifically identified during the land use process.

RAP This abbreviation refers to the Rural Arterial Program. The Rural Arterial Program (RAP) was established in 1983 to provide funding to counties for improvements on rural major and minor collector arterials. This program is administered by the County Road Administration Board (CRAB). The program utilizes a portion of the Motor Vehicle Fuel Tax to finance projects and generates approximately \$37 million dollars each biennium. Proposed Kitsap County projects are rated in conjunction with proposed projects from other counties in the CRAB's Northwest Region (NWR). Proposed projects are rated according to several factors including accident history, roadway alignment, traffic volume, roadway structural condition and service to the community. The NWR consists of Kitsap, Clallam, Jefferson, Whatcom, Skagit, Island and San Juan Counties.

TIA & UATA These abbreviations refer to the Transportation Improvement Account and the Urban Arterial Trust Account which are administered by the Transportation Improvement Board (TIB).

The Transportation Improvement Account (TIA), created by the State Legislature in 1988, is funded by 1½ cents of the Motor Vehicle Fuel Tax. Through its project selection process, the TIB requires multi-agency planning and coordination and public/private cooperation to further the goal of achieving a balanced transportation system in Washington State. Projects selected for funding must be attributable to congestion caused by economic development or growth consistent with state, regional and local transportation plans (including transit and rail); and be partially funded by local contributions.

The Urban Arterial Trust Account (UATA) program was established in 1967. The intent of the UATA program is to improve the urban arterial street system of the state by improving mobility and safety while supporting an environment essential to the quality of life of the citizens of the State.

Projects are eligible for cost reimbursement up to 80 percent with higher priority given to those projects with local contributions (including private sector financing) greater than 20 percent.

DOT This abbreviation refers to participation by the State Department of Transportation in projects that involve County Roads and State Highways. These funds are programmed dollars which are listed in the State DOT 6-year and biennial highway construction programs.

SSWM Surface and Stormwater Management Funds come from local revenue generated through a fee assessed to all developed land within unincorporated Kitsap County. The revenue is used to plan, manage, construct, maintain stormwater management facilities within Kitsap County and carry out activities as allowed under RCW 36.89.

CR/D All counties have the authority to create County Road Improvement Districts (RCW 36.88) for the acquisition of rights of way and improvement of county roads. Such counties have the authority to levy and collect special assessments against the real property specially benefited thereby for the purpose of paying the whole or any part of the cost of such acquisition of rights of way, construction, or improvement.

TBD It is the intent of the legislature to encourage joint efforts by the state, local governments, and the private sector to respond to the need for transportation improvements on state highways, county roads, and city streets. This is achieved by allowing cities, towns, and counties to establish Transportation Benefit Districts in order to respond to the special transportation

needs and economic opportunities resulting from private sector development for the public good. The legislature also seeks to facilitate the equitable participation of private developers whose developments may generate the need for those improvements in the improvement costs.

**Local Funds** This column shows the amount of local funds which are to be used on a project. These funds come primarily from the property tax road levy, and the County's share of the State Motor Vehicle Fuel Tax (gas tax) as well as minor contributions from other sources that amount to approximately 1% of the road fund annual revenues.

**Total** This column reflects the total amount of funding required for each phase. This represents the total estimated project cost for that phase. You will also notice that there is a Total row at the bottom of each project. This row totals the amount of funding from the various sources for the entire project.

**Expenditure Schedule** These last four columns represent the estimated total dollar amounts to be spent on a particular project phase in a given year. These numbers are shaded in order to give a graphic representation of the project flow from start to finish. You will note that years 4 - 6 are lumped together. This is in response to the fact that the farther into the future the program extends, the less we are certain about the priority and funding for a project. As this program is updated annually, the certainty of a project becomes greater, and the funding sources become more defined, therefore in years 1 - 3 we can provide the additional detail necessary to plan and build the project.

**Environmental Data Type** For Federally funded projects the type of environmental documentation required for the project is indicated as follows:

- EIS - Environmental Impact Statement
- EA - Environmental Assessment
- CE - Categorical Exclusion



Agency: Kitsap County  
County No. 18

SIX YEAR  
TRANSPORTATION IMPROVEMENT PROGRAM  
2011 TO 2016

Hearing Date: 11/8/10  
Adoption Date: 11/8/10  
Resolution No.

FUNC. CLASS	PRIORITY NO.	PROJECT IDENTIFICATION A. Federal Aid No. B. Road Log Number - Bridge Number C. Project / Road Name E. Beginning and End E. Description of Work	IMPROVEMENT TYPE(S)	FUND STATUS	TOTAL LENGTH (mi.)	UTILITY CODES	PROJECT PHASE	PROJECT COSTS IN THOUSANDS OF DOLLARS							EXPENDITURE SCHEDULE (LOCAL AGENCY)						ENVIRONMENTAL TYPE	FEDERALLY FUNDED PROJECTS ONLY	R/W REQ? Y/N DATE COMPLETE MONTH / YEAR								
								MONTH / YEAR PHASE STARTS		FEDERAL FUND CODE		FEDERAL COST BY PHASE		STATE OR OTHER FUNDS		IMPACT FEES		LOCAL FUNDS		TOTAL				YEAR 1 2011	YEAR 2 2012	YEAR 3 2013	YEAR 4 2014	YEAR 5 2015	YEAR 6 2016		
								P.E.	R/W	Const.	Total	SSWM	RAP / CAPP / TIA / UATA / PWTF / OTHER	Other	Other	Other	Other	Other	Other	Other				Other	Other	Other	Other	Other	Other		
16	8	71991 Division Ave. NE Surquiamish Way NE to Columbia Street Safe Walk to Schools	32	S	0.39	C,P,T,W	P.E. 1/09 6/10 5/11 Total	250	SSWM	1,822	1,847	0	133	25	30	78	133	250	50	30	2,150	2,230	2,230	0	0	0	0	0	0	CE	Y
16	9	38010 Bridge No. 21 Southworth Drive Bridge Southworth Drive at Curley Creek Replace concrete bridge	09	S	0.05	P,T,W	P.E. 5/09 5/10 5/11 Total	875	STPU	0	0	0	1,960	100	5	1,845	1,960	2,825	100	5	2,720	2,825	2,825	0	0	0	0	0	0	CE	Y
09	10	Stavlis Bay Road - Bridge No. 23 Stavlis Bay Road @ Stavlis Creek Replace Timber Bridge	09	S	0.05	C,P,T	P.E. 5/09 5/11 Total	0		0	0	0	25	0	0	1,200	1,200	2,225	25	0	1,200	1,225	1,225	0	0	0	0	0	0	3	
07	11	South Kingston Rd. Culvert Replacement Carpenter Creek at S. Kingston Road Participation with Corps of Engineers	13	S	0.1	C,P,T	P.E. 1/10 1/11 6/11 Total	40	SRF	5	2,188	2,233	0	0	0	0	1,225	2,188	2,233	40	5	2,188	2,233	2,233	0	0	0	0	0	CE	Y
07	12	Hansville Road Pavement Shoulders Ecology Road to Twin Spits Road Construct paved shoulders	06	S	4.81	C,P,T	P.E. 1/11 6/11 8/12 Total	150		75	1,500	1,500	0	1,725	150	100	75	1,500	1,725	150	100	1,500	1,500	1,500	0	0	0	0	0	1	
08	13	Stevens Road Bandix Road to County Line Widen, resurface, drainage imp's. 2-R Sids. Pedestrian/Bicycle Improvements	05	S	1.20	C,P,T	P.E. 9/06 1/12 8/12 Total	15	RAP	445	445	0	395	15	25	25	355	395	840	15	25	800	840	840	0	0	0	0	0	2	
14	14	Newberry Hill / Silverdale Way / Chico Way Intersection Improvements at Chico Way	12	S	0.05	C,G,P,T W	P.E. 1/10 1/11 5/12 Total	325		55	301	301	0	325	325	265	60	40	1,700	265	60	1,700	1,700	1,700	0	0	0	0	0	3	







Agency: Kitsap County  
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SIX YEAR  
TRANSPORTATION IMPROVEMENT PROGRAM  
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							PROJECT PHASE		MONTH / YEAR PHASE STARTS		FEDERAL FUND CODE		FEDERAL COST BY PHASE		STATE OR OTHER FUNDS		IMPACT FEES		LOCAL FUNDS		TOTAL					YEAR 1 2011	YEAR 2 2012	YEAR 3 2013	YEAR 4 2014	YEAR 5 2015	YEAR 6 2016
							P.E.	R/W	1/11	1/12	STP(S)	STP(S)	RAP / CAPP / TIA / UATA / PWTF / OTHER	STATE OR OTHER FUNDS	IMPACT FEES	LOCAL FUNDS	TOTAL	YEAR 1 2011	YEAR 2 2012	YEAR 3 2013	YEAR 4 2014	YEAR 5 2015				YEAR 6 2016					
16	29	Bethel Burrey Road / Mullinex Road Intersection Improvements	12	S	0.05	C,P,T	P.E. R/W Const. Total	1/11 1/12 5/13	STP(S) STP(S) STP(S)	85 25 695 780	0 25 30 55	0 0 0 0	0 0 55 790	85 25 725 835	50 25 50 50	25 25 50 50	10 725 735 835	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	CE	Y							
07	30	Lincoln Road / Widme Road Vertical curve and grade improvements to improve stopping sight distance	12	S	0.20	C,P,T	P.E. R/W Const. Total	1/11 1/12 5/13	STP(S) STP(S) STP(S)	35 350 385 400	0 75 185 305	0 0 0 0	0 75 185 305	80 75 535 690	30 75 120 120	45 75 535 690	5 535 540 690	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	CE	Y							
07	31	Squamish Way / Division Ave. Intersection Improvements	12	S	0.10	C,G,P,T,W	P.E. R/W Const. Total	1/11 1/12 6/13	PLHD PLHD PLHD	400 200 600 400	50 950 1,000 1,600	0 0 0 0	0 950 1,000 1,600	50 1,150 1,600 1,600	100 50 300 300	250 50 1,150 1,200	50 1,150 1,200 1,200	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	CE	Y							
16	32	Bucklin Hill Road - Stormwater and Bike/Ped Improvement Tracyon Blvd Intersection east approximately 1,373 feet	32	S	0.30	C,P,T	P.E. R/W Const. Total	1/11 5/13		67 678 745 745	0 678 745 745	0 0 0 0	67 678 745 745	0 678 678 678	25 32 32 32	10 678 688 688	10 678 688 688	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	3							
N/A	33	SR 303 / Ridgetop Boulevard Signal Intersection improvements	12	P	0.05	C,P,T	P.E. R/W Const. Total	1/12 5/13		65 435 500 500	65 435 500 500	0 0 0 0	65 435 500 500	65 435 500 500	65 65 65 65	435 435 435 435	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	3							
16	34	Fairgrounds Road / Central Valley Road Channelization Improvements all legs of Intersection	12	S	0.05	C,G,P,T,W	P.E. R/W Const. Total	1/12 6/13 5/14		125 100 1,000 1,225	125 100 1,000 1,225	0 0 0 0	125 100 1,000 1,225	125 100 1,000 1,225	10 50 1,000 1,225	10 50 1,000 1,090	40 50 1,000 1,090	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	3						
09	35	Orseeth Road Culvert Replace Deteriorated 72" Culvert	06	S	0.05	P,T	P.E. R/W Const. Total	1/12 4/13 5/14		60 30 700 790	60 30 700 790	0 0 0 0	60 30 700 790	60 30 700 790	0 30 30 30	20 15 700 725	10 15 700 725	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	1						

SIX YEAR  
TRANSPORTATION IMPROVEMENT PROGRAM  
2011 TO 2016

FUNC. CLASS	PRIORITY NO.	PROJECT IDENTIFICATION A. Federal Aid No. B. Road Log Number - Bridge Number C. Project / Road Name E. Beginning and End E. Description of Work	IMPROVEMENT TYPE(S)	FUND STATUS	TOTAL LENGTH (mi.)	UTILITY CODES	PROJECT COSTS IN THOUSANDS OF DOLLARS							EXPENDITURE SCHEDULE (LOCAL AGENCY)						ENVIRONMENTAL TYPE	RW REQ? Y/N DATE COMPLETE MONTH / YEAR					
							PROJECT PHASE	MONTH / YEAR PHASE STARTS	FEDERAL FUNDS		FEDERAL COST BY PHASE	RAP / CAPP / TIA / UATA / PWTF / OTHER	STATE OR OTHER FUNDS	IMPACT FEES	LOCAL FUNDS	TOTAL	YEAR 1 2011	YEAR 2 2012	YEAR 3 2013			YEAR 4 2014	YEAR 5 2015	YEAR 6 2016		
									P.E.	RW															Const.	Total
09	36	11650 Lewis Road NW Replace deteriorated 72" culvert 2,290 feet east of Peter Hagen Road at Big Beef Creek	08	S	0.03	C,P,T	P.E. RW Const. Total	1/11 5/13 6/14	0	0	0	45 5 300 350	45 5 300 350	10	25	10	5	300	0	0	0	0	3			
17	37	40609 Salmonberry Road - Design Report City Limits to Phillips Road Lane widening with sidewalk to Jackson Ave. and paved shoulders to Phillips Road	05	S	1.22	C,P,T W	P.E. RW Const. Total	1/12	0	0	0	100 0 0 100	100 0 0 100	0	0	100	0	0	0	0	0	0	0	2		
06	38	56140 Seabeck Highway Calamity Lane to Gross Road Pave shoulders and channelization at Holly Road Intersection	07 12	S	1.09	C,P,T	P.E. RW Const. Total	1/12 5/13 5/14	0	0	0	109 157 1,254 1,520	11 18 141 170	120 175 1,395 1,690	10	90	15	175	1,395	0	0	0	0	3		
16	39	21109 McWilliams Road / Old Military Road Intersection Construct left-turn channelization on McWilliams Road	12	S	0.10	C,P,T W	P.E. RW Const. Total	10/12 5/13 5/14	0	0	0	60 50 350 460	60 50 350 460	10	30	10	50	350	0	0	0	0	3			
07	40	21709 Sidney Road Wildwood Road to Shannon Drive Construct two-way left turn lane on Sidney Road	12	S	0.25	C,P,T	P.E. RW Const. Total	10/12 7/13 5/14	0	0	0	70 100 450 620	70 100 450 620	10	40	100	450	620	10	40	110	450	0	0	2	
16	41	40700 / 40490 Bethel-Burley Road Culvert Replace fish-passage barrier culvert with a pre-cast girder bridge	13 8	S	0.03	C,P,T	P.E. RW Const. Total	1/12 5/14	0	0	0	160 1,180 1,340	160 1,180 1,340	10	50	75	25	1,180	1,205	10	50	10	0	2		
16	42	40700 / 40490 Lund Avenue / Harris Road Intersection Construct signal at intersection	12	S	0.03	C,G,P, T,W	P.E. RW Const. Total	1/13 6/14 5/15	0	0	0	120 5 140 265	120 5 140 265	120	5	320	5	320	55	330	0	0	2			



Agency: Kitsap County  
County No. 18

SIX YEAR  
TRANSPORTATION IMPROVEMENT PROGRAM  
2011 TO 2016

Hearing Date: 11/8/10  
Adoption Date: 11/8/10  
Resolution No.

FUNC. CLASS	PRIORITY NO.	PROJECT IDENTIFICATION A. Federal Aid No. B. Road Log Number - Bridge Number C. Project / Road Name E. Beginning and End E. Description of Work	IMPROVEMENT TYPE(S)	FUND. STATUS	TOTAL LENGTH (mi.)	UTILITY CODES	PROJECT PHASE	PROJECT COSTS IN THOUSANDS OF DOLLARS										EXPENDITURE SCHEDULE (LOCAL AGENCY)						FEDERALLY FUNDED PROJECTS ONLY					
								MONTH / YEAR PHASE STARTS		FEDERAL FUNDS		FEDERAL COST BY PHASE		RFP / STATE OR OTHER FUNDS		IMPACT FEES		LOCAL FUNDS		TOTAL		YEAR 1 2011	YEAR 2 2012	YEAR 3 2013	YEAR 4 2014	YEAR 5 2015	YEAR 6 2016	ENVIRONMENTAL TYPE	R/W REQ? Y/N DATE COMPLETE MONTH / YEAR
								FEDERAL FUND CODE	FEDERAL COST BY PHASE	RFP / STATE OR OTHER FUNDS	IMPACT FEES	LOCAL FUNDS	TOTAL	YEAR 1 2011	YEAR 2 2012	YEAR 3 2013	YEAR 4 2014	YEAR 5 2015	YEAR 6 2016	ENVIRONMENTAL TYPE	R/W REQ? Y/N DATE COMPLETE MONTH / YEAR								
16	50	Fairgrounds Road - Sidewalk Improvements Construct sidewalk both sides from Central Valley Road to Neils Nelson Road	32 S	0.50	C,G,P T,W	P.E. R/W Const. Total	1/14 1/15					65 150	65 150					25	35	100	50				3				
07	51	Bethel-Burley Road / Burley-Olalla Road Intersection Improvements	12 S	0.05	C,P,T	P.E. R/W Const. Total	1/13 6/15					38 376	38 376	0	0	10	20	8	376	384	0				2				
16	52	Myhre Road / Silverdale Way Intersection Improvements	12 S	0.05	C,G,P T,S,W	P.E. R/W Const. Total	1/13 1/14 6/15		SEPA			116 415 335	116 415 363	28	28	50	465	16	363	379	894				3				
14	53	Silverdale Way Road Improvements 350 feet south of Byron Street to Anderson Hill Road Widening, intersection improvements	05 12 S	0.25	C,G,P T	P.E. R/W Const. Total	1/13 5/16					369 2,677 3,046	369 2,677 3,046	0	0	100	100	100	2,677	2,746	69			3					
16	54	Jackson Avenue / Salmonberry Road Intersection Improvements	12 S	0.05	C,P,T	P.E. R/W Const. Total	1/15 1/16					58 24	58 24	0	0			58	24	24	24				2				
19	55	Island Lake Road - Shoulders Construct paved shoulders from Gallery Street to Camp Court	06 S	0.30	C,P,T	P.E. R/W Const. Total	1/15					52	52	0	0			0	52	52	52				1				
16	56	Anderson Hill Road - Shoulders Construct paved shoulders from 300 feet west of the roundabout to 480 feet east of the roundabout	06 S	0.15	C,P,T W	P.E. R/W Const. Total	1/16					33	33	0	0			33	33	33	33				3				

Agency: Kitsap County  
County No. 18

SIX YEAR  
TRANSPORTATION IMPROVEMENT PROGRAM  
2011 TO 2016

Hearing Date: 1/18/10  
Adoption Date: 1/18/10  
Resolution No.

FUNC. CLASS	PRIORITY NO.	PROJECT IDENTIFICATION A. Federal Aid No. B. Road Log Number - Bridge Number C. Project / Road Name E. Description of Work	IMPROVEMENT TYPE(S)	FUND STATUS	TOTAL LENGTH (mi.)	UTILITY CODES	PROJECT COSTS IN THOUSANDS OF DOLLARS											FEDERALLY FUNDED PROJECTS ONLY	ENVIRONMENTAL TYPE	R/W REQ? Y/N DATE COMPLETE MONTH / YEAR						
							PROJECT PHASE		MONTH / YEAR PHASE STARTS		FEDERAL FUNDS		FUNDING SOURCE INFORMATION		EXPENDITURE SCHEDULE (LOCAL AGENCY)											
							P.E.	R/W Const.	1/16	Total	FEDERAL FUND CODE	FEDERAL COST BY PHASE	RAP / GAPP / TIA / UATA / PMTF / OTHER	STATE OR OTHER FUNDS	IMPACT FEES	LOCAL FUNDS	TOTAL				YEAR 1 2011	YEAR 2 2012	YEAR 3 2013	YEAR 4 2014	YEAR 5 2015	YEAR 6 2016
16	57	70310 Suquamish Way - Shoulders Hyak Lane to Division Avenue Construct 6 feet paved shoulders 21109	06	S	0.28	G.P.T W	P.E. R/W Const. Total	1/16										46		1						
16	58	106 Sidney Road - Shoulders 106 feet south of Linder Road to Port Orchard City Limits Construct 6 feet paved shoulders	06	S	0.58	C.P.T	P.E. R/W Const. Total	1/16										68	0		2	68				
N/A	59	Various Locations County Wide Bridge Repair Bridge repairs at various locations	32	S	00	N/A	P.E. R/W Const. Total	varies										150	0		50	150	50			
N/A	60	Various Locations County Wide Sidewalk Repair Replacement/repair of sidewalks and pedestrian ramps at various locations	32	S	00	N/A	P.E. R/W Const. Total	varies										540	0		180	540	180	180	0	
N/A	61	Various Locations County Wide Culvert Projects Replacement of emergent structurally or capacity deficient culverts	06	S	00	N/A	P.E. R/W Const. Total	varies										720	0		20	720	20	20	20	20
N/A	62	Various Locations County Wide Surfacing Upgrades Base stabilization and paving of structurally deficient pavements at various locations	07	S	00	N/A	P.E. R/W Const. Total	varies										660	0		100	660	100	100	100	100
N/A	63	Various Locations County Wide Safety Improvements Spot improvements for guardrail, and traffic safety improvements	12	S	00	N/A	P.E. R/W Const. Total	varies	STP(S)	200	1,045	1,245	0	0	0	0	0	30	50	50	50	230	50	100	30	30

10/14/2010

11\_16\_tfp\_Final.xls





# **SAFETY INSPECTION OF IN-SERVICE BRIDGES 2010**

**Report compiled by Dan Wolfe**

**Randy Casteel, PE- Kitsap County Public Works Director**

**Jon Brand, PE - Assistant Director**

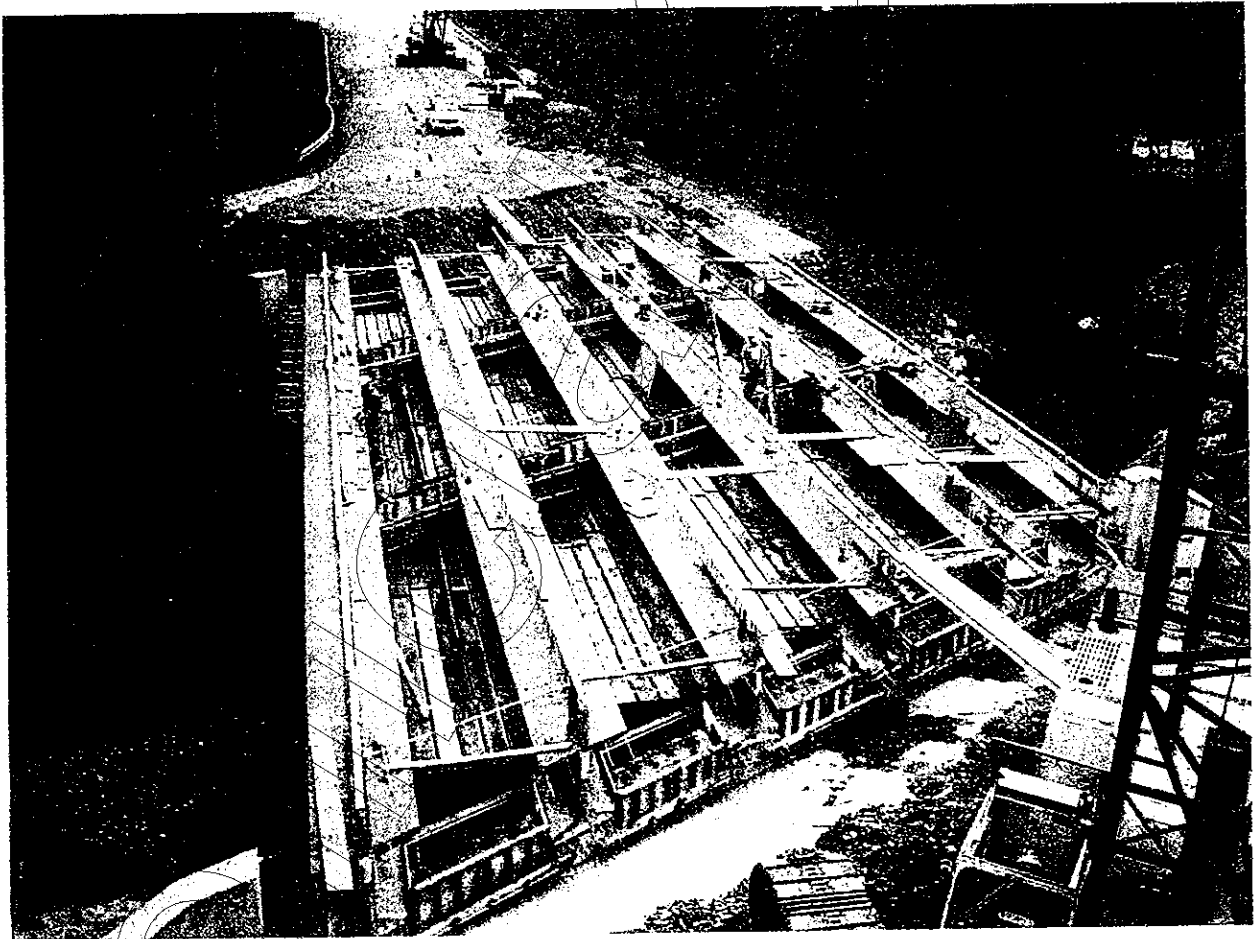
**Tina Nelson, PE – Engineering Services Manager**

**Don Schultz - County Road Superintendent**

**Paul Woods – South Road Supervisor**

**Bob Wilson – Central Road Supervisor**

**Steve Cates – North Road Supervisor**





## KITSAP COUNTY SAFETY BRIDGE INSPECTIONS 2010

The following is a list of all bridges that are under Kitsap County jurisdiction and need to be inspected by Public Works every twenty- four months, as per FHWA requirements. The following report reflects the 2010 inspections.

<u>New Name</u>	<u>Inspection Time and Office Hours</u>
#1 West Belfair Valley Road Bridge @ Union River	2.5
#2 Brownsville-Gilberton Bridge @ Steele Creek	3.0
#3 Chico Way Bridge @ Chico Creek	2.5
#4 Erlands Point Road Bridge @ Chico Creek	2.5
#5 East Fenton Road Bridge @ Burley Creek	3.0
#6 Gold Creek Road Bridge @ Gold Creek	3.0
#7 Golf Club Hill Road Bridge @ Chico Creek	3.5
#8 NW Holly Road Arch @ Big Beef Creek	3.0
#9 Long Lake Road Bridge @ Curley Creek	3.0
#10 Lund Avenue Bridge @ Blackjack Creek	5.0
#11 Miami Beach Road Bridge @ Seabeck Creek	2.5
#12 Myhre Road Bridge @ Clear Creek	3.0
#13 Northlake Way Bridge @ Dickerson Creek	3.0
#14 East Oak Street Bridge @ Burley Creek	2.5
#15 Crescent Valley Road Bridge @ Olalla Creek	3.5
#16 Ridgetop Blvd. Arch @ Clear Creek	3.5
#17 Sam Christopherson Avenue Arch @ Gorst Creek	3.0
#18 Seabeck Hwy Bridge @ Big Beef Creek	3.0
#19 Seabeck Hwy Bridge @ Little Beef Creek	3.5
#20 Seabeck-Holly Road Bridge @ Anderson Creek	4.0
#21 Southworth Drive Bridge @ Curley Creek	4.0
#22 Spruce Road Bridge @ Burley Creek	3.0
#23 Stavis Bay Road Bridge @ Stavis Creek	4.0
#24 Trigger Avenue Bridge	3.0
#25 NW Taylor Road Bridge @ Dickerson Creek	3.0
#26 NW Anderson Hill Road Bridge @ Anderson Creek	3.0
#27 Lake Symington Bridge @ Lake Symington	3.0
#28 Clear Creek Bridge @ Silverdale Way	3.0
#29 Glud's Pond South @ Steele Creek	3.0
#30 Glud's Pond North @ Steele Creek	3.0
#31 Miller Bay Road @ Grover Creek	3.0
#32 Barker Creek @ Tracyton Blvd	3.0

**BRIDGE #1 (LOG RT. 10609 M.P. 0.92)**

**West Belfair Valley Road Bridge @ Union River**  
**Year Built - 1992**  
**Sufficiency Rating - 96.11**  
**Last Inspection Date - January 26, 2010**

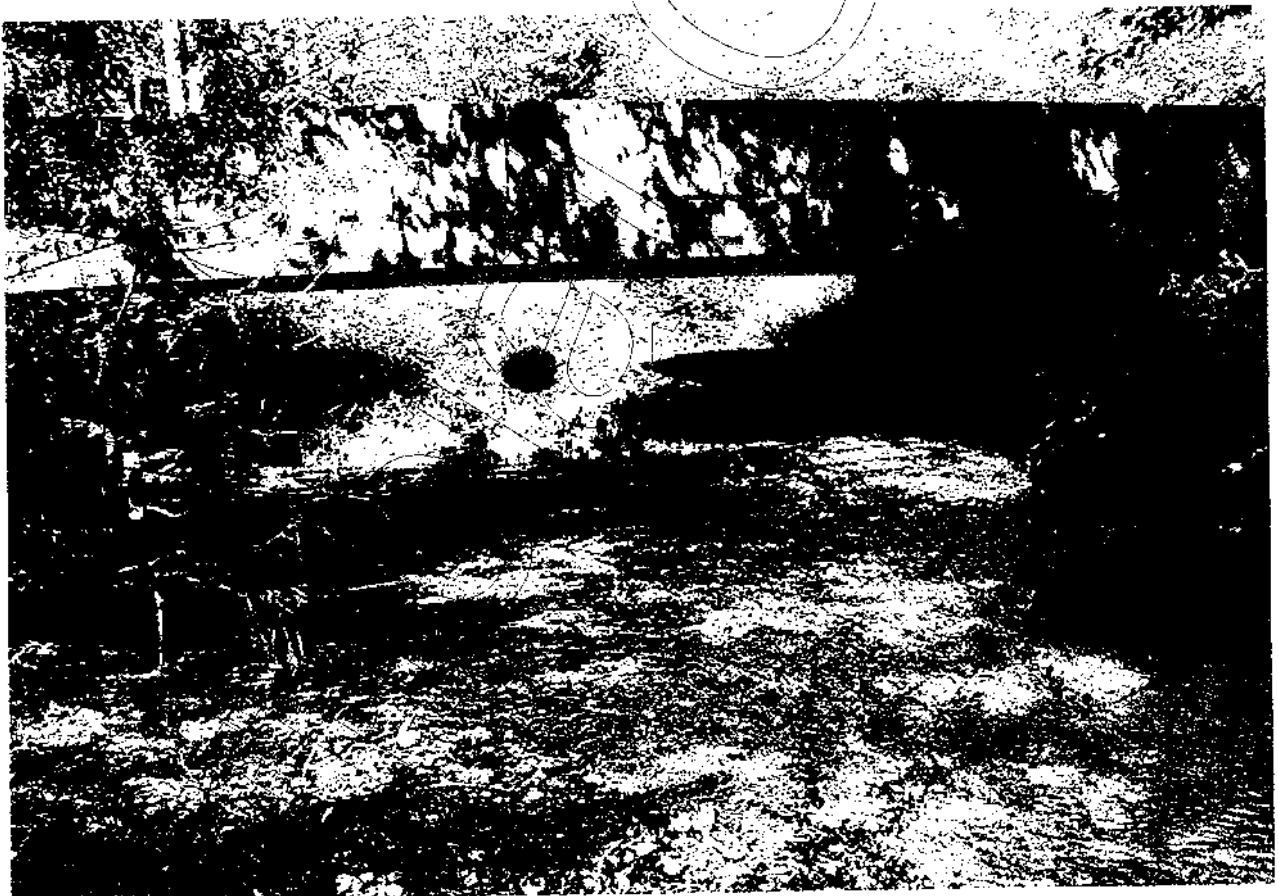
*Superstructure* - Prestressed concrete slab in good condition. Small spall on exterior flange at south side 8.5' from west abutment - 5" l x 3" w x 3/4" d. 3 spalls visible between panels F & G center span 4" l x 4" w x 1/4" d in three places.

*Substructure* - 12" steel pile casings filled with concrete. No visible defects noted. Significant moisture at SW, NW, NE corners of the abutments. Minor efflorescence starting to randomly appear throughout underside of panels. Slab seat - 25". West pier is #1.

*Scour and Load Rating* - This bridge has been load rated as per F.H.W.A. requirements by Entranco Engineering in 1996. Alpha Engineering performed scour calculations and scour analysis along with hydraulic analysis in 1992. Currently flow is directed to the SE corner at outfall end.

This Bridge is not scour critical (Single span bridge with no history of scour).

*Recommendations* - Clean deck area shoulders, and re-seal both bridge joints and ACP patch. Monitor streambed movement at outfall end.



Union

**BRIDGE #2 (LOG RT. 50915 M.P. 0.86)****Brownsville - Gilberton Bridge @ Steele Creek****Year Built - 1986****Sufficiency Rating - 97.64****Last Inspection Date - January 13, 2010**

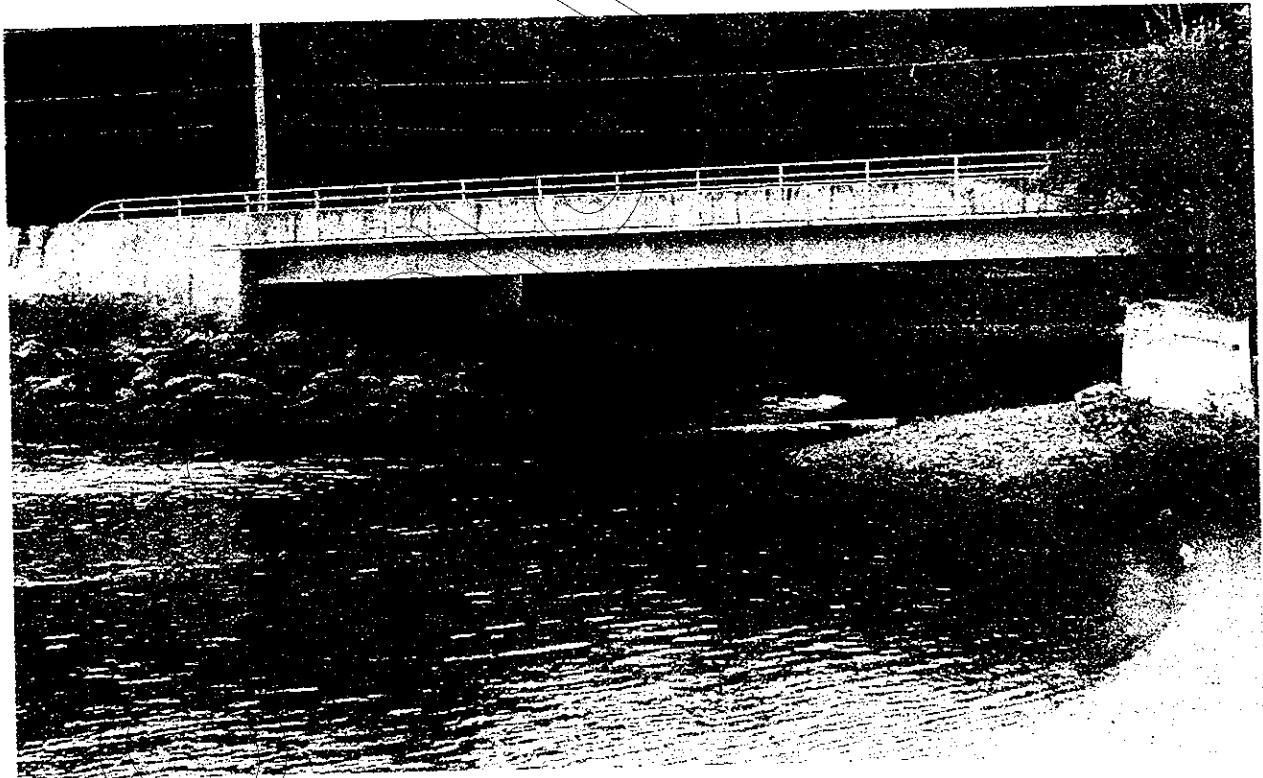
*Superstructure* – Prestressed concrete bulb tee structure in good condition. The concrete bridge rail is cracking around where each pedestrian rail post is attached. Cracking is accelerating, with signs of efflorescence showing. Spall 6"l x 6"w x 1/2"d evident at end diaphragm between girders A & B at north end. 3"l x 3"w x 1/2"d spall between girders A & B near southerly cross-brace. Significant moisture present between all girders and top flanges. ACP in fair condition. Missing 8"x8" slotted drain section at NE corner of sidewalk.

*Substructure* – 14" steel piles filled with concrete. Both abutments have hairline vertical cracks running from girder seat to bottom of abutment. Girder seat C at south abutment has small delamination spall evident 3"x 3" at bearing pad. Girder seat – 30". North pier is #1.

*Scour and Load Rating* – This bridge has been load rated per F.H.W.A. requirements by Entranco Engineering in 1996. Phase 2 scour analysis was performed by Entranco Engineering in 1997. Scour countermeasure work for north abutment was performed in 6/99.

It has been determined that this bridge is scour critical.

*Recommendations* – Repair cracked and broken ACP at both bridge ends causing a bump [new asphalt tapers should be installed]. Re-seal both joints as well as the approach slab joints. Clean catch basin sumps on east side and sidewalk area vegetation present in gutter-line. Monitor cracks where pedestrian rail is attached to concrete bridge rail. Monitor bulging in the sheet pile wall at NW corner of abutment. Monitor separated timber cap at sheet pile wall at NW corner, presently 11" wide. Replace missing 8"x 8" slotted drain section at NE corner.



**BRIDGE #3 (LOG RT. 19519 M.P. 0.93)**

**Chico Way Bridge @ Chico Creek**  
**Year Built - 2009**  
**Sufficiency Rating - 98.18**  
**Last Inspection Date - January 13, 2010**

*Superstructure* - Single Span 50" Precast Prestressed Concrete Girders [WF50G] with HL 93 Loading. Cast in place concrete deck with cast in place sidewalks and pedestrian barriers all in new condition. This structure has been designed in accordance with the requirements of the 2007 AASHTO "LRFD Bridge Design Specifications."

*Substructure* - H12x63 Steel pile driven foundation with cast in place pile cap and wing walls. Girder seats are 36" with elastomeric bearing pads in place. South side is pier #1.

*Scour and Load Rating* - Sargent Engineers performed load rating for this structure in July of 2009. Scour evaluation has not yet been performed.

*Recommendations* - New structure built in 2009, all components are in new condition. Monitor upstream movement during high flows.



**BRIDGE #4 (LOG RT. 19153 M.P. 0.09)**

**Erlands Point Bridge @ Chico Creek**  
**Year Built - 1997**  
**Sufficiency Rating - 96.43**  
**Last Inspection Date - January 21, 2010**

*Superstructure* – Prestressed concrete bulb tee structure in good condition.

*Substructure* – 18" steel piles filled with concrete. No defects found. Girder seat – 46". Moisture present between girders C&D at east abutment due the broken ACP above it. West pier is #1.

*Scour and Load Rating* – This bridge has been load rated per F.H.W.A. requirements by Kato & Warren in 1997. Entranco Engineering performed a scour analysis in 1998. It has been determined that bridge is not scour critical.

*Recommendations* – Monitor slope armor at NE & SW corners of bridge. East bridge end needs to be re-sealed and the ACP patch in the west bound lane.



**BRIDGE #5 (LOG RT. 23340 M.P. 0.22)****East Fenton Road Bridge @ Burley Creek****Year Built - 1973****Sufficiency Rating - 87.17****Last Inspection Date - January 11, 2010**

*Superstructure* - Precast concrete T-beam structure in fair condition. Some minor rebar exposure under the northerly T-beam at the curb connection. ACP has cracked in approach roadways at both abutments due to settlement and has been re-sealed several times. Several T-beams have minor spalls at the flanges due to the installation of guardrail system. Spall at 1st T-beam from South [8"l x 2"w x 2"d], also at 1st, 2nd and 3rd beams from North appear to have happened during bridge construction. Spall sizes are average [1' l x 3" w x 2" d]. Bridge rail transitions do not meet current standards. Minor moisture is evident throughout underside of the deck.

*Substructure* - Cast in place stem wall abutments. Minor hairline vertical cracks evident in both abutment walls. Some moisture evident at beam seats. Settlement evident at SW corner bridge joint - 1" deep x 5' long. Beam seat is 12". West Pier is # 1.

*Scour and Load Rating* - Entranco Engineering has conducted a safe loading rating as required by F.H.W.A. in 1996. Entranco Engineering performed phase 1 scour evaluation in 1996

It has been determined that this bridge is scour critical.

*Recommendations* - Clean deck shoulder areas. Monitor settlement at each bridge end. Monitor inlet end at west footing for scour.



**BRIDGE #6 (LOG RT. 12256 M.P. 1.62)**

**Gold Creek Road Bridge @ Gold Creek**  
**Year Built - 1971**  
**Sufficiency Rating - 92.01**  
**Last Inspection Date - January 26, 2010**

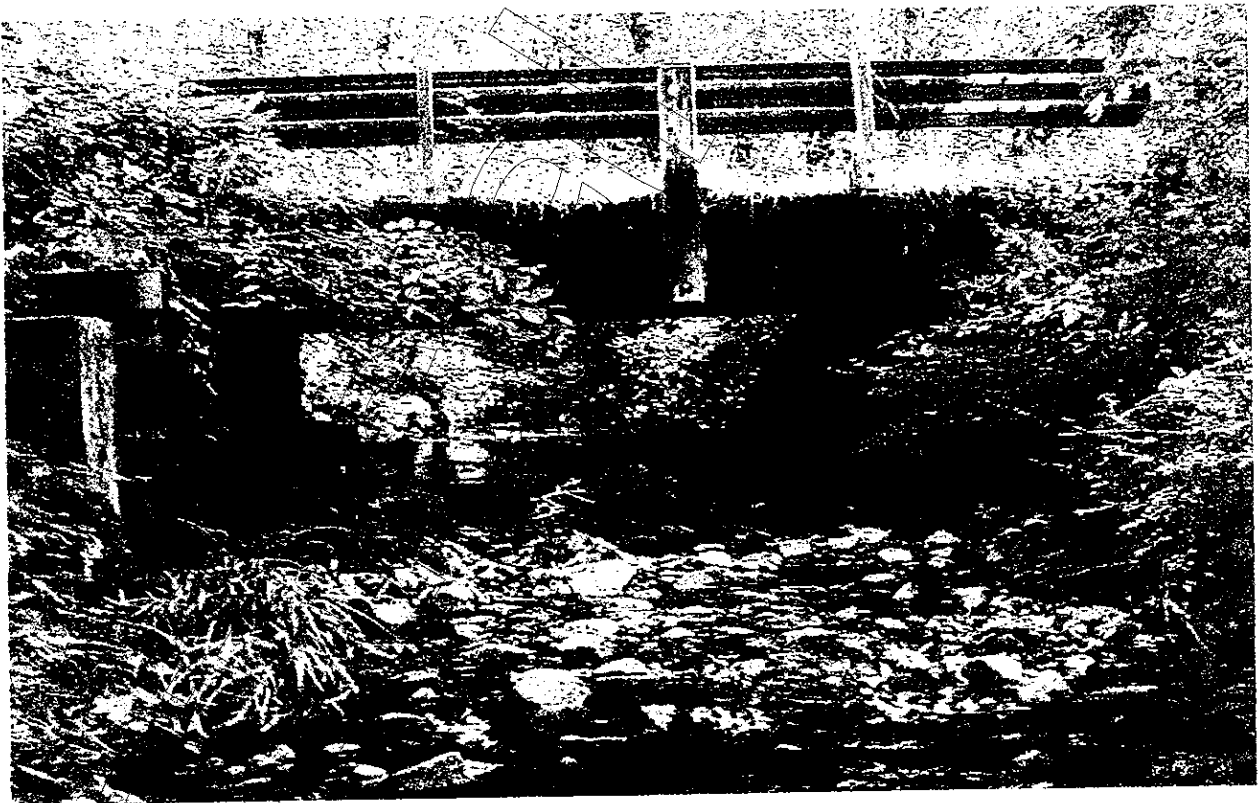
*Superstructure* - Pre-cast concrete T-beam structure in fair condition with some moss buildup visible under bridge. Minor spalling under deck, no rebar showing. Spall 2nd beam from West - [1'1 x 2" w x 2"d]. Spall 5th beam from East - [1'1 x 4" w x 1"d]. Bridge rail transitions do not meet current standards.

*Substructure* - Cast in place stem wall abutments in fair condition with minor vertical hairline cracks evident in both abutment walls. Exterior beams have significant moisture present. South abutment at 2<sup>nd</sup> & 5<sup>th</sup> bay from the west - 1" separation between beams and material is falling out during high flow events. Beam seat - 12". Minor settlement visible at both bridge ends - up to 1/2". ACP is broken at south bridge joint. South pier is # 1.

*Scour and Load Rating* - Entranco Engineering has conducted a safe loading rating as required by F.H.W.A. in 1996. Phase 1 scour analysis was performed by Entranco Engineering in 1996.

It has been determined that this bridge is not scour critical. No history of scour.

*Recommendations* - Re-seal both bridge joints. Monitor settlement at both bridge ends. Monitor separation between tee beams at south abutment back wall at 2<sup>nd</sup> & 5<sup>th</sup> bay from the west.



Entranco

**BRIDGE #7 (LOG RT. 19140 M.P. 0.023)****Golf Club Hill Road Bridge @ Chico Creek****Year Built - 1944****Sufficiency Rating - 84.13****Last Inspection Date - January 21, 2010**

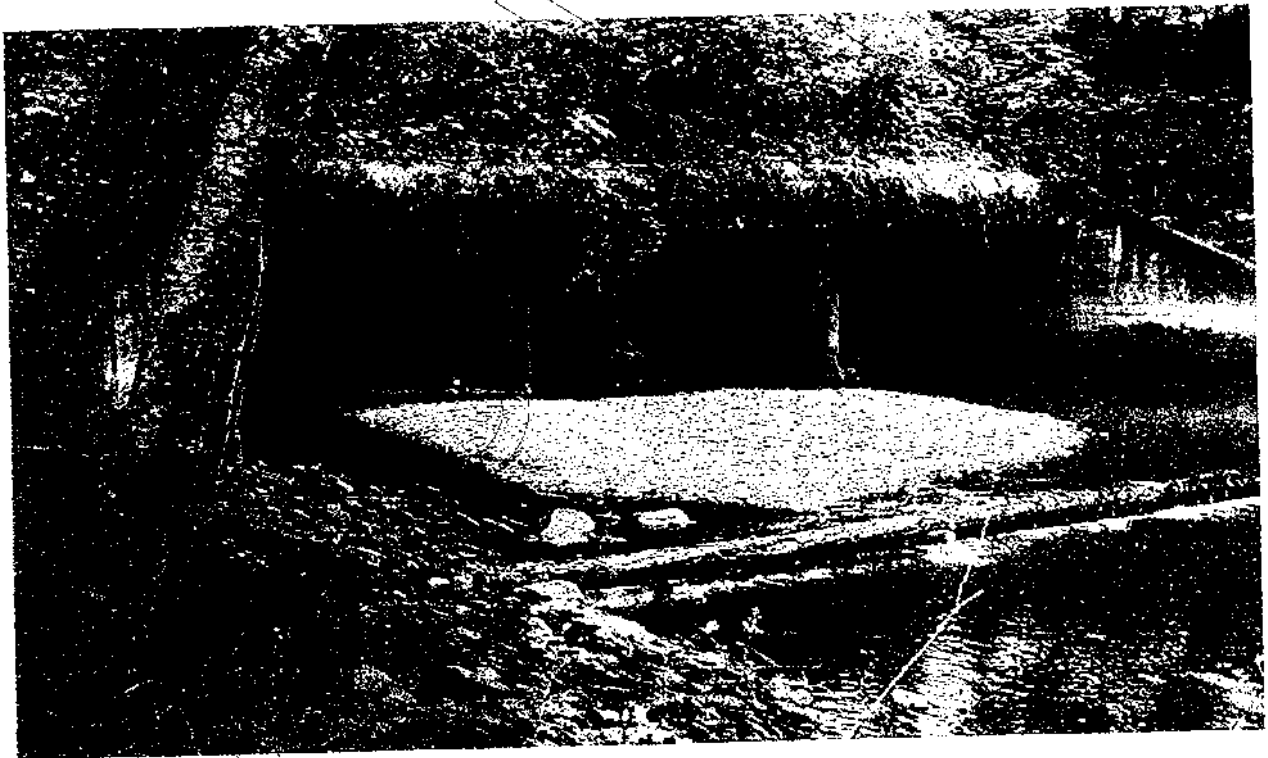
*Superstructure* - 3 span concrete box culvert in satisfactory condition with roadway embankment over the structure.

*Substructure* - Easterly vertical walls have rust staining with leaching cracks present [7 locations]. Hairline map cracking evident in all ceiling areas and vertical walls with efflorescence present. Minor moisture present throughout all 3 bays. West pier is # 1.

*Scour and Load Rating* - Entranco Engineering has conducted a safe loading rating as required by the F.H.W.A. in 1996. Entranco Engineering performed phase 1 scour evaluation in 1996. Scour occurring at NW & SW wing wall areas at inlet/outlet ends. Scour countermeasures should be considered.

It has been determined that this bridge is scour critical.

**Recommendations** - Per Phase 1 Scour Evaluation by Entranco Engineers [1996] design scour countermeasures for SW wing wall footing scour. Monitor cracking in all vertical walls and ceiling areas. Monitor bank loss at SE wingwall. Monitor streambed alignment - large sediment island [anabranch] has formed 50' upstream directing the flow to the west bay. Monitor for scour at westerly bay inlet/outlet ends. Small wood debris pile hung-up at inlet end between 1<sup>st</sup> & 2<sup>nd</sup> bay.



Unco



**BRIDGE #8 (LOG RT. 11300 M.P. 0.709)****NW Holly Road Arch Culvert @ Big Beef Creek****Year Built - 1995****Sufficiency Rating - 98.19****Last Inspection Date - January 26, 2010**

*Superstructure* - A galvanized steel arch culvert in good condition. 4" to 6" of rusting is evident at connection point between steel panels and concrete footing. Roadway in good condition.

*Substructure*- Cast in place spread footings. SE corner footing at inlet end is scoured to a depth of 6" below bottom of footing the entire length of the wing wall location. East half of the culvert footing top is exposed from the wing wall inside the culvert. Bank loss is occurring in the same location. West pier is # 1.

*Scour and Load Rating* - Bridge has been load rated as per F.H.W.A. requirements by Entranco Engineering in 1996. Phase 2 scour analysis was performed by Tetra Tech / KCM in 2004.

*Recommendations* - **Implement Phase 2 Scour Analysis Recommendations as per Tetra Tech / KCM Report dated 2/2004.** Recommends using light loose riprap, log boles, mounded cone bed armoring. Monitor east footing for accelerated scour. Monitor wood debris upstream and bank sloughing at SE & SW corners.



**BRIDGE #9 (LOG RT. 19519 M.P. 0.93)**

**Long Lake Road Bridge @ Curley Creek**

**Year Built - 1993**

**Sufficiency Rating - 98.89**

**Last Inspection Date - January 11, 2010**

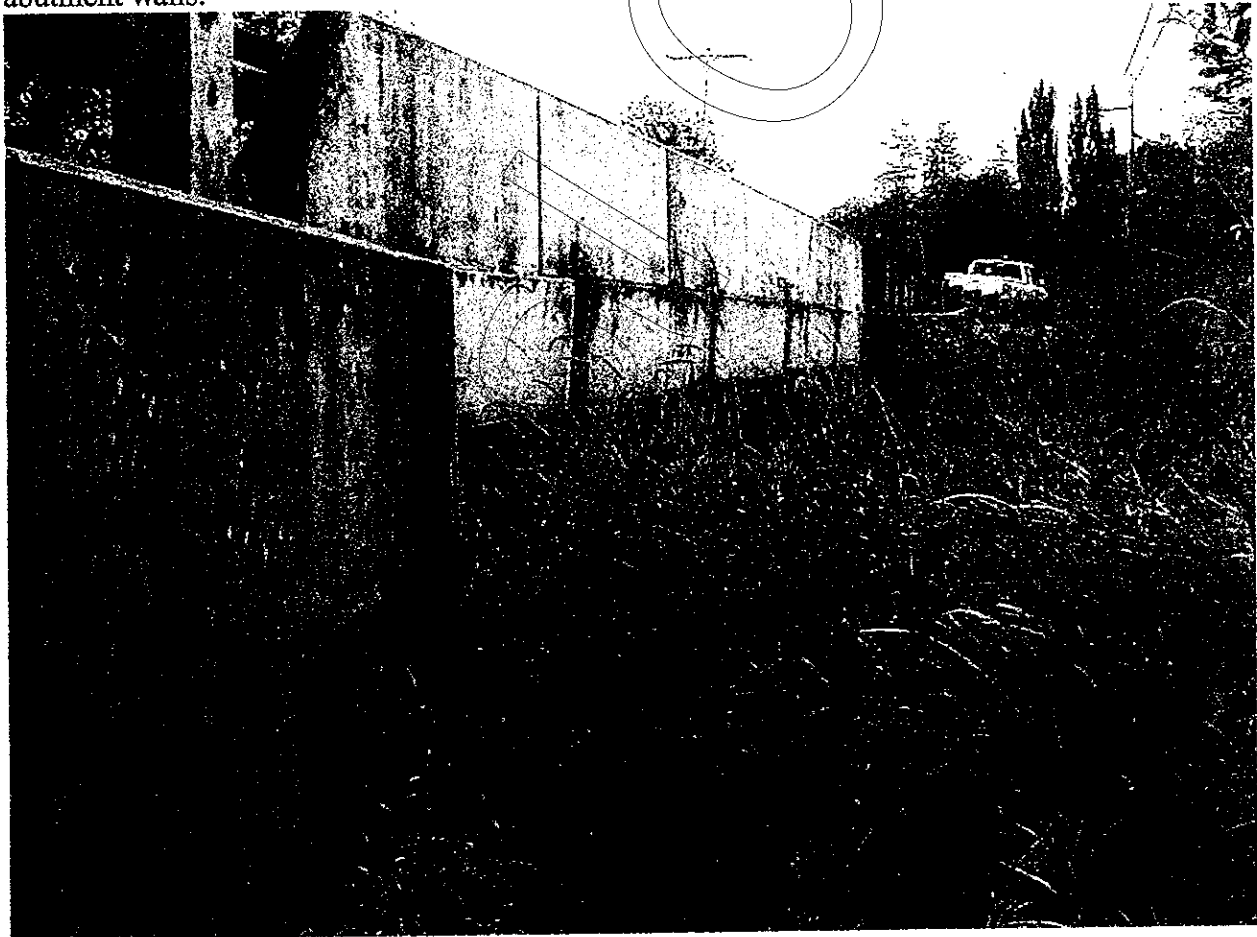
*Superstructure* - Bridge slabs show no visible defects. Minor moisture evident between panels.

*Substructure* - 12" steel piles filled with concrete. NE corner, scour is under the pile cap - 2" void height x 2' horizontally x 10' long. SE corner, scour is under the pile cap - 2" void height x 1' horizontally x 13' long. Slab seat - 24". South pier is # 1.

*Scour and Load Rating* - This bridge has been load rated as per F.H.W.A. requirements by Entranco Engineering in 1996. SE & NE corners of pile cap are showing signs of scour.

It has been determined that this bridge is not scour critical.

*Recommendations* - Clean out scupper drains on the west side. Monitor settlement and cracked ACP at the NE & SE corners at bridge ends in the embankment areas. Monitor void areas under both abutment walls.



Unc

**BRIDGE #10 (LOG RT. 40700 M.P. 2.23)**

**Lund Avenue Bridge @ Blackjack Creek**  
**Year Built - 1985**  
**Sufficiency Rating - 74.49 FO**  
**Last Inspection Date - January 25, 2010**

*Superstructure* - Expansion joints at piers #2 and #5 were replaced in early 2009. Deck area is in good condition with a new 1.5" overlay placed after removing the old surfacing. ACP was replaced at piers #1 & #6 to provide a smooth transition on and off the bridge. Damaged pedestrian rail on south side at pier #4 has been repaired. Sidewalk panels have been re-set and joint sealant installed at back of all panels to the face of the concrete pedestrian barrier. The above listed repairs were all completed in early 2009 under a repair contract.

*Substructure* - Last UBIT inspection on substructure items was January 25, 2010. Next UBIT inspection will be in 2014. UBIT inspection revealed that moisture is evident on columns; cross beams and bottom flanges leaking through weep holes on exterior flanges underneath side walk panels. No signs of scour at pier #3 and #4. Spall on outside flange at pier # 5 was repaired in 2009. Small spall located 2' west of repaired area at bottom corner of pedestrian barrier at pier# 5 approx 6"x6" x 2" deep. MSE panels at pier # 6 showing signs of rotation at top panels both sides - survey dept is monitoring movement every 4 to 6 months. Earthquake restrainers [polystyrene spacers] at piers # 2 & #5 have been replaced. Pier # 6, pier wall has full height crack approx 1/8" wide between girders H & I. Recorded by WSDOT Inspector. Seven crack gauges were installed at pier #6 during the 2009 repair work. All gauges read zero movement during the recent UBIT Inspection. Structural evaluation was performed on the bridge by Tetra Tech / KCM in September 2005. Girder seats vary from 26" to 30". West pier is # 1.

*Scour and Load Rating* - This bridge has been load rated per F.H.W.A. requirements by Entranco Engineering in 1996. It has been determined to be scour critical and should be monitored after significant storm events.

No scour problems have been noted since original construction of the bridge.

**BRIDGE #12 (LOG RT. 57720 M.P. 0.25)****Myhre Road Bridge @ Clear Creek****Year Built - 2006****Sufficiency Rating - 98.10****Last Inspection Date - January 21, 2010**

*Superstructure* - 64' x 35" Prestressed Precast Concrete Bulb Tee Girders in new condition. This structure has been designed in accordance with the requirements of the 2004 AASHTO LRFD bridge design specifications and modified by WSDOT Bridge Design Manual.

*Substructure* - 14" Steel H Pile foundation with cast-in-place concrete abutment walls. Concrete pile caps with elastomeric bearing pads. Both abutment walls now have minor hairline vertical cracks at the bearing seats. SE wing wall top - small crack where wall meets outside flange of girder 45 degree x 6" long. Girder seats are 25".

*Scour and Load Rating* - In 2007 KCM / Tetra Tech conducted a safe load rating as required by F.H.W.A.

It has been determined that this bridge is not scour critical.

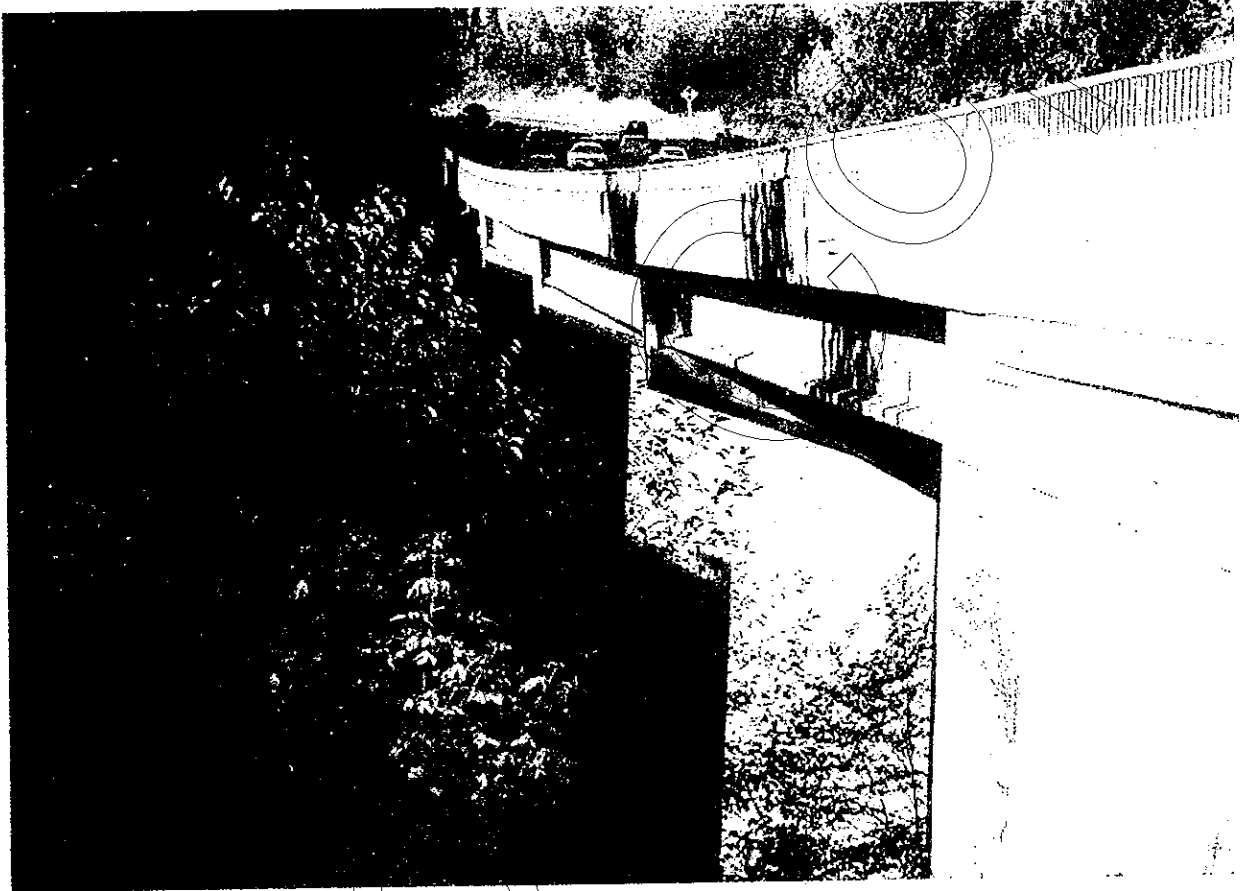
*Recommendations* - New Structure built in 2006. All components are in new condition. Heavy vegetation growing at inlet & outlet.



**BRIDGE #10 (LOG RT. 40700 M.P. 2.23) Continued**

**Lund Avenue Bridge @ Blackjack Creek**

**Recommendations** – Monitor 1/8" wide vertical crack in stem wall at pier# 6 between girders 5H & 5I. Monitor readings of the 7 installed crack gauges through pier #6. Monitor rotation or movement of MSE panels at pier #1 & #6. All previous repair recommendations from 2009 were addressed in the recent repair work of contract CRP #2546 Blackjack Creek Bridge Repairs.



**BRIDGE #11 (LOG RT. 11070 M.P. 0.11)**

**Miami Beach Road Bridge @ Seabeck Creek**  
**Year Built - 1955**  
**Sufficiency Rating - 64.41**  
**Last Inspection Date - January 26, 2010**

*Superstructure* - Precast concrete T-beam structure in fair condition. Large spall on south exterior girder at mid-span at top flange 10" w x 3" d x 8" l. Deck surfacing appears to be in fair condition with minor cracks transverse present in the ACP. Bridge rail transitions do not meet current standards.

*Substructure* - Cast in place stem wall abutments. Minor moisture present at both abutments. Flow restriction very evident, with chance of overtopping during high water situations. Flow is concentrated along west footing. Monitor settlement up to 1" at west approach roadway. Beam seat is 12". West pier is # 1.

*Scour and Load Rating* - In 1996 Entranco Engineering conducted a safe loading rating as required by the F.H.W.A. Phase 1 scour evaluation was performed by Entranco Engineering in 1996.

It has been determined that this bridge is scour critical. SE & SW corner has scour behind the stem walls and should be stabilized.

*Recommendations* - Address scour at SE & SW corners of stem wall areas, water continues to cut behind them. SW corner at bridge end is failing and embankment material is falling out. Re-seal both bridge joints and any cracks in the ACP the in deck area. Monitor settlement at west bridge end. Remove wood debris hung-up at inlet end.



**BRIDGE #13 (LOG RT. 19070 M.P. 0.55)**

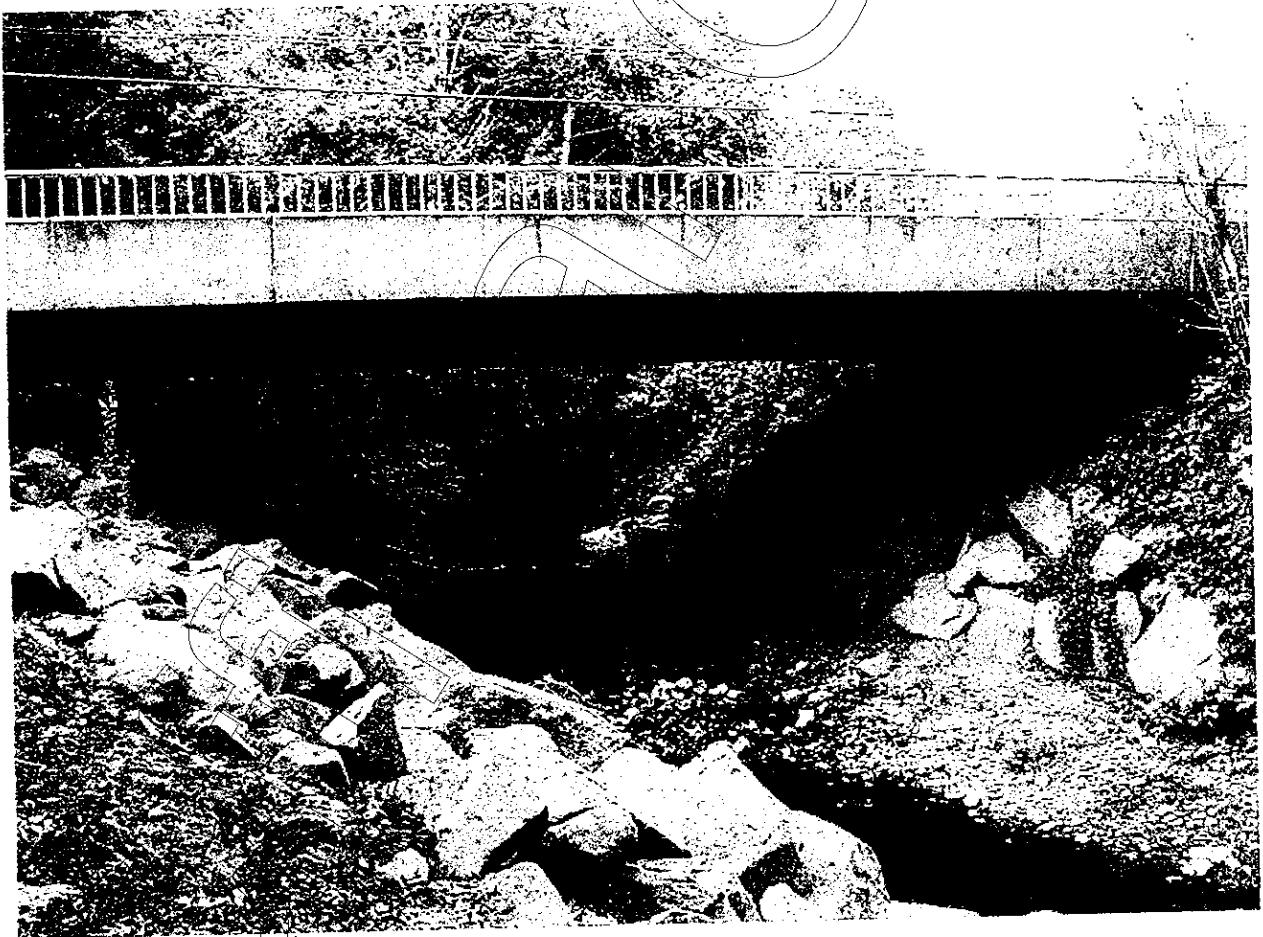
**Northlake Way NW Bridge @ Chico Creek**  
**Year Built - 1997**  
**Sufficiency Rating - 97.21**  
**Last Inspection Date - January 21, 2010**

*Superstructure* - Prestressed concrete bulb tee structure in good condition. Southbound lane has a full-length longitudinal crack in the wheel track and a 2' x 9' patch that is not sealed.

*Substructure* - 18" steel pile casings filled with concrete. Moisture evident through top flange of girder 2 nd bay in from the west 20' from west abutment, same area as temporary unsealed patch in the ACP. Girder seat - 46". South pier is # 1.

*Scour and Load Rating* - Bridge has been load rated as per F.H.W.A. requirements by Kato & Warren in 1997. West Consultants performed scour assessment in 1997. It has been determined that this bridge is not scour critical. Additional rock armor placed at inlet ends is working well.

*Recommendations* - Catch basin at NE corner needs to be cleaned out. Re-seal both bridge joints and temporary patch. Clean deck area shoulders. Monitor bank armor at SW & NW corners.



**BRIDGE #15 (LOG RT. 32519 M.P. 2.25)****Crescent Valley Road Bridge @ Olalla Creek****Year Built - 1972****Sufficiency Rating - 88.35****Last Inspection Date - January 11, 2010**

*Superstructure* - Post-tensioned concrete slab structure is in good condition. The bridge deck shows signs of moderate scaling and is accelerating. All 4 corners under the sidewalk panels, material is starting to slough away. Settlement occurring at southerly sidewalk panels - SW corner  $\frac{1}{2}$ " to  $\frac{3}{4}$ " drop the SE corner is up  $1\frac{1}{2}$ " drop. Sidewalk repair on the west side observation area [midspan] is starting to spall in 3 small areas. Iron pipe showing through the deck along the curb at east side midspan - 1' from curb. Wooden rail at observation areas have been replaced with weathering steel rails. Bridge rail and transitions do not meet current standards.

*Substructure* - 16" Precast Concrete Piles. Abutments are protected by vinyl sheet piling walls. Rust staining evident on SE pile cap at easterly pile connection to the deck. Slab seat is 45". South pier is # 1.

*Scour and Load Rating* - This bridge has been load rated as per F.H.W.A. requirements by Entranco Engineering in 1996. Phase 1 scour evaluation was performed by Entranco Engineering in 1996. Entranco Engineering performed phase 2 scour analysis in 1997.

Scour countermeasure plan was implemented in 6/99. No further scour problems at this time. Bridge is scour critical.

*Recommendations* - Sidewalk elevations at south end are a tripping hazard and should be repaired or place temporary tapers. Current bridge rail and transitions do not meet current standards. Monitor settlement at bridge ends, approach roadways, and sidewalk panels. Monitor scaling in wheel tracks of the concrete deck. Repair sidewalk spalls west side at observation area.





**BRIDGE #14 (LOG RT. 23640 M.P. 0.15)****Oak Street Bridge @ Burley Creek****Year Built - 1991****Sufficiency Rating - 93.48****Last Inspection Date - January 11, 2010**

*Superstructure* - Single Span Precast Reinforced Concrete Rigid Culvert in good condition. Significant moisture is present at deck underside. Bridge rail transitions do not meet current standards.

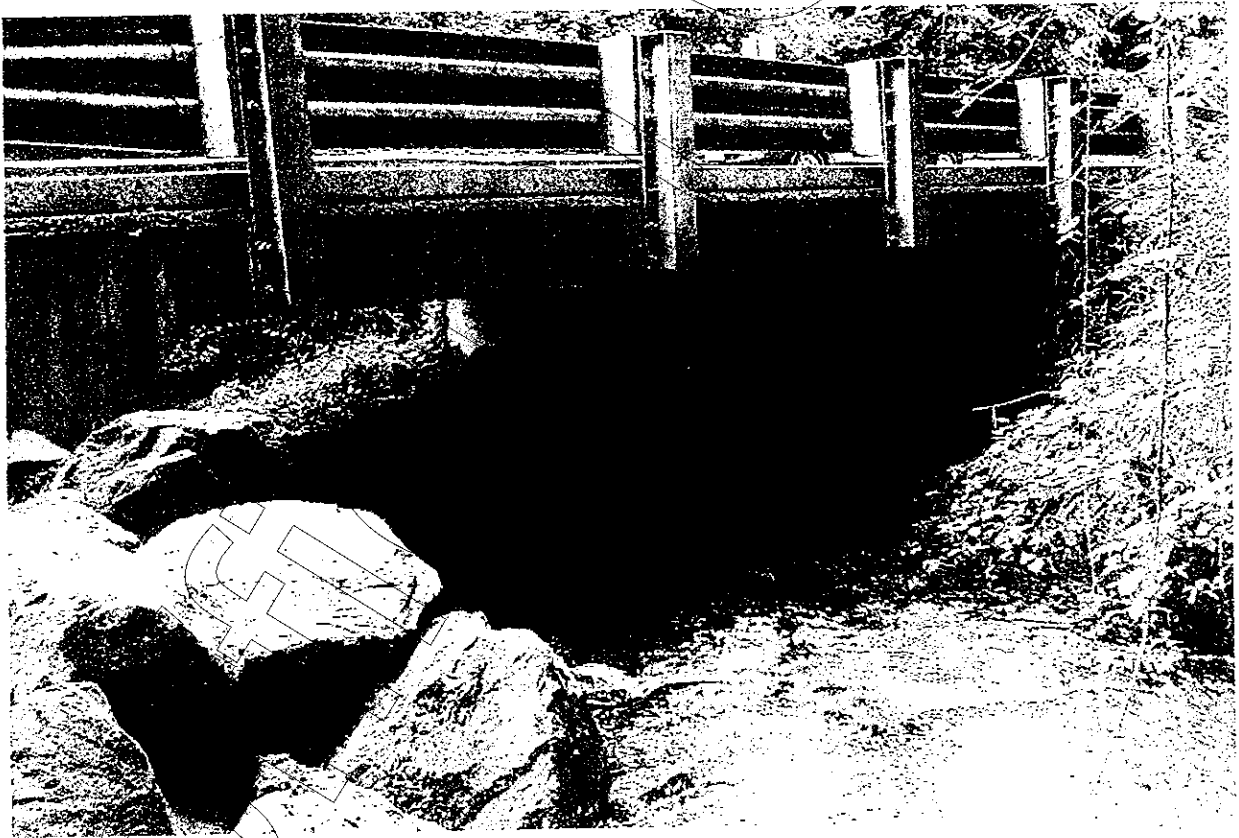
*Substructure* - Cast in place concrete footings. Leachate and Stalactite formation noted in between all slabs, and abutment walls. Efflorescence is accelerating. West pier is # 1.

No girder seat - spread footings.

*Scour and Load Rating* - This bridge has been load rated as per F.H.W.A. requirements by Entranco Engineering in 1996.

This bridge is not rated as scour critical.

*Recommendations* - Monitor for scour at 3<sup>rd</sup> panel in from the south on the east footing at bridge. 3 failing areas of ACP curb should be repaired. Monitor inlet end at east corner, large riprap has fallen into the creek with evidence of bank loss at this time. Monitor upstream wood debris.



**BRIDGE #16 (LOG RT. 56791 M.P. 0.23)****Ridgetop Boulevard NW Arch Culvert @ Clear Creek****Year Built - 1989****Sufficiency Rating - 81.39****Last Inspection Date - January 21, 2010**

*Superstructure* - Low profile steel multi-plate arch with concrete footings in fair condition. No defects evident in the structure or the roadway surfacing and drainage above. There are some nuts missing from the plate seam bolts at the north end.

*Substructure* - Cast in place concrete footing. 4" to 6" of rust staining evident at connection of multi-plate to the footing throughout the structure. West pier is # 1.

*Scour and Load Rating* - This Bridge has been load rated as per F.H.W.A. requirements by Entranco Engineering in 1996. Entranco Engineers performed phase 1 scour evaluation in 1996. Phase 2 scour analysis was performed by Tetra Tech / KCM on April 6, 2005.

Central Road Dept performed scour counter measure work in the spring of 2007. Footings are now protected. Bridge is scour critical.

*Recommendations* - Monitor scour of both footings during high flow events.



**BRIDGE #17 (LOG RT. 15450 M.P. 0.11)****Sam Christopherson Boulevard Arch @ Gorst Creek****Year Built - 1987****Sufficiency Rating - 84.38****Last Inspection Date - January 26, 2010**

*Superstructure* - Low profile steel multi-plate arch in fair condition. Leachate noted on panel bolts, east and west ends, first seam in. SE corner of arch has 3' x 3' patch of electrolysis staining; also mid span north side 2' X 2' area.

*Substructure* - Cast in place concrete footings. 4" to 6" of rusting of the connection point of multi-plates to the footing is continues. South pier is # 1.

*Scour and Load Rating* - This bridge has been load rated as per F.H.W.A. requirements by Entranco Engineering in 1996. N&S footing tops are exposed the entire length of the footings. More pronounced at both inlet corners - 6" ledge showing for a length of approx 30'. Scour counter measures may need to be implemented to protect both footings.

*Recommendations* - Continue to monitor scour along the N & S footing areas. Evaluate scour countermeasures and bed control options.



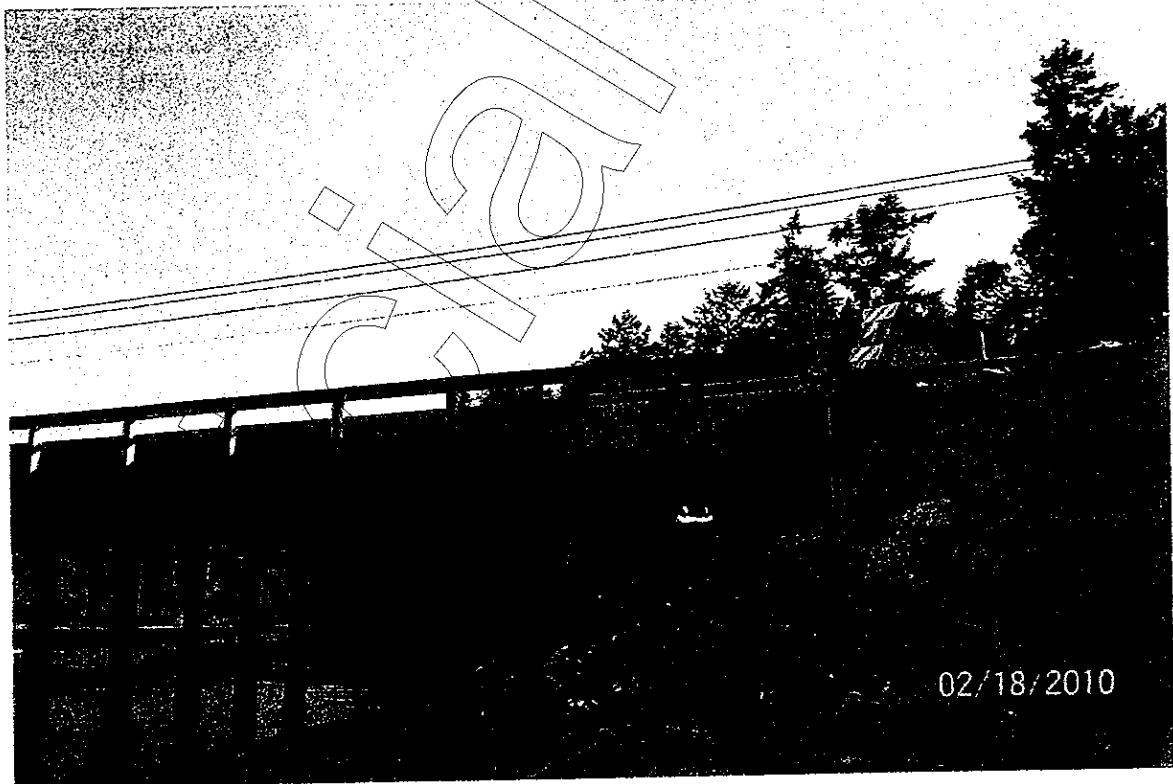
**BRIDGE #18 (LOG RT. 11709 M.P. 7.20)****Seabeck Highway Bridge @ Big Beef Creek****Year Built - 1974****Sufficiency Rating - 64.69 FO****Last Inspection Date - January 22, 2010**

*Superstructure* - Post-tensioned concrete slab structure in fair condition. The concrete deck has moderate scaling with exposed aggregate in the wheel tracks. New approach slab was constructed during the 2010 Scour Repair. Wooden pedestrian rail on both sides showing signs of weathering and rot. Bridge rail transitions do not meet current standards.

*Substructure* - 16" Prestressed Concrete piles. Small hairline cracks with efflorescence showing at NE & NW sidewalk slabs. Hairline cracks evident at every connection of pedestrian rail to the deck. Emergency Repair work was done in January 2010 to repair scour at the west abutment and approach slab. Steel sheet piling was driven and attached to a tieback anchor system and beach armor rock was re-established. See file for repair plans. Slab seat is 24". West pier is # 1.

*Scour and Load Rating* - Entranco Engineering has conducted a safe loading rating as required by the F.H.W.A. in 1996. Entranco Engineering performed phase 1 scour assessment in 1996. Scour counter measure work was performed on the west pier in 1997. Phase 2 scour analysis was performed by KCM / Tetra Tech in 2003. Tetra Tech consulted the 2010 repair work and Quigg Bros performed the work. Bridge is rated scour critical.

*Recommendations* - Timber pedestrian rail is rotting and should be replaced. Monitor new steel sheet pile wall at west abutment and any movement of the beach armor rock. Existing piles at west abutment are now exposed 5' below pile cap and should be monitored closely during high water events and tides.



**BRIDGE #19 (LOG RT. 11709 M.P. 7.57)****Seabeck Highway Bridge @ Little Beef Creek****Year Built - 1955****Sufficiency Rating - 57.32 FO****Last Inspection Date - January 27, 2010**

*Superstructure* - Cast in place concrete beam structure with cantilevered spans in fair condition. Flexure cracks evident in deck underside at intermediate diaphragms with efflorescence showing. Damaged bridge rail on north side - 3 sections in from the west still functional. ACP on deck area is starting to deteriorate. Failed ACP broken on south side fog line 20' from east abutment. Bridge rail transitions do not meet current standards.

*Substructure* - 13" Precast Concrete Piles. Map cracking noted in the center bays between beams at the intermediate bents, with leachate evident. Cantilever span footing at east end - bottom flange is exposed due to loss of embankment material with moisture present. Structural Analysis on cracking was performed in February of 2004 by Tetra Tech/KCM. Cantilevered span with no girder seats. West pier is # 1.

*Scour and Load Rating* - Entranco Engineering has conducted a safe loading rating as required by the F.H.W.A. in 1996. Phase 1 scour evaluation was performed by Entranco Engineering in 1996. Phase 2 scour analysis was performed by Entranco Engineering in 1997.

It has been determined that this bridge is scour critical.

**Recommendations** - Per Phase 1 Scour Evaluation by Entranco Engineering [1996] recommend a design for countermeasures for east bank erosion. Re-seal both bridge joints. Repair failed ACP on south side fog line 20' from east abutment. Monitor erosion caused by foot traffic under bridge and continue to monitor for scour and bank loss. Monitor cantilever span at east end for loss of material and settlement. Clean gutter lines in deck area.



**BRIDGE #20 (LOG RT. 11300 M.P. 9.28)****Seabeck-Holly Road Bridge @ Anderson Creek****Year Built - 1950****Sufficiency Rating - 46.26 SD****Last Inspection Date - January 26, 2010**

*Superstructure* - Wooden stringers in fair condition. Westerly exterior girder has a full length split at midpoint. Both exterior girders starting to sound hollow near the bottom flange at pile caps. SW corner of timber deck is showing end rot. ACP is in poor condition, some longitudinal cracking evident. Bridge guardrail posts are weathering and starting to sound hollow. NW corner radius guardrail has impact damage, but is still functional.

*Substructure* - **Inspection frequency increased due to the condition of the substructure components.** Treated timber piles in poor condition. Slight center rot noted at end of south abutment pile cap at west side. Both bulkheads are showing signs of rot - significant moisture is evident. Piles are sounding hollow at the ground line when hammer tested. Moisture evident at both pile caps. Exterior preservatives are deteriorating. Both timber caps, back walls and piles were drilled for wood condition during this inspection. Wet, punky, soft wood was evident in all drilling areas. Settlement is evident at south road approach roadway [up to 1/2"]. Stringer seat is 14". South pier is # 1.

*Scour and Load Rating* - Tetra Tech/KCM has conducted a safe load rating as required by F.H.W.A this was done in February 2004. Entranco Engineering performed phase 1 scour evaluation in 1996.

This bridge has been determined not to be scour critical.

*Recommendations* - Re-seal both bridge joints and longitudinal cracks in the deck area. South bridge joint ACP has spalled and broken out. Monitor bank sloughing at NE & SE corners. Monitor both backwall bulkheads for rot and or movement. Monitor piles and stringers for splitting, cracking, and rot. Monitor for settlement at both bridge ends. Monitor upstream wood debris.



Unc

**BRIDGE #21 (LOG RT. 16030 M.P. 0.830)****Southworth Drive Bridge @ Curley Creek****Year Built - 1929****Sufficiency Rating - 36.05 SD****Last Inspection Date - January 11, 2010**

*Superstructure* - Cast in place concrete deck on concrete beams in fair condition. Spalling and delamination noted SE corner under bridge at deck underside. This area has a temporary grout fix over it; done by our South Road Dept. Map cracking appears to be accelerating at both abutment walls. Efflorescence present in transverse cracks at deck underside. Scupper drains on the north side of deck are plugged.

*Substructure* - **Inspection frequency increased due to the condition of the substructure components.** Cast in place spread footings. Map cracking is seen throughout bridge soffit and diaphragms. Pier #2 and #3 have signs of minor vertical cracking at bottom of columns at ground elevation. Pier #3 vertical cracking at all four columns with rust staining and efflorescence at beam and column connection. Pier #1 NE corner has horizontal cracking from abutment into beam D approx. 4' long in both directions. Concrete columns at Pier # 3 East end showing signs of delamination and spalling at construction joints. Pier #2 - column C near top connection pour - 4" spall with exposed rusting rebar. Wooden spacer blocks on the attached waterline are showing signs of rot on the north side. East abutment has some minor moisture evident between CDF Repair and the permanent abutment. Abutment repair work at both piers was performed in November of 2002 and is functioning well at this time. Beam seat at pier #2 is 15". West pier is # 1.

*Scour and Load Rating* - Entranco Engineering conducted a safe loading rating as required by the F.H.W.A. in 1996. Phase 1 scour evaluation was performed by Entranco Engineering in 1996. The bridge is rated scour critical.

*Recommendations* - Monitor cracking in intermediate bents and soffit (especially Pier #3). Monitor vertical cracks at ground elevation at all columns at pier # 2 & #3. Monitor increased foot traffic erosion at both embankments, riprap has been removed. Monitor for settlement at both bridge ends.



Unno

**BRIDGE #22 (LOG RT. 22840 M.P. 2.44)**

**Spruce Road Bridge**  
**Year Built - 1958**  
**Sufficiency Rating - 74.61**  
**Last Inspection Date - January 11, 2010**

*Superstructure* - Precast concrete T-beam structure in fair condition. Bridge rail transitions do not meet current standards. No cracking or spalling evident.

*Substructure* - Cast in place stem walls. Hairline vertical cracks are evident in both abutment walls at beam seats. Scour is evident at north end of west abutment stem wall exposing footing bottom, presently there is a 6" void under this 5' area and needs to be monitored and possibly implement countermeasure. Large riprap is being undermined and water is encroaching behind stem wall. Scour along the easterly footing is on going - 20' of footing top exposed. Beam seat is 12". West pier is # 1.

*Scour and Load Rating* - A safe load rating was performed by Entranco Engineering in 1996 as required by the F.H.W.A. Phase 1 scour evaluation was done by Entranco Engineering in 1996. Bridge is scour critical.

*Recommendations* - Design and implement scour countermeasures for the NW corner at stem wall. Monitor during high flows for accelerated scour at the east & west footings and bank sloughing at NW inlet end.





**BRIDGE #23 (LOG RT. 10810 M.P. 2.06)****NW Stavis Bay Road @ Stavis Creek****Year Built - 1952****Sufficiency Rating - 38.47 SD****Last Inspection Date - January 26, 2010**

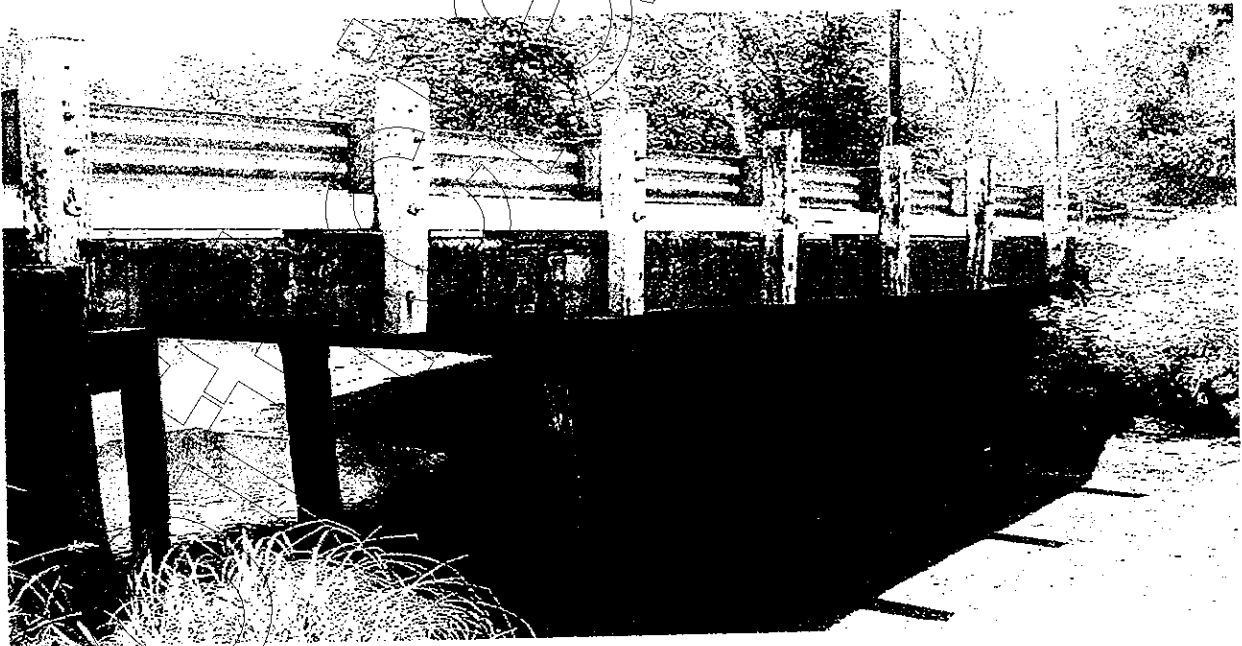
*Superstructure* - Treated beams on woodpile foundation in poor condition. Bridge planking shows signs of minor end rotting. Several back wall blocks between stringers are wet and hollow sounding - both sides. Splitting evident along topside of stringer at midspan [7 stringers in from the north] 2 locations. ACP in poor condition starting to show signs of wear. Bridge rail transitions do not meet current standards.

*Substructure* - **Inspection frequency increased due to the condition of the substructure components.** 14" treated wooden piles in poor condition. West pile cap end rot, bolt plate for split stringer and 6" stringer block were all repaired by Central Road Dept in late fall of 2006 as per KCM/Tetra Tech recommendations. East pile cap has full length split in the middle bottom of the beam - 1/4" wide. This member was temporarily repaired in the fall of 2008. Moisture is evident at both abutment walls and wood is very soft and sounds punky when hammer tested. Piles sounding shell like at ground elevation. Exterior preservatives are deteriorating. Yellow tag was placed on the east pile cap due to split. All wooden components [caps, back walls, piles] were drilled during this inspection, wet, soft, punky wood was evident. Beam seat is 14". West pier is # 1.

*Scour and Load Rating* - Tetra Tech/KCM conducted a safe load rating as per F.H.W.A. requirement as of February 20, 2004. Entranco Engineering performed phase 1 scour evaluation in 1996.

Bridge is rated scour critical.

*Recommendations* - Re-seal both bridge joints and longitudinal cracks in the deck area. Monitor all wooden components for cracking, splitting, and rot. Monitor settlement at both bridge ends - up to 1" presently. Monitor bank sloughing at SW corner near wing wall.



**BRIDGE #24 (LOG RT. 57770 M.P. 0.99)**

**Trigger Avenue Bridge**  
**Year Built - 1979**  
**Sufficiency Rating - 94.91**  
**Last Inspection Date - January 13, 2010**

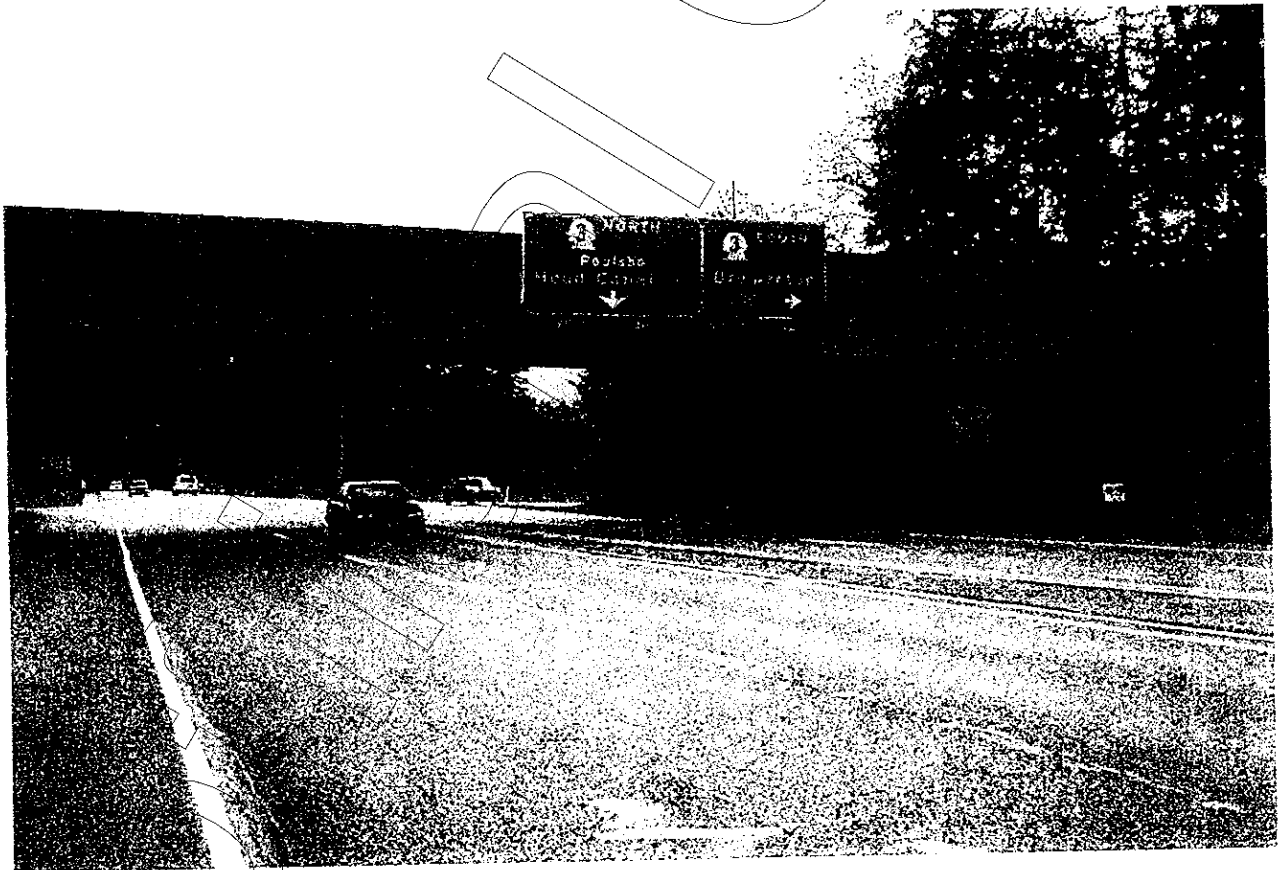
*Superstructure* - Prestressed concrete stringer structure in good condition. ACP is in fair condition but is deteriorating. Some longitudinal cracks starting to show throughout in the ACP deck. Rusting rebar on bottom flange of girder F north end has been covered with galvanized spray.

*Substructure* - Cast in place spread footings. North abutment between stringers A & B where 2-6" conduits enter the diaphragm, small spall evident at bottom of the knockout. Minor moisture is evident at bearing pads both sides. SE corner at deck underside 1<sup>st</sup> bay from the east, embankment material is piping through 2-4" conduit knockouts at abutment wall. Stringer seats - 24". South pier is # 1.

*Scour and Load Rating* - This bridge has been load rated per F.H.W.A. requirements by Entranco Engineering 1996.

Bridge not over water, therefore, not scour critical.

*Recommendations* - Clean catch basins at south end of bridge. Re-seal both bridge joints and any cracks in the deck area.



**BRIDGE #25 (LOG RT. 19000 M.P. 0.29)****NW Taylor Road Bridge @ Dickerson Creek****Year Built - 2002****Sufficiency Rating - 69.63****Last Inspection Date - January 13, 2010**

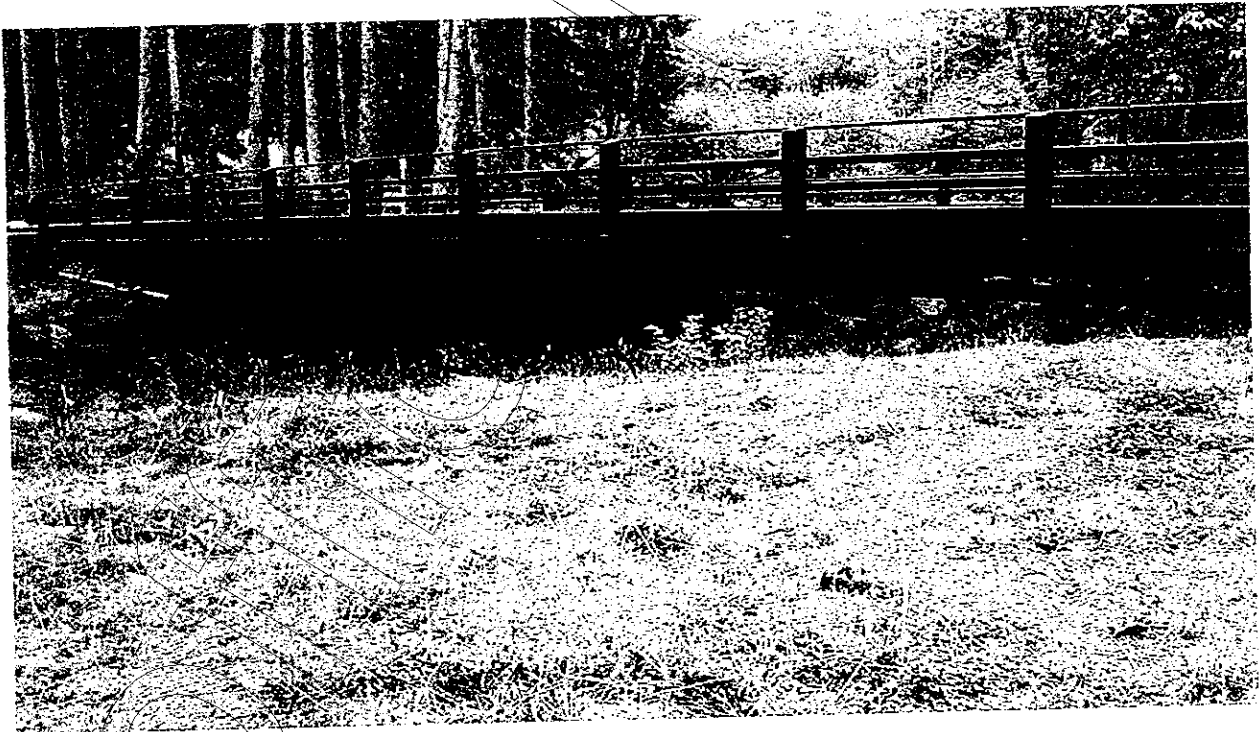
*Superstructure* - Steel box cars (railroad flats), 3 sections, 82' span in fair condition. Small depression in deck area near centerline 3' from east pier- approx 1/4" deep. Surface rust [minor] is evident at deck underside and accelerating.

*Substructure* - 12" Steel H - piles. Significant moisture present around grout pads and elastomeric pads both footing areas. Hairline cracks evident at center span grout pad at east side joint. East side rock armor is undermining 20' west of the bridge and is settling into the creek. Bearing seats - 12". West pier is # 1.

*Scour and Load Rating* - Scour analysis has not yet been performed. Tetra Tech/KCM conducted a safe load rating, as required by F.H.W.A., in February of 2002.

Bridge is considered scour critical. New bridge constructed in 2/2002 replacing a washed out culvert. In December-2007 the west abutment was repaired and upstream channel was realigned and armored with woody materials following the flood event.

*Recommendations* - Clean deck area shoulders and deck drain at the NE corner. Re-seal the west bridge joint.



**BRIDGE #26 (LOG RT. 13549 M.P. 1.02)****NW Anderson Hill Road Bridge @ Anderson Creek****Year Built - 2002****Sufficiency Rating - 99.60****Last Inspection Date - January 27, 2010**

*Superstructure* - Cast in place deck on 4 prestressed concrete bulb tee girders, 127' span length in good condition. Minor flexure cracks evident between all girders with efflorescence showing in deck underside. Numerous transverse cracks across deck full width across deck area - 6' to 8' spacing. Deck surface is starting to scale in the wheel tracks. 4" spall on exterior flange at the SE corner between wing wall & girder. 2 small deck spalls at expansion joints SE & NW corners in the driving lane.

*Substructure* - 16" steel pile casing with steel reinforcement filled with concrete. Concrete abutments and wingwalls, concrete pile caps, with elastomeric bearings. No defects found. Girder seats - 26". West pier is # 1.

*Scour and Load Rating* - Berger/Abam conducted a safe load rating per F.H.W.A requirement in January of 2003.

Bridge is over water but is not scour critical due to high flood plane elevation of footings.

*Recommendations* - Clean deck shoulder areas and related drainage structures. Re-seal both bridge joints. Repair broken ACP 20' from bridge in westbound lane. Monitor transverse cracking and deck scaling. Monitor 6 large root wads and log pile just short of underneath the bridge at inlet end.



**BRIDGE #27 (LOG RT 12740 M.P. 000.52)**

**Lake Symington Bridge**  
**Year Built – 1964**  
**Sufficiency Rating – 25.16 SD**  
**Last Inspection Date – January 27, 20010**

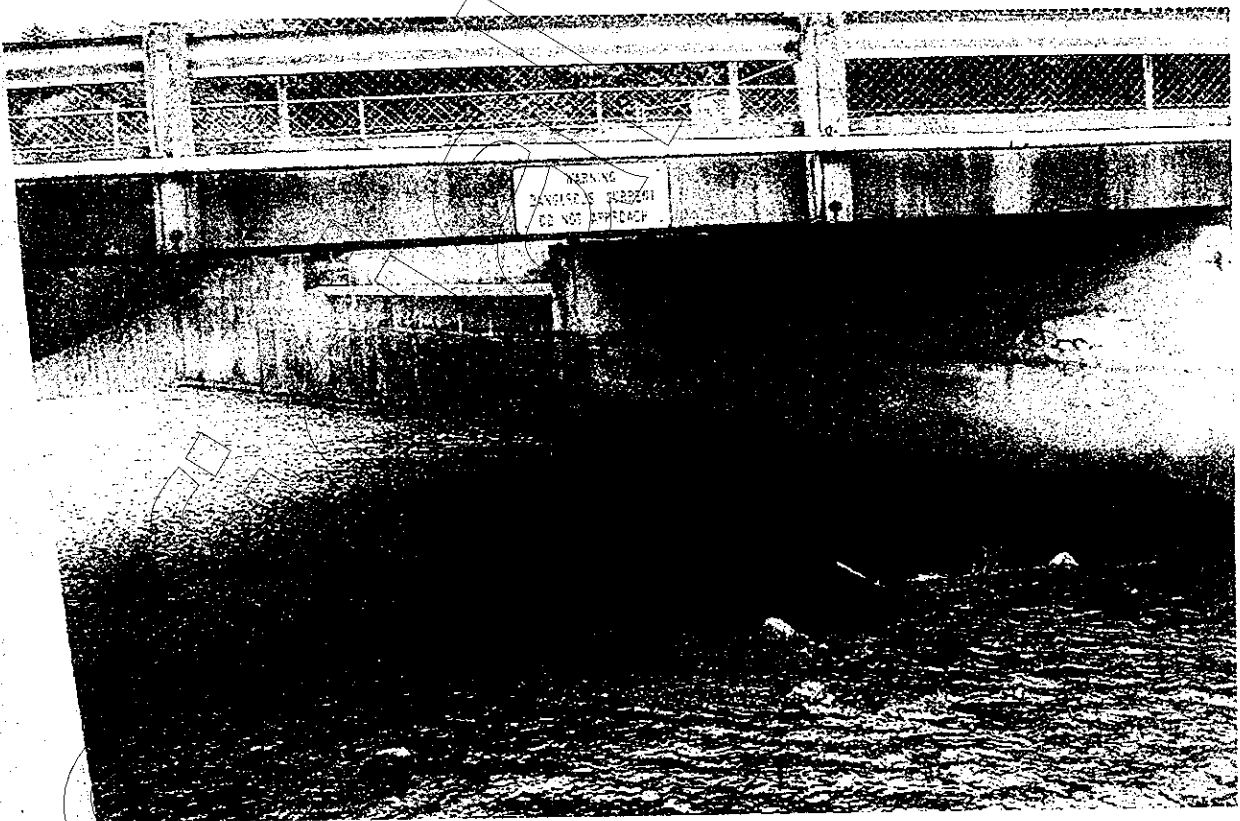
*Superstructure* – Cast in place voided reinforced slab in fair condition. 3' long hairline crack is evident at deck underside midspan. ACP cracked and broken at south approach. Numerous rock pockets in deck underside.

*Substructure* – **Inspection frequency increased due to the condition of the substructure components.** Cast in place reinforced 8" walls on spread footings in fair condition. Both pier walls have minor vertical hairline cracks with rust staining. Joint filler falling out between wing wall and abutment at SW corner. Small spalls [pop outs 2"x 2" shallow depth] at deck underside 3 locations. Settlement at SW corner 3/4" deep for 3' in length near sidewalk. Slab seat – 8". South pier is # 1.

*Scour and Load Rating* – Tetra Tech / KCM conducted load rating in March of 2004. Recommended posting is at 14 tons. Structure footings are protected by concrete spillway.

This bridge is not scour critical.

*Recommendations* - West bridge joint ACP is broken full length across the deck and re-seal both joints. Monitor cracking in pier walls and deck underside. Monitor load-posting signs near the structure.



**BRIDGE #28 (LOG RT 19515 M.P. 002.16)**

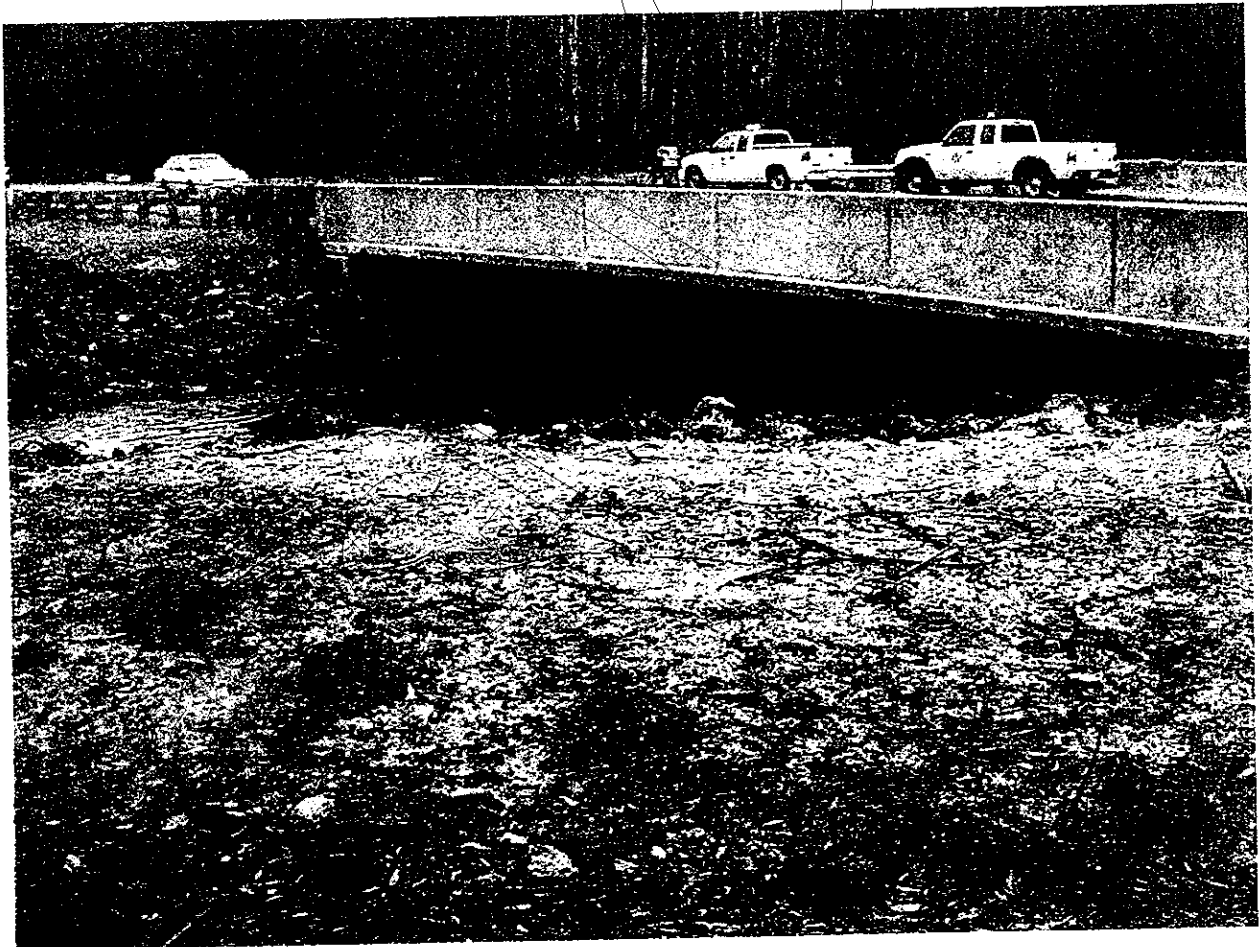
**Clear Creek Bridge @ Silverdale Way**  
**Year Built – 2006**  
**Sufficiency Rating – 98.80**  
**Last Inspection Date – January 21, 2010**

*Superstructure* – 48”x 28” *Precast Channel Beams* with HL-93 loading. This structure has been designed in accordance with the requirements of 1998 AASHTO LRFD Bridge Design Specification and modified by WSDOT Bridge Design Manual. No defects found in good condition.

*Substructure* – 12” steel H pile foundation with vertical and battered pile configuration. Concrete pile caps with elastomeric bearing pads. No moisture evident and clean condition. Beam seat – 24”.

*Scour and Load Rating* – KCM Tetra/Tech performed safe load rating in 2006 per F.H.W.A. requirements. Scour evaluation has not yet been performed.

*Recommendations* – New structure built in 2006. All components are in good condition.



**BRIDGE #29 (LOG RT 57290 M.P. 000.42)**

**Glud's Pond South @ Brownsville Highway**

**Year Built – 2007**

**Sufficiency Rating – 98.25**

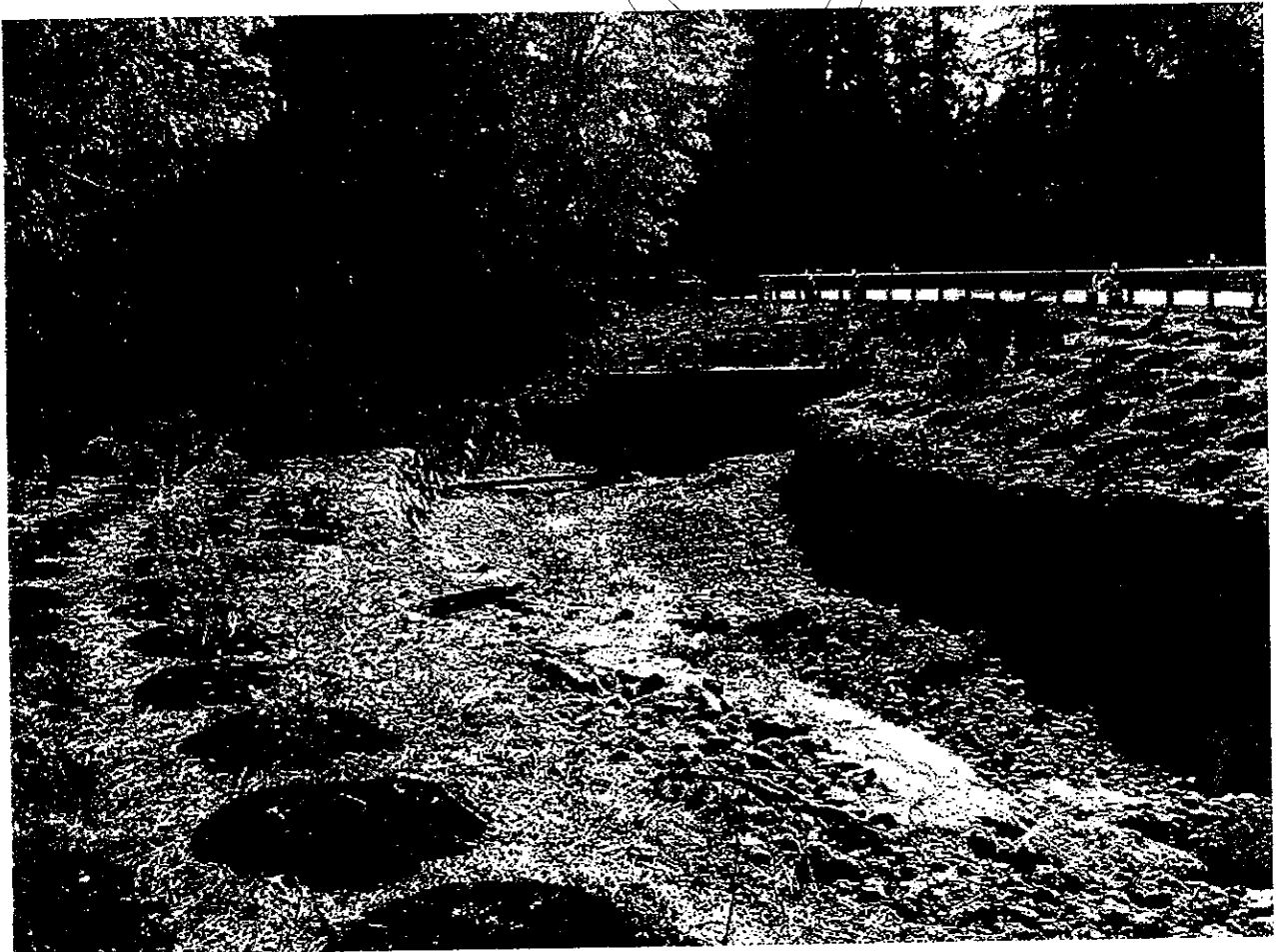
**Last Inspection Date: January 21, 2010**

*Superstructure* – 3-sided Precast Concrete Culvert unit in good condition. Minor moisture and efflorescence present in all seams.

*Substructure* – Precast Concrete Spread Footings. No signs of settlement or movement.

*Scour and Load Rating* – Parametrix performed a safe load rating in 2008 as per F.H.W.A. requirements. Inlet end at the SW corner has substantial slope sloughing need to monitor or possibly repair. Upstream rock weirs have come apart and are lying in the channel.

*Recommendations* – New structure built in 2007. All components are in good condition. Monitor streambed movement at the SW corner at inlet end [sloughing bank].



**BRIDGE #30 (LOG RT 57290 M.P. 000.41)****Glud's Pond North @ Brownsville Highway****Year Built – 2007****Sufficiency Rating – 98.25****Last Inspection Date: January 21, 2010**

*Superstructure-* 3-sided Precast Concrete Culvert unit in good condition.

*Substructure* – Precast Concrete Spread Footings. Significant moisture present in all seams. From inlet end the first 5 ceiling joints have a 1" vertical difference between the panels. From outfall end the 4<sup>th</sup>, 5<sup>th</sup>, 7<sup>th</sup>, 8<sup>th</sup>, 9<sup>th</sup> panel joints all have center span spall in ceiling area that measure uniformly 1.5' long x 10" wide x ½' deep. Possible seismic or differential settlement occurred.

*Scour and Load Rating* –Parametrix performed a safe load rating in 2008 as per F.H.W.A. requirements. Small wood debris pile is hung-up 20" from inlet end.

*Recommendations* – New structure built in 2007. All components are in good condition. Monitor spalling in ceiling area and any possible settlement.





**BRIDGE #31 (LOG RT 70370 M.P. 002.51)**

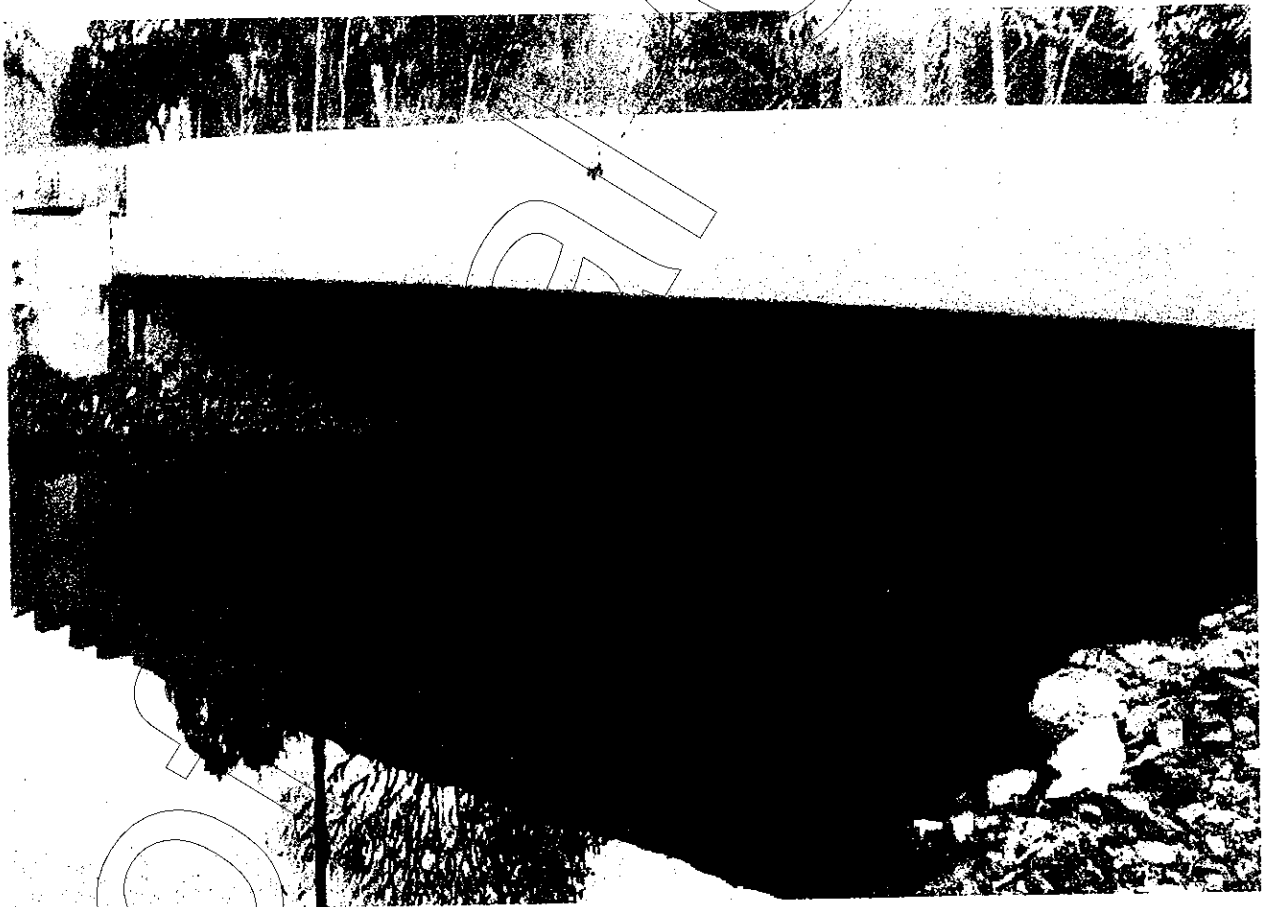
**Miller Bay Road @ Grover Creek**  
**Year Built – 2007**  
**Sufficiency Rating – 97.81**  
**Last Inspection Date: January 13, 2010**

*Superstructure* – 26" x 48" Precast Prestressed Voids Slab with HL-93 loading. This structure has been designed in accordance with the requirements of 1998 AASHTO LRFD Bridge Design Specification and modified by WSDOT Bridge Design Manual. Significant moisture present throughout deck underside.

*Substructure* – 12" steel H pile foundation with vertical and battered pile configuration. Concrete pile caps with elastomeric bearing pads. Settlement visible at south bridge end up to 1" full width across roadway. Up to ¼" at north bridge end full width. Channel beam seat – 15".

*Scour and Load Rating* – Sargent Engineering conducted a safe load rating per F.H.W.A. requirement in November of 2007.

*Recommendations* – New structure built in 2007. All components are good condition. Monitor settlement at both bridge ends.



**Bridge #32 (LOG RT. 55272 M.P. 2.4)**

**Tracyton Blvd @ Barker Creek**

**Year Built 2008**

**Sufficiency Rating – 98.63**

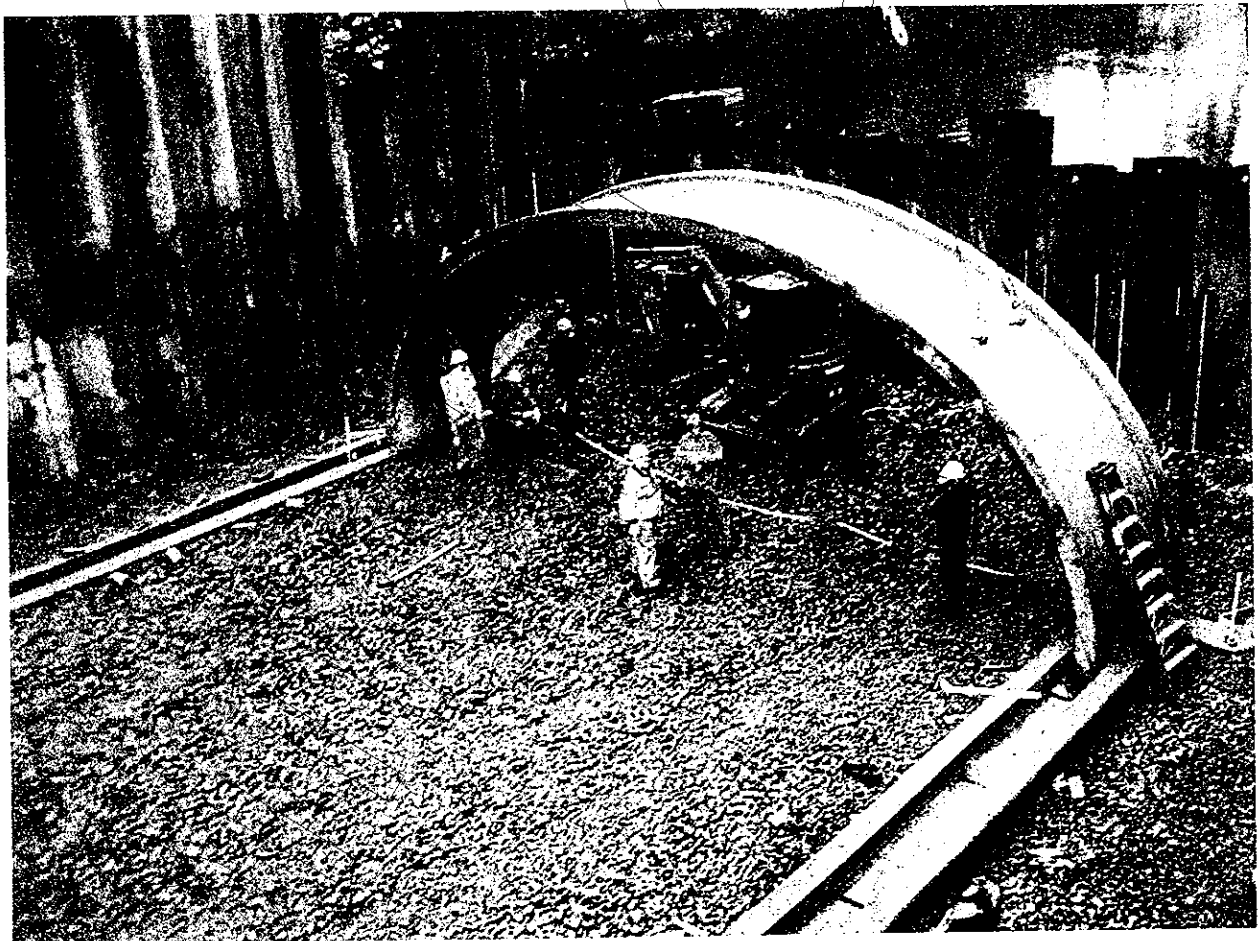
**Last Inspection Date: February 22, 2010**

**Superstructure-** Precast concrete arch culvert with precast MSE wing walls in good condition. This structure has been designed in accordance with the requirements of the 1998 AASHTO LRFD Bridge Design Specifications and has a HL-93 rating.

**Substructure-** Cast in place footings with rebar reinforcement. Arch seat is 1.5' wide.

**Scour and Load Rating –** Contech Bridge Solutions conducted a safe load rating per F.H.W.A. requirement in August of 2008. Scour has not yet been evaluated.

**Recommendations –** New structure built 2008. All components are in good condition no defects found.



The sufficiency ratings are subject to change based on existing conditions at the bridge sites and revised updates received periodically from the W.S.D.O.T. – Bridge Works program. Enclosed is a copy of the 2010 In-House Yearly Inspection Report. Please sign, date and return to Dan Wolfe – Construction Office.

**Received By:**

Randy Casteel \_\_\_\_\_ Date: \_\_\_\_\_

Jon Brand \_\_\_\_\_ Date: \_\_\_\_\_

Tina Nelson \_\_\_\_\_ Date: \_\_\_\_\_

Don Schultz \_\_\_\_\_ Date: \_\_\_\_\_

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**2011 ANNUAL ROAD CONSTRUCTION PROGRAM**

**AUDITOR'S NOTE  
LEGIBILITY FOR RECORDING AND COPYING  
UNSATISFACTORY IN A PORTION OF THIS  
INSTRUMENT WHEN RECEIVED.**



**Kitsap County Department of Public Works**

**614 Division Street, MS-26 • Port Orchard, Washington 98366-4699**

**R. W. Casteel, P.E., Director**

Unofficial Copy

**RESOLUTION 207 -2010  
2011 Annual Road Program**

**WHEREAS**, the Annual Kitsap County Road Construction program for 2011 containing recommendations for all construction projects and all ER&R equipment purchases was submitted to the Board of Kitsap County Commissioners for review by the Director, Department of Public Works as part of the 2011 Road Fund Preliminary Budget and,

**WHEREAS**, the Board has held a public hearing this 6<sup>th</sup> day of December 2010 at 7:00 p.m. and, consideration and review has been given by the Board to said program and initial environmental assessments to each new item therein, with the conclusion that each new item was environmentally insignificant,

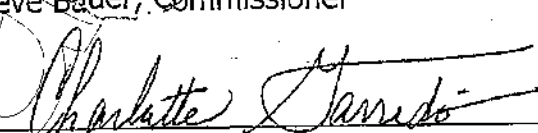
**THEREFORE, BE IT HEREBY RESOLVED**, by the Board of Kitsap County Commissioners, in regular session assembled, that subject 2011 Annual Road Program as reviewed and evaluated, is hereby approved.

**ADOPTED** this 6<sup>th</sup> day of December, 2010.


**BOARD OF COUNTY COMMISSIONERS  
KITSAP COUNTY, WASHINGTON**

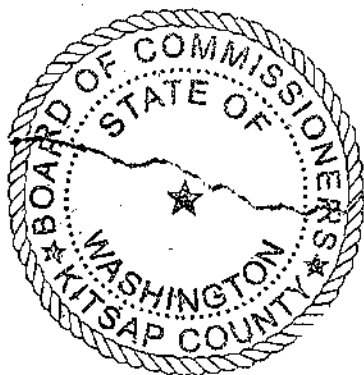
  
\_\_\_\_\_  
Josh Brown, Chair

  
\_\_\_\_\_  
Steve Bauer, Commissioner

  
\_\_\_\_\_  
Charlotte Garrido, Commissioner

ATTEST:

  
\_\_\_\_\_  
Opal Robertson  
Clerk of the Board



**COPY**

**AUDITOR'S NOTE  
LEGIBILITY FOR RECORDING AND COPYING  
UNSATISFACTORY IN A PORTION OF THIS  
INSTRUMENT WHEN RECEIVED.**

Unofficial

**KITSAP COUNTY 2011 ANNUAL ROAD CONSTRUCTION PROGRAM**

Key to data and abbreviations used in the Annual Construction Program Summary

(1) Annual Item This column is a consecutive numbering system used to identify projects in the program. No priority is expressed or implied in this system since work on all projects will be accomplished during the program year.

(2) 6-Year Item This is the priority number for the project in the adopted 6-Year Transportation Improvement Program. Where "New" is shown, the project is not listed in the currently adopted program. Where "CO" is shown, the project was on the previous year's program and was not completed, and carried over into the current program.

(3) Road Log Number This is the County Road Log Number of the subject road project as listed in the current Kitsap County Road Log.

(4) Project This is a listing of the project name and a summary of the work in general and a description of the work to be accomplished in the program year.

(5) Project Length This column gives the length of the project in miles. Where the abbreviation N/A appears, the project is a "spot" improvement or the length is indefinite at the time the program was developed.

(6) Functional Class This is the functional classification for the road on which the project is located as listed in the current Kitsap County Road Log. The numeric codes used are as follows:

- |                           |                              |
|---------------------------|------------------------------|
| 06- Rural Minor Arterial  | 14- Urban Principal Arterial |
| 07- Rural Major Collector | 16- Urban Minor Arterial     |
| 08- Rural Minor Collector | 17- Urban Collector Arterial |
| 09- Rural Local Access    | 19- Urban Local Access       |

(7) Type of Work This is a summary of the type of work to be incorporated in the final project. The letter codes used are as follows:

- |  |                            |
|--|----------------------------|
| A- Grading & Drainage                        | F- Sidewalks               |
| B- Base and Top Course                       | G- Traffic Facilities      |
| C- Bituminous Surface Treatment              | H- Paths, Trails, Bikeways |
| D- Asphalt Cement / Portland Cement Pavement | I- Bridges                 |
| E- Curbs & Gutters                           | J- Ferry Facilities        |

**(8) Environmental Assessment** This column is denotes the type of the environmental assessment and threshold determination that is likely to be made for the project with regard to the State Environmental Policy Act (SEPA). The letter codes used are as follows:

S- Significant      I- Insignificant      E- Exempt

**(9-14) Funding** This is a group of three columns of information relating to sources of funds for projects.

Local funds are those funds that come primarily from the property tax road levy, and the County's share of the State Motor Vehicle Fuel Tax (gas tax) as well as minor contributions from other sources that amount to approximately 1% of the road fund annual revenues.

Other funds are those funds that come from outside the normal tax revenues. The chief sources of these funds are various State and Federal transportation grant programs. Additional sources of Other funds include Developer Impact Fees, SEPA Mitigation Fees, State DOT participation, CRID county road improvement districts and TBD transportation benefit districts.

The Source column refers to the source of the non-local or "other" funds, and shows the amounts from each source if more than one source is utilized. The following is a brief description of the sources:

IMPF This denotes the portion of Development Impact Fees which are set aside for road improvements from the fees collected under the County's interim impact fee ordinance. Impact fees are collected to offset system wide impacts that are created by development, which cannot specifically be attributed to a specific land development project. These fees can only be applied to projects which were listed in the development of the interim ordinance.

SEPA These are fees collected from land development projects for mitigation of site specific impacts identified during the land use approval process. These fees can only be used for projects that are specifically identified during the land use process.

RAP This abbreviation refers to the Rural Arterial Program. The Rural Arterial Program (RAP) was established in 1983 to provide funding to counties for improvements on rural major and minor collector arterials. This program is administered by the County Road Administration Board (CRAB). The program utilizes a portion of the Motor Vehicle Fuel Tax to finance projects and generates approximately \$3.1 million dollars each biennium. Proposed Kitsap County projects are rated in conjunction with proposed projects from other counties in the CRAB's Northwest Region (NWR). Proposed projects are rated according to several factors including accident history, roadway alignment, traffic volume, roadway structural condition and service to the community. The NWR consists of Kitsap, Clallam, Jefferson, Whatcom, Skagit, Island and San Juan Counties.

TIA This abbreviation refers to the Transportation Improvement Account which is administered by the Transportation Improvement Board (TIB). The Transportation Improvement Account (TIA), created by the State Legislature in 1988, is funded by 1 1/2 cents of the Motor Vehicle Fuel Tax. Through its project selection process, the TIB requires multi-agency planning and coordination and public/private cooperation to further the goal of achieving a balanced transportation system in Washington State. Project selected for funding must be attributable to congestion caused by economic development or growth; consistent with state, regional and local transportation plans (including transit and rail); and be partially funded by local contributions.

Projects are eligible for cost reimbursement up to 80 percent with higher priority given to those projects with local contributions (including private sector financing) greater than 20 percent.

DOT This abbreviation refers to participation by the State Department of Transportation in projects that involve County Roads and State Highways. These funds are programmed dollars which are listed in the State DOT 6-year and biennial highway construction programs.

STPU, STPR & STPN These abbreviations refer to the Federal Surface Transportation Program. These Federal programs are currently funded under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. These programs are administered by the Washington State Department of Transportation (WSDOT) Local Programs Division in conjunction with the Puget Sound Regional Council (PSRC) and the Regional Federal Highway Engineer.

The Surface Transportation Program (STP) has the objective to fund construction, reconstruction, resurfacing, restoration and rehabilitation of roads that are not functionally classified as local or rural minor collectors. STP also supports funding for transportation enhancements, operational improvements, highway and transit safety improvements, surface transportation planning, capital and operating cost for traffic management and control, carpool and vanpool projects, development and establishment of management systems, participation in wetland mitigation and wetland banking, bicycle facilities and pedestrian walkways.

STP funds have regional allocation through the Puget Sound Regional Council (PSRC). The PSRC suballocates funds by county region based on the percentage of the population. Kitsap region (Cities and County), will receive an allocation of 7 percent from STP funds allocated to the PSRC. The Puget Sound Region is formed by the counties of King, Kitsap, Pierce and Snohomish including incorporated Cities.

The letters UR & N after STP refer to the functional classification of the road for which the grant has been received. U- Urban, R- Rural and N- National Highway System (NHS). Since the State DOT is responsible for maintaining routes on the NHS, they are the recipients of the STP money set aside for these routes. However, the DOT does allocate a certain amount of that money to "pass through to Cities and Counties for use on projects of regional significance.



SSWM Surface and Stormwater Management Funds come from local revenue generated through a fee assessed to all developed land within unincorporated Kitsap County. The revenue is used to plan, manage, construct, maintain stormwater management facilities within Kitsap County and carry out activities as allowed under RCW 36.89.

CRID All counties have the authority to create County Road Improvement Districts (RCW 36.88) for the acquisition of rights of way and improvement of county roads. Such counties have the authority to levy and collect special assessments against the real property specially benefited thereby for the purpose of paying the whole or any part of the cost of such acquisition of rights of way, construction, or improvement.

TBD It is the intent of the legislature to encourage joint efforts by the state, local governments, and the private sector to respond to the need for transportation improvements on state highways, county roads, and city streets. This is achieved by allowing cities, towns, and counties to establish Transportation Benefit Districts in order to respond to the special transportation needs and economic opportunities resulting from private sector development for the public good. The legislature also seeks to facilitate the equitable participation of private developers whose developments may generate the need for those improvements in the improvement costs.

(15) Preliminary Engineering These two columns show the estimated amounts of the total project costs that are to be used for Preliminary Studies, Surveying, Design and Contract Development for the various projects. These amounts reflect all project costs excluding Right of Way acquisition that are incurred up to the time a construction contract for the project is awarded. The two individual columns reflect the dollar amounts of work that is estimated to be performed In-House (county staff) or by Consultants.

(16) Right of Way This column reflects the estimated cost for Right of Way acquisition for the project during the program year. These costs include the cost of the land as well as staff time, title reports, appraisals and other overhead costs incidental to the acquisition.

(17) Construction Engineering This column is the estimated cost of construction engineering for the project. These costs are those incurred after the construction contract is awarded to a contractor, and are for construction surveying (staking), inspection and materials testing, and contract administration.

(18) Construction These two columns show the estimated costs of the actual construction work to be done on the project. The two columns show the dollar amounts of work to be done by outside contractors (Contract) and by county forces (Day Labor).

(19) Day Labor Computation This block shows the dollar amount of County Force (Day Labor) construction.

RCW 36.77.065 and WAC 136-16-022 provide for limits on the dollar amounts of work County Forces can perform of the Annual Construction Program. This limitation does not apply to maintenance work that County Forces can do. These limits are as follows:

150,000 to 400,000 population:  
\$1,750,000 X (1+(MVFT %)/100)

MVFT = Motor Vehicle Fuel Tax Allocation

Official County

ANNUAL CONSTRUCTION PROGRAM FOR 2011

- F. SIDEWALKS
- G. TRAFFIC FACILITIES
- H. PATH, TRAILS, BIKEWAYS
- I. BRIDGES
- J. FERRY FACILITIES

- DAY LABOR CONSTRUCTION
- (A) TOTAL CONSTRUCTION PROGRAM
- (B) COMPUTED DAY LABOR LIMIT
- (C) TOTAL DAY LABOR CONSTRUCTION PROGRAM

COUNTY Kitsap  
 DATE PROGRAM SUBMITTED 10/27/2010  
 DATE OF ENVIRONMENTAL ASSESSMENT 9/14/2010  
 DATE OF FINAL ADOPTION 11/08/2010  
 ORDINANCE / RESOLUTION NUMBER \_\_\_\_\_  
 P.E. \$10,353  
 \$1,813  
 \$100

Note: Project dollar amounts shown below are in Thousands of Dollars.

ANNUAL ITEM	6-YR. PRIORITY	PROJECT IDENTIFICATION (3) (4)	PROJECT LENGTH (Miles)	FUNC. CLASS	TYPE OF WORK (See Work Codes)	ENVIRONMENTAL ASSESSMENT	FUNDING SOURCE INFORMATION						ESTIMATED EXPENDITURES					GRAND TOTAL
							FEDERAL FUND CODE	FEDERAL COST BY PHASE	RAP / CAPP / TPP / AIP / PWT / F / OTHER	STATE OR OTHER FUNDS	IMPACT FEES	LOCAL FUNDS	TOTAL	P.E.	IN-HOUSE ENGINEERING	CONSULTANT	RIGHT OF WAY ACQUISITION	
(1)	(2)	(3) (4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(13A)	(14)	(15)	(16)	(17)	(18)	(19)
1	1	38010 Southworth Drive Olympiad Drive to Harper Dock Widen shoulders, drainage improvements Pedestrian/Bicycle improvements	0.40	06	A,B,D,H	I	P.E. RW Const Total						10 10 10			10		10
2	2	Tremont Avenue SR 16 to Port Orchard Boulevard Participation with City of Port Orchard Pedestrian/Bicycle improvements	N/A	N/A	A,B,D,E, F	I	P.E. RW Const Total						10 10 10				10	10
3	3	Various Low-Cost Run-Off Road Imp. - Phase 2 Countywide Spot Lighting and Countywide Clearzone improvements	N/A	N/A	A,G	E	P.E. RW Const Total	HRRRP	25				25					25
4	4	25009 Lake Flora Road - Phase 2 Lake Flora Road / J M Dickenson Road Intersection Improvements	0.05	06	A,B,D	I	P.E. RW Const Total	STPR	9				1 5 377			5	660	750
5	5	87160 Cliffside Road Hood Canal Drive to Little Boston Road Widen, Resurface, Pedestrian/Bicycle Imp.	0.57	08	A,B,D	I	P.E. RW Const Total		382				383					765
6	6	11070 Miami Beach Road Culvert Replace Deteriorated 12" Culvert	0.05	09	A,B,D	I	P.E. RW Const Total						5 5 95			5	84	95
							Total						105			11		105

(1)	(2)	PROJECT IDENTIFICATION A. Federal Aid No. B. Road Log Number - Bridge Number C. Project / Road Name E. Beginning and End F. Description of Work	(5)	(6)	(7)	(8)	FUNDING SOURCE INFORMATION										ESTIMATED EXPENDITURES				(19)						
							PROJECT PHASE		FEDERAL FUNDS	FEDERAL COST BY PHASE		STATE OR OTHER FUNDS		IMPACT FEES	LOCAL FUNDS	TOTAL	P.E.		RW			CONSTRUCTION					
(9)	(10)	(11)	(12)	(13)	(13A)	(14)	(14)	(15)	(16)	(17)	(18)	(18)	(19)	(15)	(16)	(17)	(18)	(18)	(19)								
7	7	Seaback Holly Road Culvert Replace Deteriorated 18" Culvert	0.05	07	A,B,D	1	P.E. 18	R/W 5	Const. 75	Total 98										18	5	9	66	98			
8	8	Division Ave. NE Suganish Way NE to Columbia Street Sale Walk to Schools	0.39	16	A,B,D,F	1	P.E. 25	R/W 30	Const. 78	Total 133	SSW/M 25	STATE OR OTHER FUNDS 1,847	IMPACT FEES	LOCAL FUNDS	TOTAL					50	30	258			1,892	2,150	
9	9	Bridge No. 21 Southworth Drive Bridge Southworth Drive at Curley Creek Replace concrete bridge	0.05	16	I	1	P.E. 100	R/W 5	Const. 1,845	Total 1,950					100	5	2,720	5	326						2,394	2,720	
10	10	Stavis Bay Road - Bridge No. 23 Stavis Bay Road @ Stavis Creek Replace Timber Bridge	0.05	09	I	1	P.E. 25	R/W 1,200	Const. 1,225	Total 1,225					25	15	10	144							1,056	1,200	
11	11	South Kingston Rd. Culvert Replacement Carpenter Creek at S. Kingston Road Participation with Corps of Engineers	0.1	07	A,B,D,I	1	P.E. 40	R/W 5	Const. 2,188	Total 2,233	SRF 40				40	20	20	5	262						1,926	2,188	
12	12	Hansville Road Pave Shoulders Ecology Road to Twin Spits Road Construct paved shoulders	4.81	07	A,B,D	E	P.E. 100	R/W 25	Const. 125	Total 125					100	100		25								100	100
13	14	Newberry Hill / Silverdale Way / Chico Way Intersection Improvements at Chico Way	0.05	14	A,B,D, E,F,G	1	P.E. 265	R/W 40	Const. 40	Total 305					265	265		40								265	265
14	15	Eastview Drive Culvert Replace Deteriorated 24" Culvert	0.05	09	A,B,D	1	P.E. 40	R/W 5	Const. 5	Total 45					40	40		5								40	40
							Total for Program Year										Total for Program Year				45						

ANNUAL ITEM	6 -R, PRIORITY	PROJECT IDENTIFICATION A. Federal Aid No. B. Road Log Number - Bridge Number C. Project / Road Name D. Beginning and End E. Description of Work	PROJECT LENGTH (Miles)	FUNC. CLASS	TYPE OF WORK (See Work Codes)	ENVIRONMENTAL ASSESSMENT	PROJECT PHASE	FUNDING SOURCE INFORMATION					ESTIMATED EXPENDITURES					
								FEDERAL FUND CODE	FEDERAL COST BY PHASE	RAP / CAPP / TPP / AIP / PWTF / OTHER	STATE OR OTHER FUNDS	IMPACT FEES	LOCAL FUNDS	TOTAL	P.E.	CONTRACTED PROJ. CONST.	DAY LABOR PROJ. CONST.	CONST. ENG.
(1)	(2)	(3) (4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(13A)	(14)	(15)	(16)	(17)	(18)	(19)
15	16	Miami Beach Bridge - Bridge No. 11 Miami Beach Road at Seaback Creek Bridge Replacement 49435 / 43809	0.05	09	I	I	P.E. RW Const. Total						80 5 85	80 5	5			85
16	17	Main Street (E) / Madrone Avenue (E) Main St. - Beach Dr. to Madrone Ave. Madrone Ave. - Main St. to Alaska Ave. Pave shoulders drainage improvements	0.32	16 17	A,B,D	I	P.E. RW Const. Total						50 60 110	50 60	60			110
17	18	Hite Center Drive - Culvert Replacement Replace culvert with fish passage structure that meets WDFW Fish Passage Design Criteria	0.05	09	A,B,D	I	P.E. RW Const. Total						13 10 23	25 10	10			35
18	19	Kitty Hawk Drive Remove existing culvert, rebuild creek bed, const. new driveway for existing houses	0.07	19	A	I	P.E. RW Const. Total						150	150	150			150
19	20	Wildcat Lake Road - Culvert Replacement Replace existing 60" dia. Culvert with a three sided concrete box culvert	0.05	09	A,B,D	I	P.E. RW Const. Total						90	90	90			90
20	21	SR 104 / Kingston Sidewalk and Drainage Improvements Construct approximately 500 feet of sidewalk and associated drainage improvements	0.09	N/A	A,E,F	E	P.E. RW Const. Total						7	51	51			51
21	22	Phillips Road / Mullenix Road Intersection Improvements	0.05	16 07	A,B,D	I	P.E. RW Const. Total						25	25	25			25
22	23	Miller Bay Road Bike Trail Heritage Park Entrance to West Kingston Road Construct bike trail	1.50	N/A	H	I	P.E. RW Const. Total						200	200	200			200

(1)	(2)	PROJECT IDENTIFICATION A. Federal Aid No. B. Road Log Number - Bridge Number C. Project / Road Name E. Beginning and End E. Description of Work	(5)	(6)	(7)	(8)	FUNDING SOURCE INFORMATION											ESTIMATED EXPENDITURES																
							PROJECT PHASE (9)		FEDERAL FUNDS (10)		FEDERAL COST BY PHASE (11)		RAP / CAP / TTP / AIP / PWT / OTHER (12)		STATE OR OTHER FUNDS (13)		IMPACT FEES (13A)		LOCAL FUNDS (14)		TOTAL (14)		IN-HOUSE ENGINEERING (15)		CONSULTANT (15)		RIGHT OF WAY ACQUISITION (16)		CONTRACTED PROJ. CONST. ENGINEERING (17)		DAY LABOR PROJ. CONST. ENGINEERING (17)		CONTRACT (18)	
(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	P.E.	R/W	Const.	Eng.	Const.	Eng.	Const.	Eng.	Const.	Eng.	Const.	Eng.	Const.	Eng.	Const.	Eng.	Const.	Eng.	Const.	Eng.	Const.	Eng.	Const.	Eng.		
23	24	Bucklin Hill Road Bridge Clear Creek crossing	0.23	14	A,B,D, E,F,H	S	P.E. 295 R/W Const. Total																											295
24	25	Southworth Drive Culvert #1 Replace Deteriorated 18" Culvert	0.05	16	A,B,D	I	P.E. 5 R/W Const. Total																											5
25	26	Southworth Drive Culvert #2 Replace Deteriorated 24" Culvert	0.05	16	A,B,D	I	P.E. 5 R/W Const. Total																											5
26	29	Bethel Burley Road / Mullinex Road Intersection Improvements	0.05	16	A,B,D,G	E	P.E. 50 R/W Const. Total																											50
27	30	Lincoln Road / Widame Road Vertical curve and grade improvements to improve stopping sight distance	0.20	07	A,B,D	E	P.E. 30 R/W Const. Total																											30
28	31	Staquantish Way / Division Ave. Intersection Improvements	0.10	07	A,B,D, E,F,G	I	P.E. 100 R/W Const. Total																											100
29	32	Bucklin Hill Rd - Stormwater and Bike/Ped Improvement Tracyton Blvd Intersection east approximately 1,373 feet	0.03	09	A,B,D,H	I	P.E. 25 R/W Const. Total																											25
30	36	Lewis Road NW Replace deteriorated 72" culvert 2,290 feet east of Peter Hagen Road at Big Beef Creek	0.03	09	A,B,D	I	P.E. 10 R/W Const. Total																											10
																																		10

ANNUAL ITEM	6-YR. PRIORITY	PROJECT IDENTIFICATION				PROJECT LENGTH (Miles)	FUNC. CLASS	TYPE OF WORK (See Work Codes)	ENVIRONMENTAL ASSESSMENT	FUNDING SOURCE INFORMATION							ESTIMATED EXPENDITURES									
		(3)(4)	(5)	(6)	(7)					(8)	(9)	(10)	(11)	(12)	(13)	(13A)	(14)	TOTAL	(15)	(16)	(17)	(18)	(19)			
		A. Federal Aid No. B. Road Log Number - Bridge Number C. Project / Road Name D. Beginning and End E. Description of Work								FEDERAL FUND CODE	FEDERAL COST BY PHASE	RAP / CAPP / TPP / AIP / PUMF / OTHER	STATE OR OTHER FUNDS	IMPACT FEES	LOCAL FUNDS	TOTAL	P.E. ENGINEERING	CONSULTANT	R/W ACQUISITION	CONTRACTED PROJ. ENGINEERING CONST.	DAY LABOR PROJ. ENGINEERING CONST.	CONST. ENG.	CONSTRUCTION	DAY LABOR	GRAND TOTAL	
31	38	11709 Seabeck Highway Calamity Lane to Gross Road Pave shoulders and channelization at Holly Road intersection 55140	1.09	06	A,B,D,G	I			P.E. R/W Const. Total						10	10	10									10
32	39	McWilliams Road / Old Military Road Intersection Construct left-turn channelization on McWilliams Road	0.10	16	A,B,D,G	I			P.E. R/W Const. Total						10	10	10									10
33	40	21109 Sidney Road Wildwood Road to Shannon Drive Construct two-way left turn lane on Sidney Road	0.25	07	A,B,D,G	I			P.E. R/W Const. Total						10	10	10									10
34	41	21709 Bethel-Burley Road Culvert Replace fish-passage barrier culvert with a pre-cast girder bridge 31800	0.03	16	A,B,D,J	S			P.E. R/W Const. Total						10	10	10									10
35	45	Banner Road - Design Report Olalla Valley Road to 2nd Avenue Alternative analysis	0.21	09	N/A	N/A			P.E. R/W Const. Total						100	100	100									100
36	59	Various Locations County Wide Bridge Repair Bridge repairs at various locations	N/A	N/A	G	E			P.E. R/W Const. Total						300	300	300									300
37	60	Various Locations County Wide Sidewalk Repair Replacement/repair of sidewalks and pedestrian ramps at various locations	N/A	N/A	F	E			P.E. R/W Const. Total						200	200	200									200
38	61	Various Locations County Wide Culvert Projects Replacement of emergent structurally or capacity deficient	N/A	N/A	A,B,D	S			P.E. R/W Const. Total						20	20	20									20
															10	10	10									10
															70	70	70									70
															8	8	8									8
															62	62	62									62
															100	100	100									100

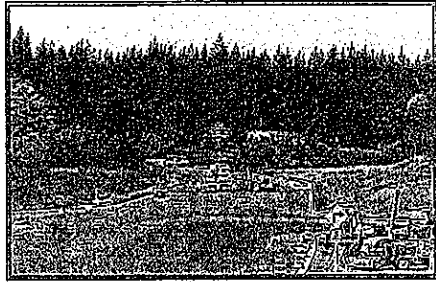
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	FUNDING SOURCE INFORMATION							ESTIMATED EXPENDITURES				
									FEDERAL FUNDS		STATE OR OTHER FUNDS		LOCAL FUNDS			TOTAL		P.E.		RW
(10)	(11)	(12)	(13)	(13A)	(14)	(14)	(15)	(16)	(17)	(18)	(18)	(19)	(19)	(19)	(19)	(19)	(19)	(19)	(19)	
39	62	Various Locations County Wide Surfacing Upgrades Base stabilization and paving of structurally deficient pavements at various locations	N/A	N/A	D	E	E	P.E. RW Const Total												
40	63	Various Locations County Wide Safety Improvements Spot Improvements for guardrail, and traffic safety improvements	N/A	N/A	A,G	E	P.E. RW Const Total	50												
41	64	Various Locations County Wide Bicycle/Ped. Improvements Spot Improvements for bicycle/pedestrian	N/A	N/A	A,D	I	P.E. RW Const Total			250	250	250	250							
42	65	Various Locations WSDOT Project Participation County participation in State Projects Involving County Roads	N/A	N/A	G	I	P.E. RW Const Total			100	100	100	100							
<b>TOTALS</b>									4,396	1,847	6,419	12,662	988	1,111	210	1,232	9,021	100	12,662	



# KITSAP COUNTY

## 2011 - 2016

### Transportation Improvement Program Projects



Waaga Way Extension

**2011 County Project**  
 TTP Priority Number - Project Title  
 Current Construction Start Date

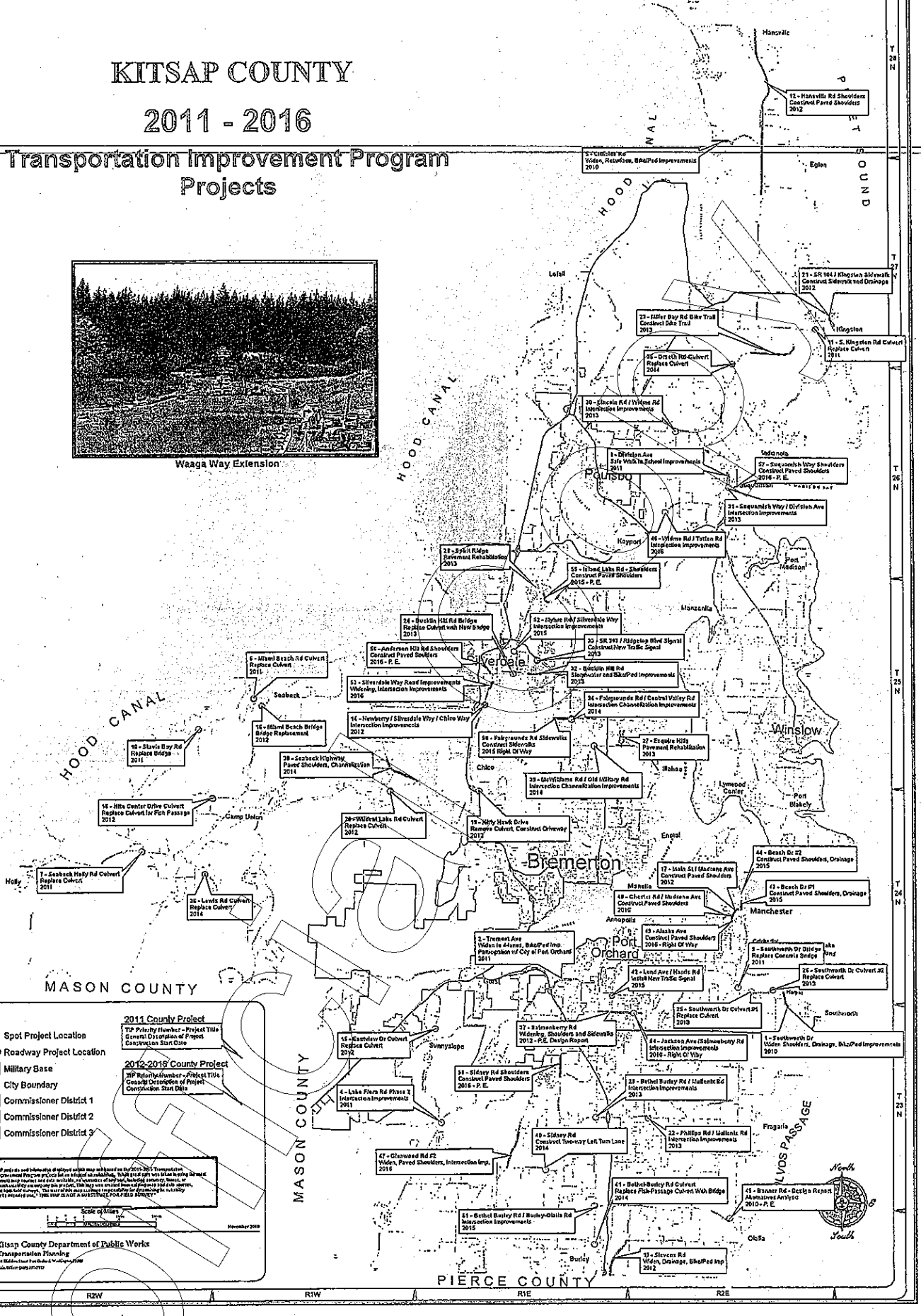
**2012-2016 County Project**  
 TTP Priority Number - Project Title  
 Current Construction Start Date

Spot Project Location  
 Roadway Project Location  
 Military Base  
 City Boundary  
 Commissioner District 1  
 Commissioner District 2  
 Commissioner District 3

TTP projects and information of adjacent public maps are based on the 2010-2015 Transportation Improvement Program (TIP) for Kitsap County. TTP is a long-term planning document. Some projects may be cancelled, delayed, or modified. The TTP is not a guarantee of funding. The TTP is subject to change. The TTP is not a guarantee of funding. The TTP is subject to change.

Scale of Miles: 0 1 2 3 4 5 6 7 8 9 10  
 November 2010

Kitsap County Department of Public Works  
 Transportation Planning  
 400 Highway 101, Suite 100, Bremerton, WA 98310  
 Main Office: 360.472.2727



EQUIPMENT RENTAL & REVOLVING FUND 2011 EQUIPMENT PURCHASES			
DEPARTMENT	DESCRIPTION	2011	
		QUANTITY	EST. COST
1012 PUBLIC WORKS ENGINEERING	PICKUP 1/4T 4x2	1	\$ 20,000
	CARGO VAN 1T	1	\$ 25,000
	PICKUP 1/4T 4x4	2	\$ 50,000
	1012 TOTAL		\$ 95,000
1013 PUBLIC WORKS MAINTENANCE	ROAD		
	3/4T PU	1	\$ 20,000
	TRUCK, 10-12YD DUMP SANDERS	2	\$ 326,000
	TRACTOR/BROOM	2	\$ 40,000
		1	\$ 42,000
1013 TOTAL		\$ 428,000	
1015 PUBLIC WORKS DIVISION	TRAFFIC		
	PICKUP-1/2T EXT CAB 4X4	1	\$ 24,000
	MD MANLIFT	1	\$ 61,000
1015 TOTAL		\$ 85,000	
4011 PUBLIC WORKS WASTE	SOLID		
4011 TOTAL			\$ -
4021 PUBLIC WORKS WASTEWATER			
	PICKUP 1/4T EXT CAB W/SERV BOX	1	\$ 29,000
	PICKUP 1/4T EXT CAB 4X2	1	\$ 24,000
	PICKUP 3/4T 4X4 QUAD CAB	1	\$ 32,000
4021 TOTAL		\$ 85,000	
44011 PUBLIC WORKS WATER MANAGEMENT	SURFACE		
44011 TOTAL			\$ -
5001 ER&R EQUIPMENT			
5001 TOTAL			\$ -

CORONER	4X4 VAN 9171 TOTAL	1	\$ 35,000 \$ 35,000
16811 DEPARTMENT OF COMMUNITY DEVELOPMENT	PICKUP 1/4T 9211 TOTAL	1	\$ 24,000 \$ 24,000
DEPARTMENT OF ADMIN. SERVICES	VAN, 1T 9272 TOTAL	1	\$ 30,000 \$ 30,000
9403 SHERIFF'S DEPARTMENT TRAFFIC	9403 TOTAL		\$ -
9404 SHERIFF'S DEPARTMENT PATROL	9404 TOTAL		\$ -
9411 SHERIFF'S DEPARTMENT JAIL	9411 TOTAL		\$ -
9421 JUVENILE DEPARTMENT	MINI-VAN 9421 TOTAL	1	\$ 32,000 \$ 32,000
9509 PARKS DEPARTMENT	PICKUP 3/4T 9509 TOTAL	1	\$ 26,000 \$ 26,000
TOTAL E R & R PURCHASES			\$ 840,000 05/19/10



Meeting Date: November 8, 2010  
 Agenda Item No:

**Kitsap County Board of Commissioners**

**Department:** Public Works  
**Staff Contact:** Jonathon Brand, County Engineer, 360-337-5777 x 4893  
**Title:** Resolution Adopting the 2011 Annual Road Program

**Recommended Action:** Move that the Board adopt the 2011 Annual Road Program

**Summary:** The 2011 Annual Road Program was made available to the Board of County Commissioners for review prior to this hearing on the adoption. The Program represents the overall funding plan for road, bridge and non-motorized construction projects and is typically the first year of the six-year Transportation Improvement Program. The Annual Program includes a specific list of projects along with cost information and method of delivery (contract or County forces).

The following is a brief summary of the proposed projects, revenue sources and annual expenditures for 2011:

Number of projects: 42

Projected Revenue by source :	
Federal funds:	\$4,396,000
State or developer funds:	1,847,000
Local funds:	6,419,000
Total Revenue	\$12,662,000

Expenditures by phase:	
Preliminary Engineering	\$2,099,000
Right-of-Way	210,000
Construction	10,353,000
Total Expenditures	\$12,662,000

**COPY**

- Attachments:**
1. Resolution
  2. Annual Road Program
  3. ER&R Capital Equipment Purchases for all funds

**Fiscal Impact**

Expenditure required for this specific action:	\$12,662,000
Total cost including all related costs:	\$12,662,000
Related Revenue:	State, Federal, Local Funds, Impact Fees
Cost Savings:	n/a
Total Fiscal Impact:	\$12,662,000
Source of Funds:	State, Federal, Impact Fees & Local

**Fiscal Impact (DAS) Review**

**Departmental Coordination**

Department	Representative	Recommendation/Comments
Public Works	Randy Casteel	Approve <i>[Signature]</i>
Public Works	Jonathon Brand	Approve <i>[Signature]</i>

**Contract Information – Not Applicable**

UNCLASSIFIED

RESOLUTION NUMBER 208-2010  
Kitsap County Solid Waste Division  
Six-Year Capital Facilities Plan

WHEREAS, the Kitsap County Department of Public Works/Solid Waste Division (SWD) has conducted an assessment of the County owned solid waste facilities and has developed a six-year comprehensive plan for financing solid waste facility improvements for the period of January 1, 2011 through December 31, 2016 and,

WHEREAS, the Board of Kitsap County Commissioners has held a public hearing this 6<sup>th</sup> day of December, 2010,

BE IT THEREFORE RESOLVED, by the Board of Kitsap County Commissioners, that the attached Six Year Capital Facilities Plan for Kitsap County Department of Public Works/Solid Waste Division be adopted as set forth in detail, for the period mentioned, consisting of pages numbered 1 through 2, which are incorporated and made part of this Resolution.

BE IT FURTHER RESOLVED, that, pursuant to RCW 36.70A.130(2)(a)(iii) and KCC 21.08.020(H), the Board of Kitsap County Commissioners hereby incorporates portions of the SWD Program Six-Year Capital Facilities Plan into the Kitsap County Comprehensive Plan, Appendix A – Capital Facilities Plan. This incorporation by reference replaces and updates the Solid Waste section, specifically the subsection entitled “Capital Facilities Projects and Financing: 2010-2015.” The portions of the SWD Program Six-Year Capital Facilities Plan that are incorporated are only those components necessary for the Capital Facilities Plan, as set forth in the current Capital Facilities Plan.

DATED this 6<sup>th</sup> day of December, 2010.



BOARD OF COUNTY COMMISSIONERS  
KITSAP COUNTY, WASHINGTON

*Josh Brown*

JOSH BROWN, Chair

*Steve Bauer*

STEVE BAUER, Commissioner

*Charlotte Garrido*

CHARLOTTE GARRIDO, Commissioner

ATTEST:

*Opal Robertson for*

Opal Robertson  
Clerk of the Board

COPY

## Capital Facilities Projects and Financing: 2011-2016

The table below shows the 2011-2016 CFP for solid waste facilities, which includes eight projects at a cost of \$3,590,000 for the six-year period.

### Capital Facilities Projects and Financing 2011-2016 (All Amounts Times \$1,000)

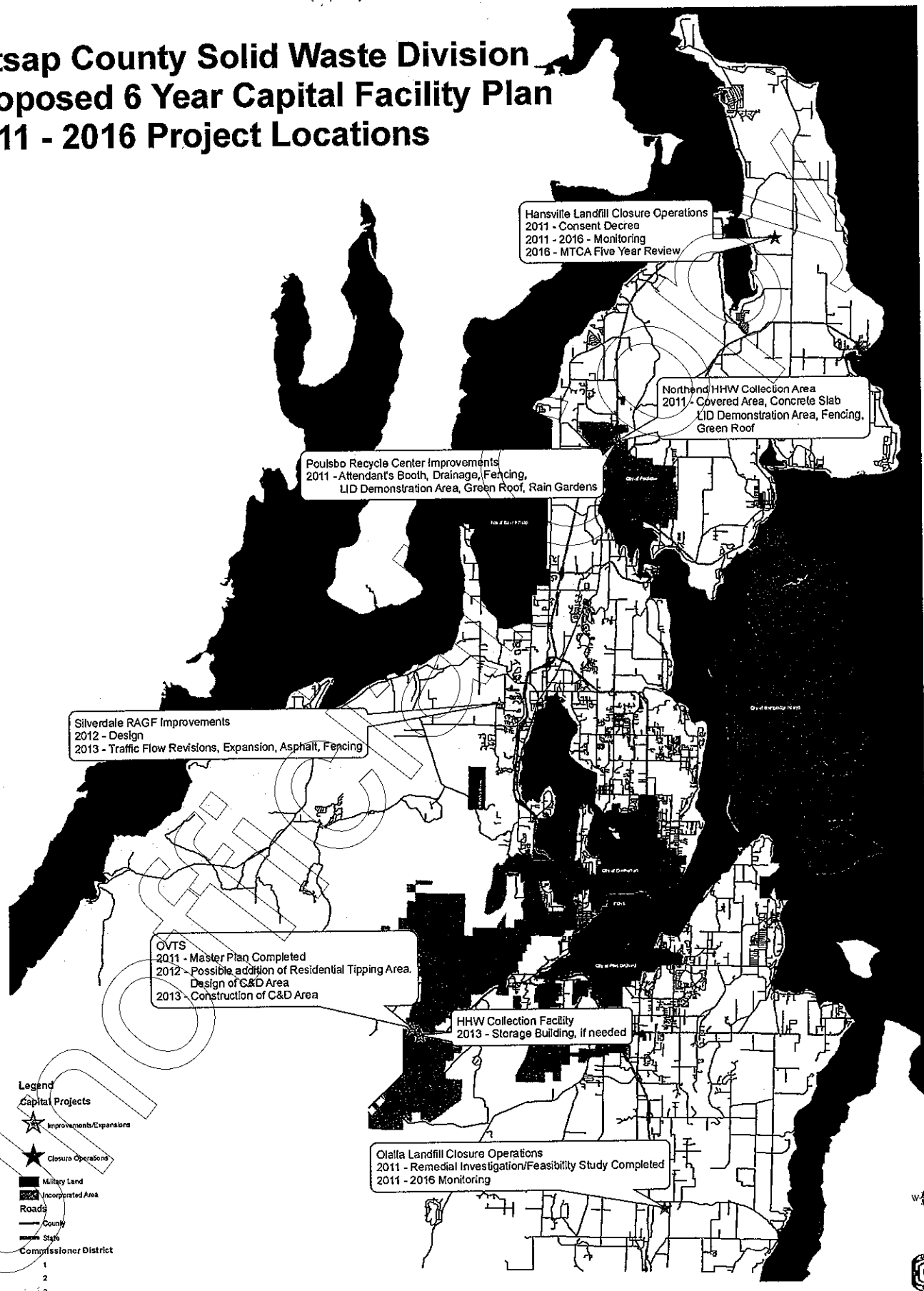
COSTS/REVENUES	SOLID WASTE						TOTAL
	2011	2012	2013	2014	2015	2016	
<b>Capacity Projects</b>							
<b>1. Poulsville Recycle Center Improvements</b>							
Cost	300.0						300.0
Rev - Tipping Fees	300.0						300.0
<b>2. North-end Household Hazardous Waste</b>							
Cost	200.0						200.0
Rev - Tipping Fees	200.0						200.0
<b>3. Silverdale Recycling and Garbage Facility Improvements and Expansion</b>							
Cost		75.0	750.0				825.0
Rev - Tipping Fees		75.0	750.0				825.0
<b>4. Household Hazardous Waste Collection Facility</b>							
Cost			75.0				75.0
Rev - Tipping Fees			75.0				75.0
<b>5. OVTS Improvements</b>							
Cost	50.0	160.0					210.0
Rev - Tipping Fees	50.0	160.0					210.0
<b>6. OVTS - C&amp;D Area</b>							
Cost		200.0	700.0				900.0
Rev - Tipping Fees		200.0	700.0				900.0
<b>SUBTOTAL</b>	<b>550.0</b>	<b>435.0</b>	<b>1,525.0</b>				<b>2,510.0</b>
<b>Non-Capacity Projects</b>							
<b>7. Hansville Landfill Closure Operations</b>							
Cost	70.0	60.0	60.0	60.0	60.0	80.0	390.0
Rev - Post Closure Fund, Grant	70.0	60.0	60.0	60.0	60.0	80.0	390.0
<b>8. Olalla Landfill Closure Operations</b>							
Cost	400.0	70.0	55.0	55.0	55.0	55.0	690.0
Rev - Post-Closure Fund, Grant	400.0	70.0	55.0	55.0	55.0	55.0	690.0
<b>SUBTOTAL</b>	<b>470.0</b>	<b>130.0</b>	<b>115.0</b>	<b>115.0</b>	<b>115.0</b>	<b>135.0</b>	<b>1,080.0</b>

**SUMMARY: COSTS AND REVENUES**

<b>COSTS</b>							
Capacity Projects	550.0	435.0	1,525.0				2,510.0
Non-Capacity Projects	470.0	130.0	115.0	115.0	115.0	135.0	1,080.0
<b>Total Costs</b>	<b>1,020.0</b>	<b>565.0</b>	<b>1,640.0</b>	<b>115.0</b>	<b>115.0</b>	<b>135.0</b>	<b>3,590.0</b>
<b>EXISTING REVENUES</b>							
Rev - Tipping Fees	550.0	435.0	1,525.0				2,510.0
Rev - Post Closure Funds	470.0	130.0	115.0	115.0	115.0	135.0	1,080.0
<b>Subtotal</b>	<b>1,020.0</b>	<b>565.0</b>	<b>1,640.0</b>	<b>115.0</b>	<b>115.0</b>	<b>135.0</b>	<b>3,590.0</b>
<b>NEW REVENUES</b>							
Rev	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Subtotal</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Total Revenues</b>	<b>1,020.0</b>	<b>565.0</b>	<b>1,640.0</b>	<b>115.0</b>	<b>115.0</b>	<b>135.0</b>	<b>3,590.0</b>
<b>BALANCE</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

Unofficial

# Kitsap County Solid Waste Division Proposed 6 Year Capital Facility Plan 2011 - 2016 Project Locations



Hansville Landfill Closure Operations  
 2011 - Consent Decree  
 2011 - 2016 - Monitoring  
 2016 - MTCA Five Year Review

Northend HHW Collection Area  
 2011 - Covered Area, Concrete Slab  
 LID Demonstration Area, Fencing,  
 Green Roof

Poulsbo Recycle Center Improvements  
 2011 - Attendant's Booth, Drainage, Fencing,  
 LID Demonstration Area, Green Roof, Rain Gardens

Silverdale RAGF Improvements  
 2012 - Design  
 2013 - Traffic Flow Revisions, Expansion, Asphalt, Fencing

OVTS  
 2011 - Master Plan Completed  
 2012 - Possible addition of Residential Tipping Area,  
 Design of C&D Area  
 2013 - Construction of C&D Area

HHW Collection Facility  
 2013 - Storage Building, if needed

Olalla Landfill Closure Operations  
 2011 - Remedial Investigation/Feasibility Study Completed  
 2011 - 2016 Monitoring

- Legend**  
**Capital Projects**  
 ★ Improvements/Expansions  
 ★ Closure Operations  
 ■ Military Land  
 ▨ Unincorporated Area  
 — Roads  
 — County  
 — State  
 Commissioner District  
 1  
 2  
 3







Meeting Date: November 22, 2010  
 Agenda Item No:

<b>Kitsap County Board of Commissioners</b>			
<b>Office/Department:</b> Public Works – Solid Waste Division <b>Staff Contact &amp; Phone Number:</b> Pat Campbell, Senior Program Manager, 337-4626 <b>Agenda Item Title:</b> A Resolution to adopt the Kitsap County Solid Waste Six-Year Capital Facilities Plan			
<b>Recommended Action:</b> Motion to adopt Kitsap County Solid Waste Six-Year Capital Facilities Plan.			
<b>Summary:</b>		This Resolution would incorporate portions of the SWD Program Six-Year Capital Facilities Plan into the Kitsap County Comprehensive Plan, Appendix A – Capital Facilities Plan, replacing and updating the Solid Waste subsection entitled “Capital Facilities Projects and Financing: 2010-2015.” The portions of the SWD Program Six-Year Capital Facilities that are incorporated are only those components necessary for the Capital Facilities Plan, as set forth in the current Capital Facilities Plan, for the period January 1, 2011, through December 31, 2016.	
<b>Attachments:</b>		1. Resolution 2. Capital Facilities Projects and Financing: 2011-2016 Summary.	
<b>Fiscal Impact for this Specific Action</b>			
<b>Expenditure required for this specific action:</b>		\$3,590,000	
<b>Related Revenue for this specific action:</b>		\$0.00	
<b>Cost Savings for this specific action:</b>		\$0.00	
<b>Net Fiscal Impact:</b>		\$3,590,000	
<b>Source of Funds:</b>		Tipping fees and landfill post closure funds	
<b>Fiscal Impact for Total Project</b>			
<b>Project Costs:</b>		\$3,590,000	
<b>Project Costs Savings:</b>		\$0.00	
<b>Project Related Revenue:</b>		\$0.00	
<b>Project Net Total:</b>		\$3,590,000	
<b>Fiscal Impact (DAS) Review</b>			
<b>Departmental/Office Review &amp; Coordination</b>			
<b>Department/Office</b>	<b>Elected Official/Department Director</b>	<b>Recommendation/Comments</b>	
Kitsap County Public Works	Dave Tucker		
<b>Contract Information</b>			
<b>Contract Number</b>	<b>Date Original Contract or Amendment Approved</b>	<b>Amount of Original Contract Amendment</b>	<b>Total Amount of Amended Contract</b>
N/A	N/A	N/A	N/A

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**RESOLUTION NUMBER 209-2010**  
**Kitsap County Surface and Stormwater Management Program**  
**Six-Year Capital Facilities Plan**

**WHEREAS**, in compliance with Kitsap County Code Chapter 12.36, the Kitsap County Department of Public Works/Surface and Stormwater Management Program (SSWM) has conducted an assessment of the County owned/operated municipal storm sewer systems and has developed a six-year comprehensive plan for financing municipal storm drainage improvements for the period of January 1, 2011 through December 31, 2016 and,

**WHEREAS**, in further compliance with said RCW, the Board of Kitsap County Commissioners has held a public hearing this 6<sup>th</sup> day of December, 2010.

**BE IT THEREFORE RESOLVED**, by the Board of Kitsap County Commissioners, that the attached Six Year Capital Facilities Plan for Kitsap County Department of Public Works / Surface and Stormwater Management Program be adopted as set forth in detail, for the period mentioned, consisting of pages numbered 1 through 3, which are incorporated and made part of this Resolution.

**BE IT FURTHER RESOLVED**, that, pursuant to RCW 36.70A.130(2)(a)(iii) and KCC 21.08.020(H), the Board of County Commissioners hereby incorporates portions of the SSWM Program Six-Year Capital Facilities Plan into the Kitsap County Comprehensive Plan, Appendix A – Capital Facilities Plan. This incorporation by reference replaces and updates the Stormwater section, specifically the subsection entitled "Capital Facilities Projects and Financing: 2010-2015." The portions of the SSWM Program Six-Year Capital Facilities Plan that are incorporated are only those components necessary for the Capital Facilities Plan, as set forth in the current Capital Facilities Plan.

DATED this 6<sup>th</sup> day of December, 2010.



ATTEST:

Opal Robertson  
Opal Robertson  
Clerk of the Board

**BOARD OF COUNTY COMMISSIONERS**  
**KITSAP COUNTY, WASHINGTON**

Josh Brown  
Josh Brown, Chair

Steve Bauer  
Steve Bauer, Commissioner

Charlotte Garrido  
Charlotte Garrido, Commissioner

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Table SD.3 - SSWM Capital Facilities Projects and Financing 2011-2016

Project Descriptions	Surface & Stormwater Management (SSWM) Utility						TOTAL
	2011	2012	2013	2014	2015	2016	
<i>Stormwater Capacity – Conveyance &amp; Flood Control – Water Quality Improvement – Fish Passage – Aquatic Restoration</i>							
<i>Red = SSWM Project Blue = Joint SSWM-Roads Project Green = Joint SSWM-Parks Project</i>							
<hr/>							
1. Central Kitsap – Silverdale Stormwater & LID Retrofit Plan							
Estimated Project Cost (Design-Permitting, & Construction)	\$150K						\$150K
Stormwater Utility Funding (97003084)	\$150K						\$150K
<hr/>							
2. North Kitsap – Kingston Stormwater & LID Retrofit Plan							
Estimated Total Project Cost (Design, Permitting, & Construction)	\$150K						\$150K
Stormwater Utility Funding (97003096)	\$150K						\$150K
<hr/>							
3. Central Kitsap (Navy Yard City) - Charlotte & Webster Drainage Improvements							
Estimated Total Project Cost (Design, Permitting, & Construction)			\$300K				\$300K
Rev - Stormwater Utility Funding (97003083)			\$300K				\$300K
<hr/>							
4. North Kitsap (Suquamish) - Division Street Drainage & Road Improvements (Columbia)							
Estimated Total Project Cost (Design, Permitting, & Construction)	\$400K	\$400K					\$800K
Stormwater Utility Funding (97003038)	\$400K	\$400K					\$800K
<hr/>							
5. North Kitsap (Suquamish) - Suquamish Way Drainage & Road Improvements (Augusta)							
Estimated Total Project Cost (Design, Permitting, & Construction)		\$400K	\$400K				\$800K
Stormwater Utility Funding (97003037)		\$400K	\$400K				\$800K
<hr/>							
6. South Kitsap (Manchester) – Colchester Drainage Improvements							
Estimated Total Project Cost (Design, Permitting, & Construction)	\$250K						\$250K
Stormwater Utility Funding (97003099)	\$250K						\$250K
<hr/>							
7. Central Kitsap – Bucklin Hill Rd Drainage Improvements and Sidewalk/Road Improvements							
Estimated Total Project Cost (Design, Permitting, & Construction)	\$100K	\$550K					\$650K
Roads (TIP) Funding		\$550K					\$550K
Stormwater Utility Funding (97003013)	\$100K						\$100K
<hr/>							

Surface & Stormwater Management (SSWM) Utility							
Project Descriptions	2011	2012	2013	2014	2015	2016	TOTAL
<i>Stormwater Capacity – Conveyance &amp; Flood Control – Water Quality Improvement – Fish Passage – Aquatic Restoration</i>							
<i>Red = SSWM Project Blue = Joint SSWM-Roads Project Green = Joint SSWM-Parks Project</i>							
8. South Kitsap – Manchester Stormwater & LID Retrofit Plan							
Estimated Project Cost (Design-Permitting, & Construction)		\$150K					\$150K
Stormwater Utility Funding (97003104)		\$150K					\$150K
9. Central Kitsap - Erlands Point Drainage Improvements							
Estimated Project Cost (Design-Permitting, & Construction)					\$200K		\$200K
Stormwater Utility Funding (97003085)					\$200K		\$200K
10. South Kitsap – Jackson & Lund Regional Drainage Improvements							
Estimated Project Cost (Design-Permitting, & Construction)	\$50K	\$250K					\$300K
Stormwater Utility Funding (97003090)	\$50K	\$250K					\$300K
12. Central Kitsap – Dickerson Creek Culvert Replacement & Floodplain Restoration							
Estimated Project Cost (Design-Permitting, & Construction)	\$150K	\$350K	\$300K				\$800K
Stormwater Utility Funding (97003093)	\$150K	\$350K	\$300K				\$800K
13. North Kitsap – WF Clear Creek Culvert Replacement (Sunde Rd)							
Estimated Project Cost (Design-Permitting, & Construction)	\$100K		\$250K				\$350K
Stormwater Utility Funding (97003094)	\$100K		\$250K				\$350K
14. North Kitsap – WF Clear Creek Culvert Replacement (Shadow Glen Rd)							
Estimated Project Cost (Design-Permitting, & Construction)	\$50K		\$200K				\$250K
Stormwater Utility Funding (97003095)	\$50K		\$200K				\$250K
15. North Kitsap – Clear Creek Floodplain & Wetland Restoration (Schold & Markwick)							
Estimated Project Cost (Design-Permitting, & Construction)	\$100K	\$300K	\$200K	\$300K			\$900K
Stormwater Utility Funding (97003096)	\$100K	\$300K	\$200K	\$300K			\$900K
16. North Kitsap – Silverdale/Ridgeloop Regional Stormwater Facility (Phase I)							
Estimated Project Cost (Design-Permitting, & Construction)	\$100K	\$200K	\$300K				\$600K
Stormwater Utility Funding (97003081)	\$100K	\$200K	\$300K				\$600K

Surface & Stormwater Management (SSWM) Utility							
Project Descriptions	2011	2012	2013	2014	2015	2016	TOTAL
<i>Stormwater Capacity – Conveyance &amp; Flood Control – Water Quality Improvement – Fish Passage – Aquatic Restoration</i>							
<i>Red = SSWM Project Blue = Joint SSWM-Roads Project Green = Joint SSWM-Parks Project</i>							
<hr/>							
17. North Kitsap - Crouch Creek (Paulsen Rd) Culvert Replacement							
Estimated Project Cost (Design-Permitting, & Construction)					\$100K	\$100K	\$200K
Stormwater Utility Funding (97003079)					\$100K	\$100K	\$200K
<hr/>							
18. North Kitsap - Driftwood Key South (Vista Key & Bay) Stormwater Treatment Facility							
Estimated Project Cost (Design-Permitting, & Construction)	\$100K	\$100K	\$200K				\$400K
Stormwater Utility Funding (97003091)	\$100K	\$100K	\$200K				\$400K
<hr/>							
19. North Kitsap - Driftwood Key North (Canal & Bay) Stormwater Treatment Facility							
Estimated Project Cost (Design-Permitting, & Construction)	\$50K	\$50K	\$200K				\$300K
Stormwater Utility Funding (97003092)	\$50K	\$50K	\$200K				\$300K
<hr/>							
20. South Kitsap – Burley Creek Culvert (Bethel-Burley Rd) Replacement							
Estimated Project Cost (Design-Permitting, & Construction)	\$100K				\$1.5M		\$1.6M
Roads (TIP) Funding					\$1.5M		\$1.5M
Stormwater Utility Funding (97003100)	\$100K						\$100K
<hr/>							
21. Central Kitsap – Wildcat Creek Culvert (Wildcat Lake Rd) Replacement							
Estimated Project Cost (Design-Permitting, & Construction)	\$100K		\$400K				\$500K
Roads (TIP) Funding			\$400K				\$400K
Stormwater Utility Funding (97003101)	\$100K						\$100K
<hr/>							
22. Central Kitsap – Strawberry Creek Culvert (Silverdale Loop Rd) Replacement							
Estimated Project Cost (Design-Permitting, & Construction)	\$150K				\$400K		\$550K
Stormwater Utility Funding (97003102)	\$150K				\$400K		\$550K
<hr/>							
23. North Kitsap – EF Clear Creek Culvert (Mountainview Rd) Replacement							
Estimated Project Cost (Design-Permitting, & Construction)	\$100K			\$400K			\$500K
Stormwater Utility Funding (97003028)	\$100K			\$400K			\$500K

Surface & Stormwater Management (SSWM) Utility							
Project Descriptions	2011	2012	2013	2014	2015	2016	TOTAL
<i>Stormwater Capacity – Conveyance &amp; Flood Control – Water Quality Improvement – Fish Passage – Aquatic Restoration</i>							
<i>Red = SSWM Project Blue = Joint SSWM-Roads Project Green = Joint SSWM-Parks Project</i>							
24. North Kitsap – Silverdale/Ridgetop Regional Stormwater Facility (Phase II)							
Estimated Project Cost (Design-Permitting, & Construction)				\$100K	\$200K	\$200K	\$500K
Stormwater Utility Funding (97003081)				\$100K	\$200K	\$200K	\$500K
25. North Kitsap – Indianola Stormwater & LID Retrofit Plan							
Estimated Project Cost (Design-Permitting, & Construction)			\$150K				\$150K
Stormwater Utility Funding (97003XXX)			\$150K				\$150K
26. North Kitsap – Suquamish Stormwater & LID Retrofit Plan							
Estimated Project Cost (Design-Permitting, & Construction)				\$150K			\$150K
Stormwater Utility Funding (97003XXX)				\$150K			\$150K
27. Central Kitsap – East Bremerton Stormwater & LID Retrofit Plan							
Estimated Project Cost (Design-Permitting, & Construction)					\$150K		\$150K
Stormwater Utility Funding (97003XXX)					\$150K		\$150K
28. South Kitsap – East Port Orchard Stormwater & LID Retrofit Plan							
Estimated Project Cost (Design-Permitting, & Construction)					\$150K		\$150K
Stormwater Utility Funding (97003XXX)					\$150K		\$150K
29. Central Kitsap – Lake Symington Stormwater & LID Retrofit Plan							
Estimated Project Cost (Design-Permitting, & Construction)						\$150K	\$150K
Stormwater Utility Funding (97003XXX)						\$150K	\$150K
30. Central Kitsap - Illahee Regional Stormwater Treatment Facility							
Estimated Project Cost (Design-Permitting, & Construction)				\$100K	\$100K	\$350K	\$550K
Stormwater Utility Funding (97003088)				\$100K	\$100K	\$350K	\$550K

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**SUMMARY: COSTS AND REVENUES**


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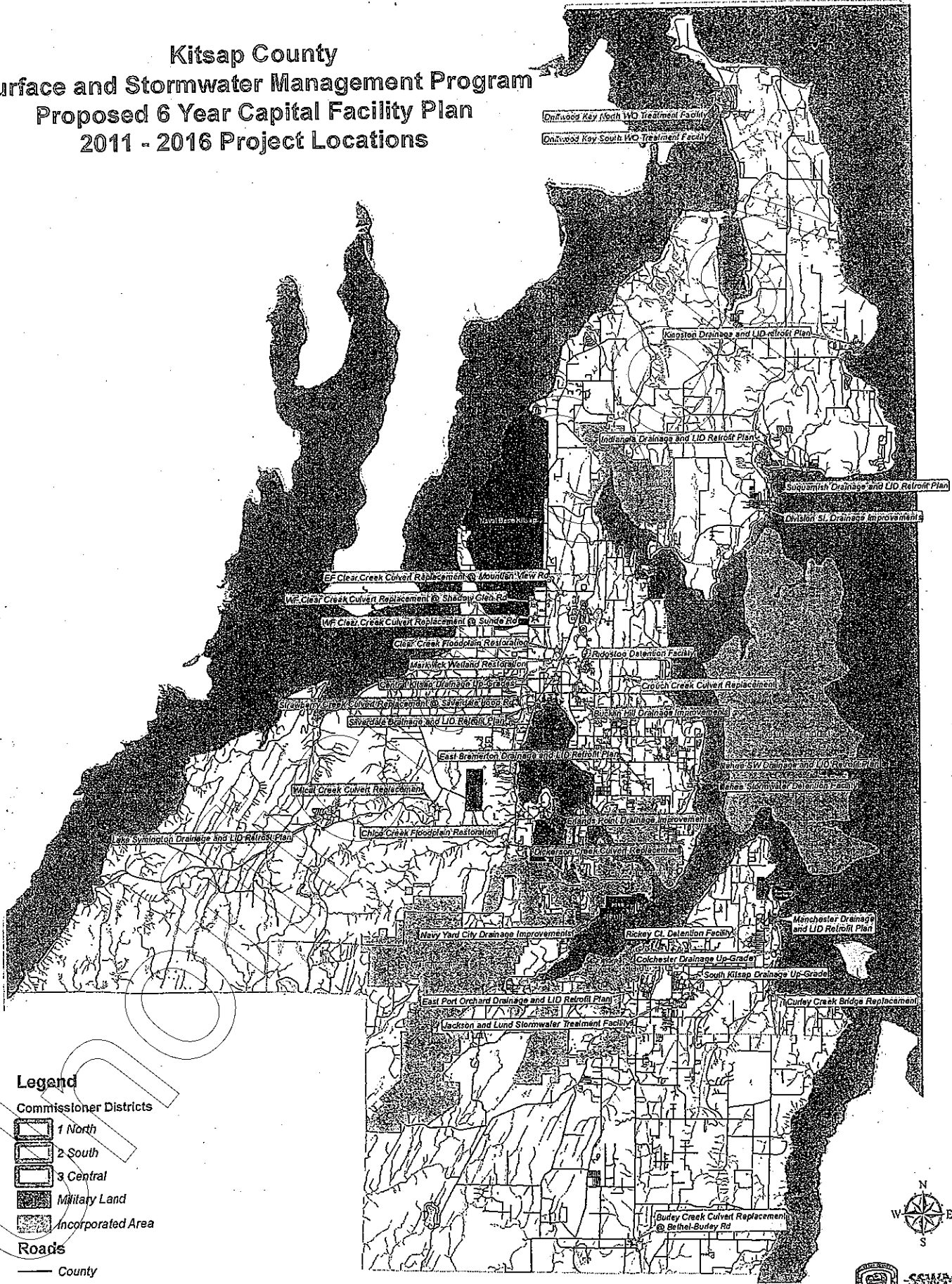
	2011	2012	2013	2014	2015	2016	TOTAL
<b>Annual Estimated CIP Project Costs</b>	\$2.2M	\$2.2M	\$2.2M	\$1.2M	\$1.2M	\$1.0M	\$10M
Stormwater Utility Funds	\$850K	\$850K	\$850K	\$850K	\$850K	\$850K	\$5.1M
Stormwater Fund Reserves	\$1.35M	\$1.35M	\$1.35M	\$350K	\$350K	\$150K	\$4.9M
Grant Funding							
<b>Total Annual Funding</b>	\$2.2M	\$2.2M	\$2.2M	\$1.2M	\$1.2M	\$1.0M	\$10M
Stormwater Reserve Fund Balance	\$7.9M	\$6.55M	\$5.20M	\$3.85M	\$3.50M	\$3.15M	\$3M

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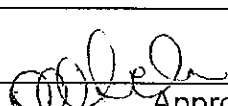
# Kitsap County Surface and Stormwater Management Program Proposed 6 Year Capital Facility Plan 2011 - 2016 Project Locations



7:15 Ed



Meeting Date: November 8, 2010  
 Agenda Item No:

<b>Kitsap County Board of Commissioners</b>			
<b>Office/Department:</b> Kitsap County Public Works Surface and Stormwater Management Program			
<b>Staff Contact &amp; Phone Number:</b> Christopher W. May, PhD, Senior Program Manager (360) 337-7295.			
<b>Agenda Item Title:</b> Resolution Establishing Kitsap County Public Works Surface and Stormwater Management Program (SSWM) Six-Year Capital Facilities Plan			
<b>Recommended Action:</b> Motion to Adopt Resolution Establishing Kitsap County SSWM Six-Year Facilities Plan			
<b>Summary:</b>	In compliance with RCW 43-155.070, Kitsap County Department of Public Works, Surface and Stormwater Management (SSWM) Program has conducted an assessment of the County owned/operated municipal storm sewer systems and has developed the attached Six-Year Capital Facilities Plan for Kitsap County SSWM. This comprehensive plan will finance municipal storm sewer improvements from January 1, 2011 through December 31, 2016. The plan contains 30 items and will cost \$10,000,000. All construction costs are funded through the Surface and Stormwater Utility Fee.		
<b>Attachments:</b>	1. Resolution 2. Six-Year SSWM Capital Facilities Plan		
<b>Fiscal Impact for this Specific Action</b>			
<b>Expenditure required for this specific action:</b>	\$10,000,000 over 6 years		
<b>Related Revenue for this specific action:</b>	\$-0-		
<b>Cost Savings for this specific action:</b>	\$-0-		
<b>Net Fiscal Impact:</b>	\$10,000,000 over 6 years		
<b>Source of Funds:</b>	SSWM Utility Fees, state and federal grants		
<b>Fiscal Impact for Total Project</b>			
<b>Project Costs:</b>	\$		
<b>Project Costs Savings:</b>	\$		
<b>Project Related Revenue:</b>	\$		
<b>Project Net Total:</b>	\$10,000,000 over 6 years		
<b>Fiscal Impact (DAS) Review</b>			
<b>Departmental/Office Review &amp; Coordination</b>			
<b>Department/Office</b>	<b>Elected Official/Department Director</b>		
Public Works	David A. Tucker, PE		 Approve
<b>Contract Information</b>			
<b>Contract Number</b>	<b>Date Original Contract or</b>	<b>Amount of Original Contract</b>	<b>Total Amount of Amended Contract</b>

COPY

RESOLUTION NUMBER 210-2010

Resolution Adopting the 2011 through 2016  
Six-Year Parks and Recreation Capital Facility Plan

WHEREAS, the 2011 through 2016 Six-Year Parks and Recreation Capital Facility Plan has been developed in conformance with the goals and policies of the 2006 Parks and Open Space Comprehensive Plan Update and the 2000 Parks and Open Space Comprehensive Plan;

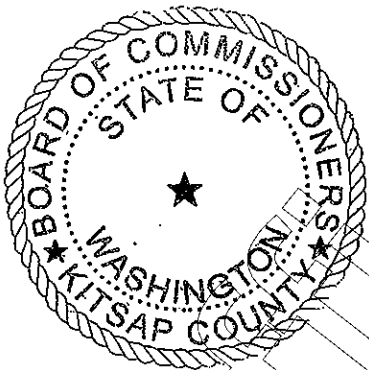
WHEREAS, the 2011-2016 Parks and Recreation Capital Facility Plan containing recommendations for Parks and Recreation Capital Facility projects and a financing plan was submitted to the Board of Kitsap County Commissioners for review as part of the 2011 Parks and Recreation Capital preliminary budget, and;

WHEREAS, the Board has held a public hearing this 22<sup>nd</sup> day of November, 2010 at 7:00pm and consideration and review of the Parks and Recreation Capital Facility Plan has been given by the Board of Kitsap County Commissioners;

THEREFORE BE IT HEREBY RESOLVED, by the Board of Kitsap County Commissioners, in regular session assembled, that subject 2011 through 2016 Parks and Recreation Capital Facility Plan as reviewed and evaluated, is hereby approved.

ADOPTED this 6<sup>th</sup> day of December, 2010.

BOARD OF COUNTY COMMISSIONERS  
KITSAP COUNTY, WASHINGTON



Josh Brown  
Josh Brown, Chair

Steve Bauer  
Steve Bauer, Commissioner

Charlotte Garrido  
Charlotte Garrido, Commissioner

ATTEST:

Opal Robertson  
Opal Robertson, Clerk of the Board

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**Kitsap County Parks and Recreation Capital Facility Plan 2011-2016**

Project	2011	2012	2013	2014	2015	2016	Total Cost	Category
1 <u>NK Heritage Park Phase II - Options property 380 acres</u>	2,000,000						2,000,000	Acquisition
Proposed Grant (s)	500,000						500,000	
Partnership(s)*	1,500,000						1,500,000	
2 <u>South Kitsap Regional Park</u>	1,200,000						1,200,000	Renovation/Development
Proposed grant(s)	500,000						500,000	
Ending capital fund balance	700,000						700,000	
3 <u>Kingsston Village Green</u>	365,470						365,470	Renovation/Development
Ending capital fund balance	365,470						365,470	
4 <u>Anna Smith Waterfront Park</u>	150,000						150,000	Renovation/Development
Ending capital fund balance	75,000						75,000	
Partnership(s)*	75,000						75,000	
5 <u>Stclair Inlet - access/signage improvements</u>		150,000					150,000	Renovation/Development
Partnership(s)*		150,000					150,000	
6 <u>Howe Farm - Barn Restoration</u>	100,000						100,000	Renovation/Development
Proposed Grant (s)	50,000						50,000	
Ending capital fund balance	50,000						50,000	
7 <u>Salsbury Point - dock renovation</u>		350,000					350,000	Renovation/Development
Ending capital fund balance		100,000					100,000	
Partnership(s)*		250,000					250,000	
8 <u>Village Commons, Central Kitsap Community Campus</u>	250,000						250,000	Renovation/Development
Ending capital fund balance	100,000						100,000	
LID Grant	50,000						50,000	
Proposed Development Grant	50,000						50,000	
Partnership(s)*	50,000						50,000	
9 <u>Sustainable Projects</u>	625,000						625,000	Renovation/Development
D.O.E. Grant (stormwater retrofit)	488,750						488,750	
Ending capital fund balance	156,250						156,250	

Kitsap County Parks and Recreation Capital Facility Plan 2011-2016

Project	2011	2012	2013	2014	2015	2016	Total Cost	Category
10 Hansville Greenway (10 miles) Partnership(s)*	20,000 20,000	20,000 20,000	20,000 20,000				60,000 60,000	Trails
11 NK Heritage Park Trails (5 miles) Partnership(s)*	10,000 10,000	10,000 10,000	10,000 10,000				30,000 30,000	Trails
12 Unidentified Multi Use Trails - 70 miles REET Proposed Grant(s) Partnership(s)*	50,000 175,000	175,000 175,000	175,000 175,000	175,000 125,000	125,000 125,000		700,000 250,000 250,000 250,000	Trails
13 Wicks Lake Trails - 3 miles Partnership(s)*		10,000 10,000	10,000 10,000	10,000 10,000			30,000 30,000	Trails
14 Gordon Field Artificial Turf Partnership(s)*		250,000 250,000					250,000 250,000	Renovation/Development
15 Norwegian Point Park Proposed Grant (s) Ending capital fund balance REET 2		1,225,000 980,000 245,000			1,000,000 500,000 500,000		2,225,000 1,480,000 245,000 500,000	Renovation/Development
16 Village Green Golf Course Proposed Grant(s) Golf course - projected revenue		750,000 500,000 250,000					750,000 500,000 250,000	Renovation/Development
17 North Kitsap Heritage Phase I Proposed Grant(s) Ending capital fund balance		1,000,000 1,000,000	1,000,000 500,000 500,000				2,000,000 1,500,000 500,000	Renovation/Development
18 Carpenter Lake/Creek Trail (1.5 miles) Proposed Grant(s) Partnership(s)*		298,000 240,000 58,000					298,000 240,000 58,000	Trails

Kitsap County Parks and Recreation Capital Facility Plan 2011-2016

Project	2011	2012	2013	2014	2015	2016	Total Cost	Category
19 Olalia Boat Launch Improvements			300,000				300,000	Renovation/Development
Proposed Grant (s)			150,000				150,000	
Ending capital fund balance			150,000				150,000	
20 Carpenter Riparian Corridor - 23 acres			587,500				587,500	Acquisition
Proposed Grant(s)			300,000				300,000	
Ending capital fund balance			37,500				37,500	
Partnership(s)*			250,000				250,000	
21 Heritage Farm/Clear Creek 170 ac				1,574,000			1,574,000	Acquisition
Proposed Grant (s)				750,000			750,000	
Partnership(s)*				824,000			824,000	
22 Sinclair Inlet 8 ac, 300 lf shoreline				4,000,000			4,000,000	Acquisition
Bond Issue**				500,000			500,000	
Proposed Grant(s)				500,000			500,000	
Unidentified Shoreline Acquisition - 500 feet				300,000			300,000	Acquisition
Proposed Grant(s)				300,000			300,000	
24 Ilahuel Lost Continent- Phase II 170 ac				1,000,000	1,700,000		2,700,000	Acquisition
Proposed Grant(s)				500,000	500,000		1,000,000	
Conservation Futures				200,000	200,000		400,000	
Partnership(s)*				300,000	200,000		500,000	
Bond Issue**					800,000		800,000	
25 South Kitsap Regional Park				2,500,000			2,500,000	Renovation/Development
Proposed grant(s)				2,000,000			2,000,000	
Ending capital fund balance				500,000			500,000	
26 Island Lake Improvements				500,000			500,000	Renovation/Development
REET 2				500,000			500,000	

Kitsap County Parks and Recreation Capital Facility Plan 2011-2016

Project	2011	2012	2013	2014	2015	2016	Total Cost	Category
27 <u>Banner Forest Parking Lot</u>				250,000			250,000	Renovation/Development
Partnership(s)*				50,000			50,000	
REET 2				200,000			200,000	
28 <u>Wynn Jones Improvements</u>				200,000			200,000	Renovation/Development
REET 2				200,000			200,000	
29 <u>Horseshoe Lake Improvements</u>				250,000			250,000	Renovation/Development
Ending capital fund balance				250,000			250,000	
30 <u>Unidentified Open Space Lands - 400 acres</u>						1,500,000	2,500,000	Acquisition
Proposed Grant(s)					1,000,000		500,000	
Partnership(s)*					500,000		500,000	
Conservation Futures					500,000		500,000	
Bond Issue**						1,000,000	1,000,000	
31 <u>North Kitsap Heritage Phase I</u>					1,000,000		1,000,000	Renovation/Development
Proposed Grant(s)					500,000		500,000	
Ending capital fund balance								
Partnership(s)*					200,000		200,000	
REET 2					300,000		300,000	
32 <u>Anderson Landing Parking Lot</u>					250,000		250,000	Renovation/Development
REET 2					50,000		50,000	
Ending capital fund balance					200,000		200,000	
33 <u>Comp Plan Update</u>					150,000		150,000	Planning
Ending capital fund balance					150,000		150,000	
34 <u>Hood Canal Shoreline</u>						2,000,000	2,000,000	Acquisition
Proposed Grant(s)						1,000,000	1,000,000	
Partnership(s)*						1,000,000	1,000,000	

**Kitsap County Parks and Recreation Capital Facility Plan 2011-2016**

Project	2011	2012	2013	2014	2015	2016	Total Cost	Category
35								
Coulter Creek Heritage Park Phase I						3,000,000	3,000,000	Renovation/Development
Bond Issue**						1,000,000	1,000,000	
REET 2						1,000,000	1,000,000	
Proposed Grant(s)						1,000,000	1,000,000	
36								
Basketball Courts						15,000	15,000	Renovation/Development
Impact Fees						15,000	15,000	
37								
Playground Equipment						200,000	200,000	Renovation/Development
Impact Fees						200,000	200,000	
<b>Project Cost</b>	<b>\$ 4,770,470</b>	<b>\$ 4,238,000</b>	<b>\$ 2,102,500</b>	<b>\$ 7,759,000</b>	<b>\$ 5,225,000</b>	<b>\$ 6,715,000</b>	<b>\$ 30,809,970</b>	

PROJECT REVENUES - SUMMARIZED	2011	2012	2013	2014	2015	2016	Total
REET I	\$ -						\$ -
REET II	\$ -			\$ 1,025,000	\$ 975,000	\$ 1,000,000	\$ 3,000,000
Conservation Futures	\$ -			\$ 200,000	\$ 700,000		\$ 900,000
Impact Fees						\$ 215,000	\$ 215,000
Partnership(s)	\$ 1,705,000	\$ 798,000	\$ 340,000	\$ 1,234,000	\$ 400,000	\$ 1,500,000	\$ 5,977,000
Grant (s)	\$ 1,618,750	\$ 2,845,000	\$ 1,075,000	\$ 4,050,000	\$ 2,000,000	\$ 2,000,000	\$ 13,588,750
Ending Capital Fund Balance	\$ 1,446,720	\$ 595,000	\$ 687,500	\$ 750,000	\$ 360,000		\$ 3,829,220
Future bonding**				\$ 500,000	\$ 800,000	\$ 2,000,000	\$ 3,300,000
<b>Total</b>	<b>\$ 4,770,470</b>	<b>\$ 4,238,000</b>	<b>\$ 2,102,500</b>	<b>\$ 7,759,000</b>	<b>\$ 5,225,000</b>	<b>\$ 6,715,000</b>	<b>\$ 30,809,970</b>

**Legend**

\*\* Adopted 2006 Comprehensive Plan (PROS) identified proposed future bond issue for capital projects

\* Partnerships =  
 Land Trust (e.g. Trust for Public Land, Great Peninsula Conservancy, Cascade Land Conservancy, etc.)  
 Community/Stewardship donations  
 Other agencies  
 Owner donation  
 Mitigation exchange  
 Other county funds



7:15 EE



**Meeting Date: November 22, 2010**  
**Agenda Item No:**

<b>Kitsap County Board of Commissioners</b>																																											
<b>Office/Department:</b> Parks and Recreation																																											
<b>Staff Contact &amp; Phone Number:</b> James R. Dunwiddie, 337-5350																																											
<b>Agenda Item Title:</b> Resolution Adopting the 2011-2016 Parks and Recreation Capital Facility Plan																																											
<b>Recommended Action:</b> Move the Board adopt the 2011 through 2016 Parks and Recreation Capital Facility Plan.																																											
<b>Summary:</b>	<p>The Parks and Recreation Capital Facility Plan is a strategic annual review of immediate and forecasted projects identified as critical to the mission of the County and the Department. The plan serves as a listing of capital improvement projects, both towards the acquisition, improvement, and development for park purposes during a six-year period. Specifically, the plan identified projects, estimated costs and potential source of funds to complete the project list in the years 2011-2016.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: center;">PROJECT REVENUES - By Source (Potential)</th> <th style="text-align: center;"># of Projects</th> <th style="text-align: center;">Annual Expenditures</th> </tr> </thead> <tbody> <tr> <td>REET I</td> <td style="text-align: right;">\$ -</td> <td style="text-align: center;">10</td> <td style="text-align: right;">2011 \$ 4,770,470</td> </tr> <tr> <td>REET II</td> <td style="text-align: right;">\$ 3,000,000</td> <td style="text-align: center;">11</td> <td style="text-align: right;">2012 \$ 4,238,000</td> </tr> <tr> <td>Conservation Futures</td> <td style="text-align: right;">\$ 900,000</td> <td style="text-align: center;">7</td> <td style="text-align: right;">2013 \$ 2,102,500</td> </tr> <tr> <td>Impact Fees</td> <td style="text-align: right;">\$ 215,000</td> <td style="text-align: center;">11</td> <td style="text-align: right;">2014 \$ 7,759,000</td> </tr> <tr> <td>Partnership(s)</td> <td style="text-align: right;">\$ 5,977,000</td> <td style="text-align: center;">7</td> <td style="text-align: right;">2015 \$ 5,225,000</td> </tr> <tr> <td>Grant (s)</td> <td style="text-align: right;">\$ 13,588,750</td> <td style="text-align: center;">5</td> <td style="text-align: right;">2016 \$ 6,715,000</td> </tr> <tr> <td>Ending Capital Fund Bal.</td> <td style="text-align: right;">\$ 3,829,220</td> <td style="text-align: center;"><b>51</b></td> <td style="text-align: right;"><b>\$ 30,809,970</b></td> </tr> <tr> <td>Future bonding**</td> <td style="text-align: right;">\$ 3,390,000</td> <td></td> <td></td> </tr> <tr> <td></td> <td style="text-align: right;"><b>\$ 30,809,970</b></td> <td></td> <td></td> </tr> </tbody> </table>			PROJECT REVENUES - By Source (Potential)		# of Projects	Annual Expenditures	REET I	\$ -	10	2011 \$ 4,770,470	REET II	\$ 3,000,000	11	2012 \$ 4,238,000	Conservation Futures	\$ 900,000	7	2013 \$ 2,102,500	Impact Fees	\$ 215,000	11	2014 \$ 7,759,000	Partnership(s)	\$ 5,977,000	7	2015 \$ 5,225,000	Grant (s)	\$ 13,588,750	5	2016 \$ 6,715,000	Ending Capital Fund Bal.	\$ 3,829,220	<b>51</b>	<b>\$ 30,809,970</b>	Future bonding**	\$ 3,390,000				<b>\$ 30,809,970</b>		
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<b>Attachments:</b>	1. Resolution, 2011 -2016 Parks and Recreation Capital Facility Plan																																										
<b>Fiscal Impact for this Specific Action</b>																																											
<b>Expenditure required for this specific action:</b>	\$30,809,970																																										
<b>Related Revenue for this specific action:</b>	\$19,565,750 (grants, partnerships)																																										
<b>Cost Savings for this specific action:</b>	\$																																										
<b>Net Fiscal Impact:</b>	\$11,244,220																																										
<b>Source of Funds:</b>	REET, Conservation Futures, Impact Fees, Grants, Ending Fund Balance, Future Bonding																																										
<b>Fiscal Impact (DAS) Review</b>																																											
<b>Departmental/Office Review &amp; Coordination</b>																																											
<b>Department/Office</b>	<b>Elected Official/Department Director</b>																																										
Parks and Recreation	James R. Dunwiddie																																										
<b>Contract Information</b>																																											
<b>Contract Number</b>	<b>Date Original Contract or Amendment Approved</b>	<b>Amount of Original Contract Amendment</b>	<b>Total Amount of Amended Contract</b>																																								

**RESOLUTION 211 -2010****A RESOLUTION ADOPTING THE 2011-2016 SIX-YEAR  
PUBLIC BUILDINGS CAPITAL FACILITY PLAN**

**WHEREAS**, The 2011-2016 Six-Year Public Buildings Capital Facility Plan has been developed in conformance with the goals and policies of the 2006 Kitsap County Comprehensive Plan; and

**WHEREAS**, the 2011-2016 Six-Year Public Buildings Capital Facility Plan consists of a textual narrative that describes current inventory and levels of service as well as a six-year financing plan that, together, update the existing public buildings six-year plan found in Appendix A of the Kitsap County Comprehensive Plan; and

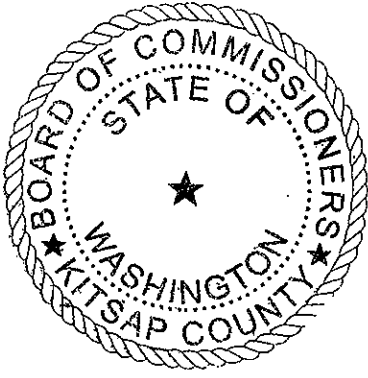
**WHEREAS**, the 2011-2016 Six-Year Public Buildings Capital Facility Plan has been reviewed in public meetings with public involvement; and

**WHEREAS**, in compliance with RCW 36.70A.130(2)(a)(iii) and KCC 21.08.020(H), the Board held a public hearing on November 8, 2010;

**NOW THEREFORE BE IT RESOLVED** by the Board of County Commissioners, in regular session assembled, that the attached Six-Year Public Buildings Capital Facility Plan be adopted as set forth in detail, for the period mentioned, consisting of pages numbered 1 through 2 which are incorporated and made part of this resolution;

**BE IT FURTHER RESOLVED**, that pursuant to RCW 35.70A.130(2)(a)(iii) and KCC 21.08.020(H), the Board of County Commissioners hereby incorporates portions of the Six-Year Public Buildings Capital Facility Plan into the Kitsap County Comprehensive Plan, Appendix A – Capital Facilities Plan. This incorporation by reference replaces and updates the Public Buildings section, specifically the subsection entitled “Capital Facilities Projects and Financing: 2007-2012.”

ADOPTED this 6<sup>th</sup> <sup>December</sup> of November 2010.



**BOARD OF COUNTY COMMISSIONERS  
KITSAP COUNTY, WASHINGTON**

*Josh Brown*  
\_\_\_\_\_  
JOSH BROWN, Chair

*Charlotte Garrido*  
\_\_\_\_\_  
CHARLOTTE GARRIDO, Commissioner

*Steve Bauer*  
\_\_\_\_\_  
STEVE BAUER, Commissioner

ATTEST:

*Opal Robertson*  
\_\_\_\_\_  
Opal Robertson, Clerk of the Board

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**Capital Facilities Projects and Financing 2011-2016**  
(All Amounts Times \$1,000)

<u>COSTS/REVENUES</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>TOTAL</u>
<i>Public Buildings</i>							
<b>1. Courthouse Renovation</b>							
Cost	400.0						400.0
Rev -- Fund Balance	400.0						400.0
<b>2. Central Kitsap Community Campus</b>							
Cost	800.0						800.0
Rev -- LID Grant	800.0						800.0
<b>3. Public Works Road Sheds Energy Upgrades</b>							
Cost	79.0						79.0
Rev -- EECBG Grant	79.0						79.0
<b>4. County Parks Restroom Upgrades</b>							
Cost	30.0						30.0
Rev - EECBG Grant	30.0						30.0

<b>Summary of Costs and Revenues:</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>Total</b>
Public Facilities Costs:	1309.0	0.0	0.0	0.0	0.0	0.0	1309.0
Revenues:							
Fund Balance	400.0						400.0
EECBG Grants	109.0						109.0
LID Grants	800.0	0.0					800.0
<b>Total Revenues</b>	<b>1309.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1309.0</b>

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Meeting Date: November 22, 2010  
 Agenda Item No:

<u>Kitsap County Board of Commissioners</u>		
<b>Department:</b>	Information Services & Facilities	
<b>Staff Contact:</b>	Bud Harris 337-4405	
<b>Title:</b>	Kitsap County 6-Year Public Buildings Capital Facilities Plan	
<b>Recommended Action:</b> Move the Board adopt the Kitsap County 6-year Public Building Capital Facilities Plan		
<b>Summary:</b>	The 2011 through 2016 Six-Year Public Buildings Capital Facility Plan was made available to the Board of County Commissioners for review prior to this hearing. The projects noted below represent fund-balance to complete established projects from prior years and Energy Grants. No new funding is being requested.  <b>Number of Projects: 4</b>  Courthouse Renovation - \$400,000 Central Kitsap Community Campus - \$800,000 Public works road Sheds Energy Upgrades - \$79,000 County Parks Restroom Upgrades - \$30,000  Revenue Sources: Energy and Ecology Grants, Fund Balance  2010 Projects: \$3,918,700 2011 Projects: \$1,309,000 2012 - 2016 - \$ 0	
<b>Attachments:</b>	1. Resolution 2. Capital Facilities Plan	
<b>Fiscal Impact</b>		
<b>Expenditure required for this specific action:</b>	\$ 1,309,000	
<b>Total cost including all related costs:</b>	\$ -	
<b>Related Revenue:</b>	\$ 1,309,000	
<b>Cost Savings:</b>	N/A	
<b>Total Fiscal Impact:</b>	\$	
<b>Source of Funds:</b>	Fund Balance, EECBG and DOE Grants	
<b>Fiscal Impact (OSFP) Review</b>		
<b>Departmental Coordination</b>		
<b>Department</b>	<b>Representative</b>	<b>Recommendation/Comments</b>
Information Svcs & Facilities	Bud Harris	

RESOLUTION NUMBER 212-2010  
Kitsap County Public Works Sewer Utility  
Six-Year Capital Facilities Plan

WHEREAS, in compliance with RCW 90.48 and Kitsap County Code 13.12, the Kitsap County Department of Public Works/Sewer Utility has conducted an assessment of the County owned/operated municipal sanitary sewer systems and has developed a six-year capital facilities plan for financing municipal sanitary sewer system improvements for the period of January 1, 2011 through December 31, 2016 and,

WHEREAS, in further compliance with said RCW, the Board of Kitsap County Commissioners has held a public hearing this 22<sup>nd</sup> day of November, 2010,

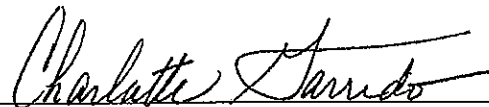
BE IT THEREFORE RESOLVED, by the Board of Kitsap County Commissioners, that the attached Six Year Capital Facilities Plan for Kitsap County Department of Public Works / Sewer Utility be adopted as set forth in detail, for the period mentioned, consisting of one page, which are incorporated and made part of this Resolution.

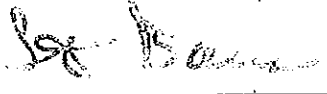
BE IT FURTHER RESOLVED, that, pursuant to RCW 36.70A.130(2)(a)(iv) and KCC 21.08.020(H), the Board of County Commissioners hereby incorporates portions of the Sewer Utility Six-Year Capital Facilities Plan into the Kitsap County Comprehensive Plan, Appendix A – Capital Facilities Plan. This incorporation by reference replaces and updates the Kitsap County Sanitary Sewer section, specifically the subsection entitled "Capital Facilities Projects and Financing: 2007-2012." The portions of the Sewer Utility Six-Year Capital Facilities Plan that are incorporated are only those components necessary for the Capital Facilities Plan, and set forth in the current Capital Facilities Plan.

DATED this 6<sup>th</sup> day of December, 2010.

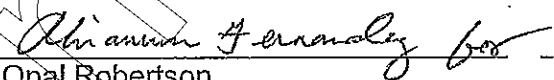
BOARD OF COUNTY COMMISSIONERS  
KITSAP COUNTY, WASHINGTON

  
\_\_\_\_\_  
JOSH BROWN, Chair

  
\_\_\_\_\_  
CHARLOTTE GARRIDO, Commissioner

  
\_\_\_\_\_  
STEVE BAUER, Commissioner

ATTEST:

  
\_\_\_\_\_  
Opal Robertson  
Clerk of the Board

COPY

**Table SS.3-1. Capital Facilities Projects and Financing 2011-2016 (All Amounts Times \$1,000)****SANITARY SEWERS - KITSAP COUNTY SYSTEMS**

<u>COST/REVENUES (in thousands)</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>TOTAL</u>
<i>Treatment Projects</i>							
<b>1. CKTP Headworks Replacement (Capacity/Regulations)</b>							
Cost	4,580.0						4,580.0
Rev - Sewer Revenue Bonds	4,580.0						4,580.0
<b>CKTP Reclaimed Water (Non-capacity/Water Quality)</b>							
Cost	735.5	735.5	1,471.0	5,884.3	5,884.3		14,710.6
Rev - Sewer Revenue Bonds	735.5	735.5	1,471.0	5,884.3	5,884.3		14,710.6
<b>CKTP Aeration Basins Additions/Modifications (Non-capacity/Water Quality)</b>							
Cost	676.7	676.7	1,353.5	5,413.9	5,413.9		13,534.7
Rev - Sewer Revenue Bonds	676.7	676.7	1,353.5	5,413.9	5,413.9		13,534.7
<b>CKTP High Efficiency Blowers (Capacity/Water Quality)</b>							
Cost	62.6	62.6	125.1	500.4	500.4		1,251.1
Rev - Sewer Revenue Bonds	62.6	62.6	125.1	500.4	500.4		1,251.1
<b>CKTP Air Diffuser Replacement (Capacity/Water Quality)</b>							
Cost	4.7	4.7	9.4	37.6	37.6		94.0
Rev - Sewer Revenue Bonds	4.7	4.7	9.4	37.6	37.6		94.0
<b>CKTP Gravity Belt Thickeners (Capacity)</b>							
Cost		3,054.6	4,582.0				7,636.6
Rev - Sewer Revenue Bonds		3,054.6	4,582.0				7,636.6
<b>CKTP Cogeneration Facility (Non-capacity/Energy Use)</b>							
Cost	260.0	1,040.0					1,300.0
Rev - Sewer Revenue Bonds	260.0	1,040.0					1,300.0
<b>CKTP Water System Upgrade (Capacity)</b>							
Cost	9.3	9.3	18.6	74.5	74.5		186.2
Rev - Sewer Revenue Bonds	9.3	9.3	18.6	74.5	74.5		186.2
<b>2. Kingston Reclaimed Water Pre-Design (Non-capacity/Water Quality)</b>							
Cost			250.0	250.0			500.0
Rev - Sewer Revenue Bonds			250.0	250.0			500.0
Subtotal for Capacity Projects	4,656.6	3,131.2	4,735.1	612.5	612.5	0.0	13,747.9
Subtotal for Non-capacity Projects	1,672.2	2,452.2	3,074.5	11,548.2	11,298.2	0.0	30,045.3
<b>SUBTOTAL TREATMENT PROJECTS</b>	<b>6,328.8</b>	<b>5,583.4</b>	<b>7,809.6</b>	<b>12,160.7</b>	<b>11,910.7</b>	<b>0.0</b>	<b>43,793.2</b>

**Table SS.3-1. Capital Facilities Projects and Financing 2011-2016 (All Amounts Times \$1,000)**

<u>COST/REVENUES (in thousands)</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>TOTAL</u>
<u>Pump Station Projects</u>							
3. Pump Station 1 Improvements (Non-capacity/Maintenance)							
Cost	181.5	181.5	363.0	1,452.0	1,452.0		3,630.0
Rev - Sewer Revenue Bonds	181.5	181.5	363.0	1,452.0	1,452.0		3,630.0
4. Pump Station 6 Improvements (Capacity/Maintenance)							
Cost	194.0	194.0	388.0	1,552.0	1,552.0		3,880.0
Rev - Sewer Revenue Bonds	194.0	194.0	388.0	1,552.0	1,552.0		3,880.0
5. Pump Station 8 Improvements (Capacity/Maintenance)							
Cost	64.0	64.0	128.0	512.0	512.0		1,280.0
Rev - Sewer Revenue Bonds	64.0	64.0	128.0	512.0	512.0		1,280.0
6. Pump Station 16 Improvements (Capacity/Maintenance)							
Cost		219.0	219.0	438.0	1,752.0	1,752.0	4,380.0
Rev - Sewer Revenue Bonds		219.0	219.0	438.0	1,752.0	1,752.0	4,380.0
7. Pump Station 67 Improvements (Non-capacity/Efficiency)							
Cost		540.0	540.0	1,080.0	4,320.0	4,320.0	10,800.0
Rev - Sewer Revenue Bonds		540.0	540.0	1,080.0	4,320.0	4,320.0	10,800.0
Subtotal for Capacity Projects	258.0	477.0	735.0	2,502.0	3,816.0	1,752.0	9,540.0
Subtotal for Non-capacity Projects	181.5	721.5	903.0	2,532.0	5,772.0	4,320.0	14,430.0
<b>SUBTOTAL PUMP STATION PROJECTS</b>	<b>439.5</b>	<b>1,198.5</b>	<b>1,638.0</b>	<b>5,034.0</b>	<b>9,588.0</b>	<b>6,072.0</b>	<b>23,970.0</b>
<u>Collection Projects</u>							
8. CK - Techite Forcemain Replacement (Capacity)							
Cost	6,692.0						\$6,692
Rev - Sewer Revenue Bonds	6,692.0						\$6,692
9. CK - Bayshore Drive Gravity Pipe Replacement (Capacity)							
Cost	67.0	67.0	134.0	536.0	536.0		1,340.0
Rev - Sewer Revenue Bonds	67.0	67.0	134.0	536.0	536.0		1,340.0
10. CK - Silverdale Way Gravity Pipe Replacement (Capacity)							
Cost		117.0	117.0	234.0	936.0	936.0	2,340.0
Rev - Sewer Revenue Bonds		117.0	117.0	234.0	936.0	936.0	2,340.0
11. CK - McWilliams Road Forcemain Replacement (Capacity)							
Cost		129.0	129.0	258.0	1,032.0	1,032.0	2,580.0
Rev - Sewer Revenue Bonds		129.0	129.0	258.0	1,032.0	1,032.0	2,580.0



**Table SS.3-1. Capital Facilities Projects and Financing 2011-2016 (All Amounts Times \$1,000)**

<u>COST/REVENUES (in thousands)</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>TOTAL</u>
12. Suquamish - Angeline Avenue Gravity Pipe Improvements (Non-capacity/Infiltration)							
Cost		68.9	68.9	137.8	551.2	551.2	1,378.0
Rev - Sewer Revenue Bonds		68.9	68.9	137.8	551.2	551.2	1,378.0
13. Suquamish - Harris Avenue Gravity Pipe Improvements (Non-capacity/Infiltration)							
Cost		64.2	64.2	128.4	513.6	513.6	1,284.0
Rev - Sewer Revenue Bonds		64.2	64.2	128.4	513.6	513.6	1,284.0
14. Suquamish - NW Quadrant Gravity Pipe Improvements (Non-capacity/Infiltration)							
Cost		57.9	57.9	115.8	463.2	463.2	1,158.0
Rev - Sewer Revenue Bonds		57.9	57.9	115.8	463.2	463.2	1,158.0
15. Suquamish - Beach Gravity Pipe Improvements (Non-capacity/Infiltration)							
Cost		120.0	120.0	240.0	960.0	960.0	2,400.0
Rev - Sewer Revenue Bonds		120.0	120.0	240.0	960.0	960.0	2,400.0
Subtotal for Capacity Projects	6,759.0	313.0	380.0	1,028.0	2,504.0	1,968.0	12,952.0
Subtotal for Non-capacity Projects	0.0	311.0	311.0	622.0	2,488.0	2,488.0	6,220.0
<b>SUBTOTAL COLLECTION PROJECTS</b>	<b>6,759.0</b>	<b>624.0</b>	<b>691.0</b>	<b>1,650.0</b>	<b>4,992.0</b>	<b>4,456.0</b>	<b>19,172.0</b>
<b>SUMMARY COSTS AND REVENUES</b>							
<b>COSTS:</b>							
Capacity Projects	11,673.6	3,921.2	5,850.1	4,142.5	6,932.5	3,720.0	36,239.9
Non-capacity Projects	1,853.7	3,484.7	4,288.5	14,702.2	19,558.2	6,808.0	50,695.3
<b>Total Costs</b>	<b>13,527.3</b>	<b>7,405.9</b>	<b>10,138.6</b>	<b>18,844.7</b>	<b>26,490.7</b>	<b>10,528.0</b>	<b>86,935.2</b>
<b>REVENUES:</b>							
Sewer Revenue Bonds	13,527.3	7,405.9	10,138.6	18,844.7	26,490.7	10,528.0	86,935.2
<b>BALANCE</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

# KITSAP COUNTY SEWER UTILITY

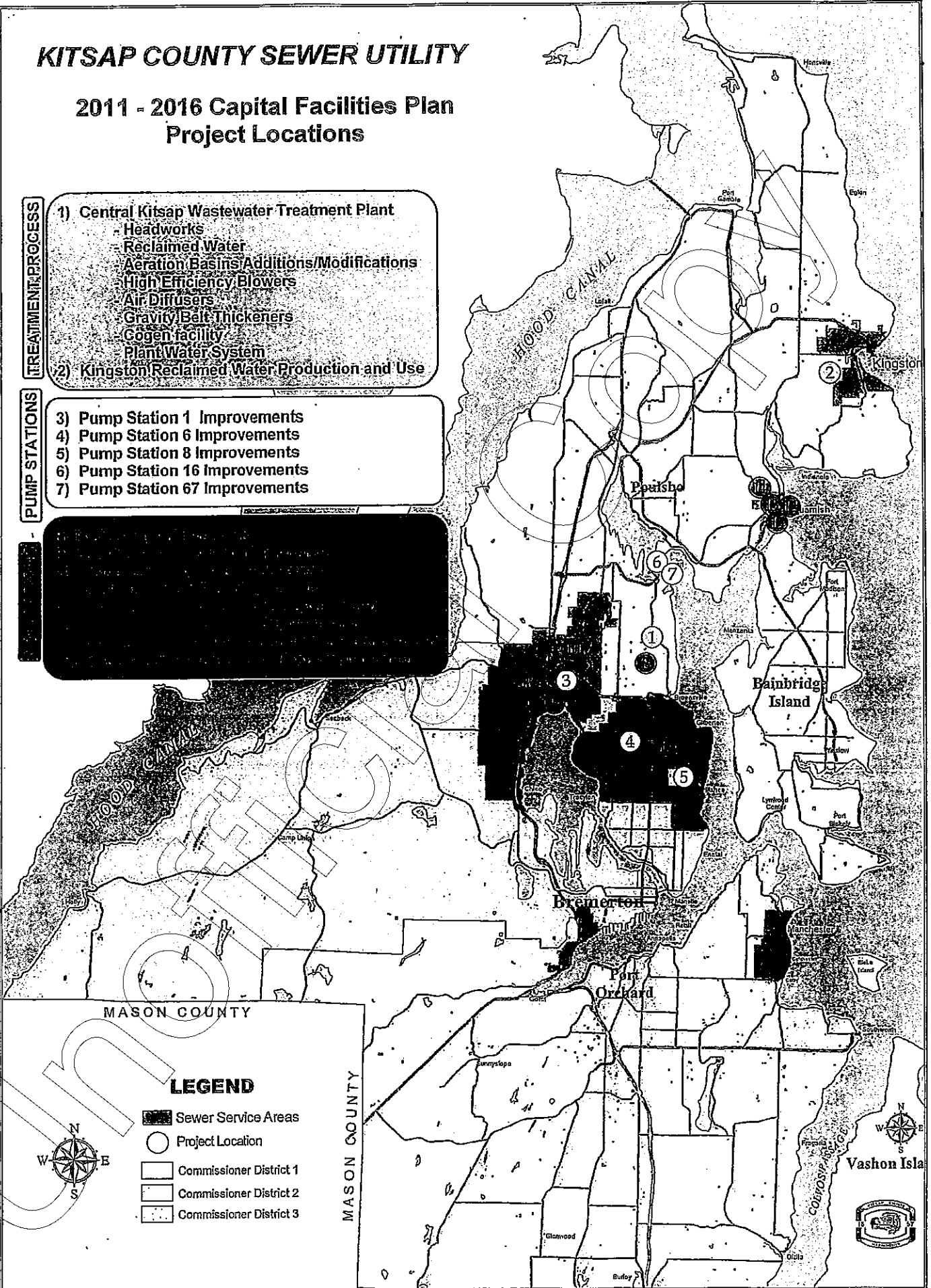
## 2011 - 2016 Capital Facilities Plan Project Locations

TREATMENT PROCESS

- 1) Central Kitsap Wastewater Treatment Plant
  - Headworks
  - Reclaimed Water
  - Aeration Basins/ Additions/ Modifications
  - High Efficiency Blowers
  - Air Diffusers
  - Gravity Belt Thickeners
  - Cogen facility
  - Plant Water System
- 2) Kingston Reclaimed Water Production and Use

PUMP STATIONS

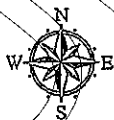
- 3) Pump Station 1 Improvements
- 4) Pump Station 6 Improvements
- 5) Pump Station 8 Improvements
- 6) Pump Station 16 Improvements
- 7) Pump Station 67 Improvements



MASON COUNTY

### LEGEND

- Sewer Service Areas
- Project Location
- Commissioner District 1
- Commissioner District 2
- Commissioner District 3



1.15 Eg



Meeting Date: November 22, 2010  
 Agenda Item No:

<b>Kitsap County Board of Commissioners</b>			
<b>Office/Department:</b> <u>Kitsap County Public Works Sewer Utility</u>			
<b>Staff Contact &amp; Phone Number:</b> <u>Stella Vakarcs, PE, Senior Program Manager, Public Works, (360) 337-4896</u>			
<b>Agenda Item Title:</b> <u>Resolution Establishing Kitsap County Public Works Sewer Utility Six-Year Capital Facilities Plan</u>			
<b>Recommended Action:</b> <u>Motion to Adopt Resolution Establishing Kitsap County Sewer Utility Six-Year Capital Facilities Plan</u>			
<b>Summary:</b>	In compliance with RCW 36.70A.130(2)(a)(iv) and KCC 21.08.020(H), Kitsap County Department of Public Works, Sewer Utility has conducted an assessment of the County owned/operated municipal sanitary sewer systems and has developed the attached Six-Year Capital Facilities Plan. This comprehensive plan will finance municipal sanitary sewer treatment and collection system improvements from January 1, 2011 through December 31, 2016. The plan contains 22 projects and will cost \$86,935,200 in sewer revenue bonds.		
<b>Attachments:</b>	1. <u>Resolution</u> 2. <u>Six-Year Sewer Utility Capital Facilities Plan</u>		
<b>Fiscal Impact for this Specific Action</b>			
<b>Expenditure required for this specific action:</b>	\$86,935,200.00		
<b>Related Revenue for this specific action:</b>	\$0.00		
<b>Cost Savings for this specific action:</b>	\$0.00		
<b>Net Fiscal Impact:</b>	\$86,935,200.00		
<b>Source of Funds:</b>	<u>Sewer Revenue Bonds</u>		
<b>Fiscal Impact for Total Project</b>			
<b>Project Costs:</b>	\$86,935,200.00		
<b>Project Costs Savings:</b>	\$0.00		
<b>Project Related Revenue:</b>	\$0.00		
<b>Project Net Total:</b>	\$86,935,200.00		
<b>Fiscal Impact (DAS) Review</b>			
<b>Departmental/Office Review &amp; Coordination</b>			
<b>Department/Office</b>	<b>Elected Official/Department Director</b>		
Kitsap Co. Public Works	Dave Tucker		
<b>Contract Information</b>			
<b>Contract Number</b>	<b>Date Original Contract or Amendment Approved</b>	<b>Amount of Original Contract Amendment</b>	<b>Total Amount of Amended Contract</b>

COPY

# APPENDIX D:

## Kitsap County Comprehensive Plan Map

Unofficial Copy

# KITSAP COUNTY Washington Comprehensive Plan Land Use Map

Effective February 15, 1999  
Amended December 15, 2010

- Rural Residential
  - Urban Reserve
  - Rural Protection
  - Rural Wooded
  - Mineral Resource
  - Forest Resource Lands
- 
- Rural Commercial
  - Rural Industrial
- 
- Urban Industrial
  - Urban High-Intensity Commercial/Mixed Use
  - Urban Low-Intensity Commercial/Mixed Use
  - Urban Low-Density Residential
  - Urban Medium/High-Density Residential

- Limited Area of More Intense Rural Development - Type I  
RCW 36.70A.070(5)(d)(i)  
Mixed use areas or small communities intensively developed by 1990, where limited land development is appropriate.
- Limited Area of More Intense Rural Development - Type III  
RCW 36.70A.070(5)(d)(ii)  
Lots containing isolated nonresidential uses or new development of isolated cottage industries and isolated small businesses.
- Poulsbo Urban Transition Area
- Public Facility
- Incorporated City
- Military
- Tribal Land
- Lake
- Salt Water

- Urban Growth Area Boundary
- Incorporated City
- Limited Areas of More Intense Rural Development - Type I
- Limited Areas of More Intense Rural Development - Type III
- Reservation Boundary
- Railroad Line
- Tax Parcels

**Kitsap County Comprehensive Planning Map Series**

This map represents the Land Use Map for Kitsap County's Comprehensive Plan as approved by the Kitsap County Board of Commissioners and filed in the State of Washington pursuant to the Washington State Growth Management Act (RCW 36.70A) on May 7, 1999. The shaded land use designations are defined in the text of the Land Use Map Series available from the Department of Community Development.

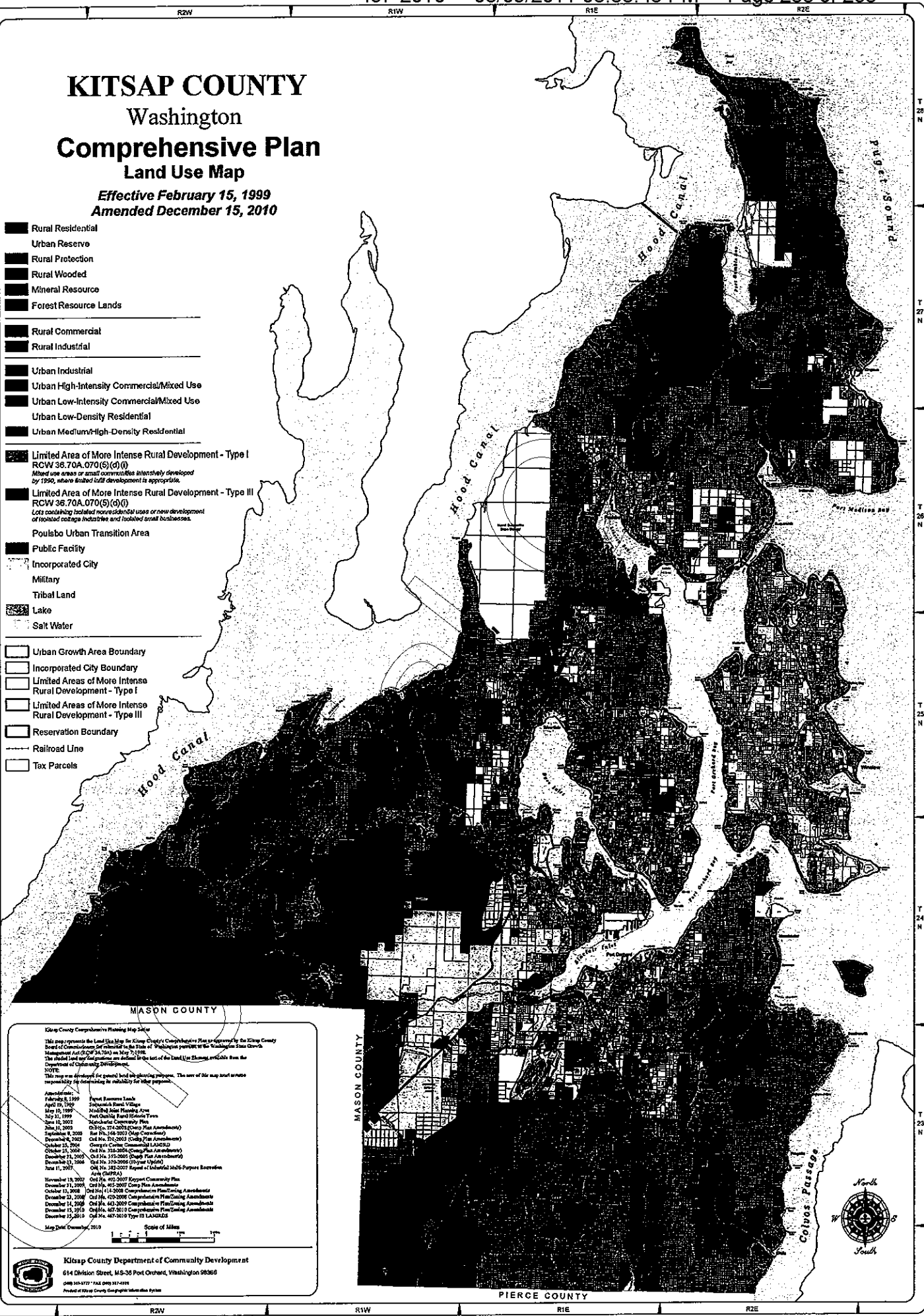
**NOTE:**  
This map was developed for general land planning purposes. The user of this map shall assume responsibility for consulting its reliability for other purposes.

Amendment	Effective Date	Official Title
February 8, 1999	February 8, 1999	First Executive Order
April 19, 1999	April 19, 1999	Interim Final Order
May 19, 1999	May 19, 1999	Final Executive Order
July 21, 1999	July 21, 1999	Final Executive Order
June 10, 2002	June 10, 2002	Comprehensive Community Plan
June 10, 2002	June 10, 2002	Ord. No. 274-2002 (County Plan Amendment)
September 8, 2008	September 8, 2008	Ord. No. 144-2008 (Map Correction)
December 8, 2002	December 8, 2002	Ord. No. 274-2002 (County Plan Amendment)
October 15, 2004	October 15, 2004	Comprehensive Community Plan
October 21, 2004	October 21, 2004	Ord. No. 288-2004 (County Plan Amendment)
December 24, 2005	December 24, 2005	Ord. No. 310-2005 (County Plan Amendment)
December 27, 2004	December 27, 2004	Ord. No. 310-2004 (County Plan Amendment)
June 11, 2007	June 11, 2007	Ord. No. 382-2007 (Final of Amended 1999 Purpose Executive Order)
November 18, 2007	November 18, 2007	Ord. No. 402-2007 (County Plan Amendment)
December 31, 2007	December 31, 2007	Ord. No. 402-2007 (County Plan Amendment)
October 12, 2008	October 12, 2008	Ord. No. 414-2008 (Comprehensive Planning Amendment)
December 23, 2008	December 23, 2008	Ord. No. 420-2008 (Comprehensive Planning Amendment)
December 14, 2008	December 14, 2008	Ord. No. 443-2008 (Comprehensive Planning Amendment)
December 15, 2010	December 15, 2010	Ord. No. 452-2010 (Comprehensive Planning Amendment)
December 15, 2010	December 15, 2010	Ord. No. 467-2010 (Type III LAND USE)

Map Date: December, 2010

Scale of Miles: 0 1 2 3 4 5

**Kitsap County Department of Community Development**  
614 Division Street, MS-36 Post Orchard, Washington 98368  
360-345-5777 FAX 360-345-4331  
Product of Kitsap County Geographic Information System



# APPENDIX E:

## Kitsap County Zoning Map

Unofficial Copy

# KITSAP COUNTY

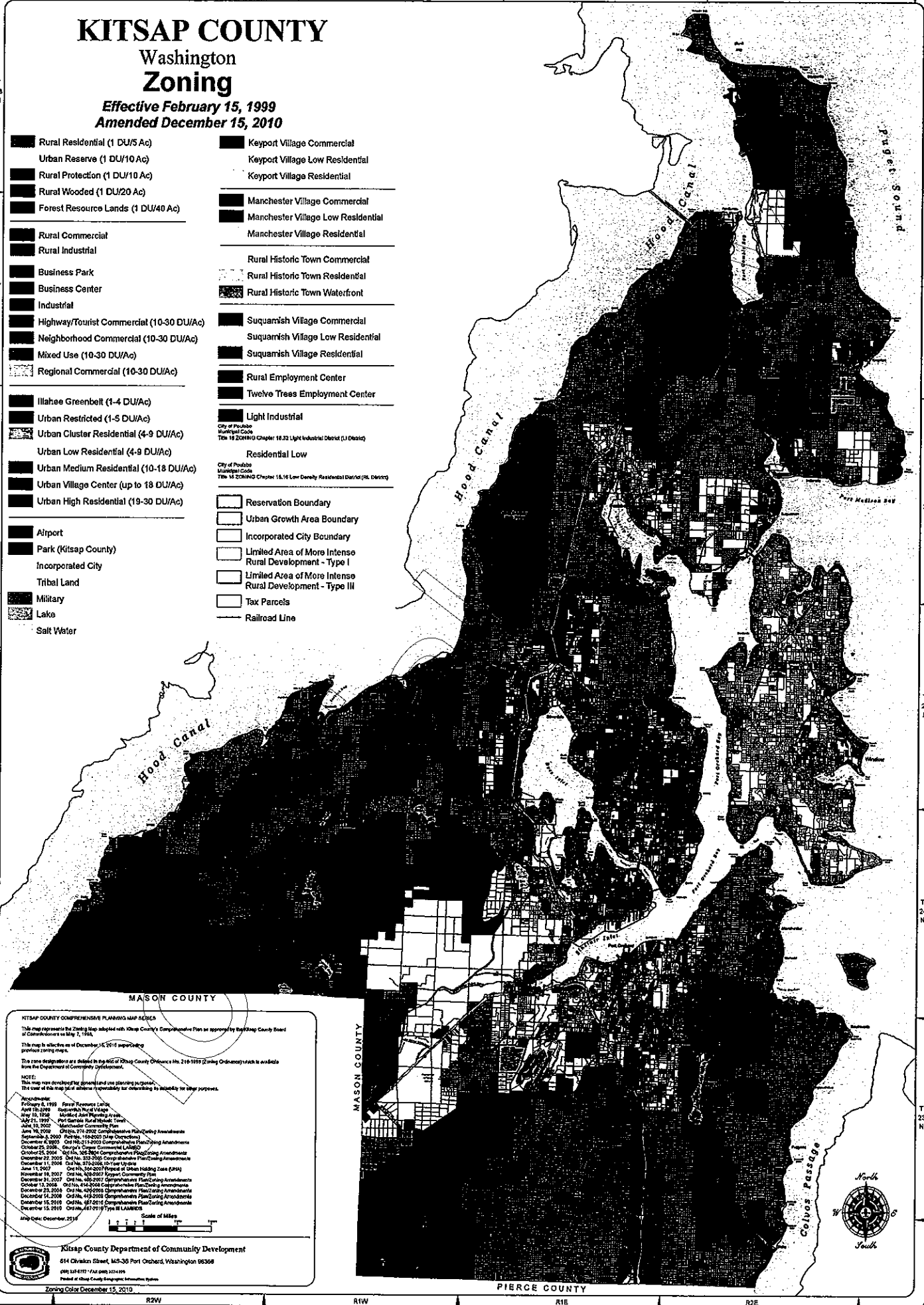
## Washington Zoning

Effective February 15, 1999  
Amended December 15, 2010

- Rural Residential (1 DU/5 Ac)
- Urban Reserve (1 DU/10 Ac)
- Rural Protection (1 DU/10 Ac)
- Rural Wooded (1 DU/20 Ac)
- Forest Resource Lands (1 DU/40 Ac)
- Rural Commercial
- Rural Industrial
- Business Park
- Business Center
- Industrial
- Highway/Tourist Commercial (10-30 DU/Ac)
- Neighborhood Commercial (10-30 DU/Ac)
- Mixed Use (10-30 DU/Ac)
- Regional Commercial (10-30 DU/Ac)
- Illalae Greenbelt (1-4 DU/Ac)
- Urban Restricted (1-5 DU/Ac)
- Urban Cluster Residential (4-9 DU/Ac)
- Urban Low Residential (4-9 DU/Ac)
- Urban Medium Residential (10-18 DU/Ac)
- Urban Village Center (up to 18 DU/Ac)
- Urban High Residential (19-30 DU/Ac)
- Airport
- Park (Kitsap County)
- Incorporated City
- Tribal Land
- Military
- Lakes
- Salt Water
- Keypoint Village Commercial
- Keypoint Village Low Residential
- Keypoint Village Residential
- Manchester Village Commercial
- Manchester Village Low Residential
- Manchester Village Residential
- Rural Historic Town Commercial
- Rural Historic Town Residential
- Rural Historic Town Waterfront
- Suquamish Village Commercial
- Suquamish Village Low Residential
- Suquamish Village Residential
- Rural Employment Center
- Twelve Trees Employment Center
- Light Industrial
- Residential Low
- Reservation Boundary
- Urban Growth Area Boundary
- Incorporated City Boundary
- Limited Area of More Intense Rural Development - Type I
- Limited Area of More Intense Rural Development - Type III
- Tax Parcels
- Railroad Line

City of Poulsbo  
Municipal Code  
Title 16 ZONING Chapter 16.22 Light Industrial District (L) District

City of Poulsbo  
Municipal Code  
Title 16 ZONING Chapter 16.16 Low Density Residential District (RL) District



**KITSAP COUNTY COMPREHENSIVE PLANNING MAP SERIES**

This map represents the Zoning Map adopted with Kitsap County's Comprehensive Plan as approved by the Kitsap County Board of Commissioners on May 7, 1998.

This map is effective as of December 15, 2010 superseding previous zoning maps.

This map is subject to all amendments to Kitsap County Ordinance No. 210-9115 (Zoning Ordinance) which is available from the Department of Community Development.

**NOTE:**  
This map was developed for general informational purposes. The user of this map shall assume responsibility for obtaining its reliability for other purposes.

**Amendments:**  
February 8, 1999 Forest Resource Lands  
April 10, 2000 Residential Use at Village  
July 18, 1998 Modified Land Use Planning Areas  
July 21, 1992 Port Gastino Rural Mixed-Use Town  
June 18, 2002 Manchester Community Plan  
June 18, 2002 Ord. No. 210-2002 Comprehensive Plan/Zoning Amendments  
September 8, 2009 Forests (10-2009) (21st Amendment)  
December 8, 2009 Ord. No. 210-2009 Comprehensive Plan/Zoning Amendments  
October 25, 2006 Ord. No. 198-2006 Comprehensive Plan/Zoning Amendments  
October 25, 2004 Ord. No. 198-2004 Comprehensive Plan/Zoning Amendments  
December 27, 2005 Ord. No. 205-2005 Comprehensive Plan/Zoning Amendments  
December 11, 2006 Ord. No. 210-2006 10-Year Update  
June 11, 2007 Ord. No. 210-2007 Forest of Urban Housing Code (FUS)  
November 19, 2007 Ord. No. 210-2007 Comprehensive Plan/Zoning Amendments  
December 11, 2007 Ord. No. 210-2007 Comprehensive Plan/Zoning Amendments  
October 12, 2008 Ord. No. 210-2008 Comprehensive Plan/Zoning Amendments  
December 23, 2008 Ord. No. 210-2008 Comprehensive Plan/Zoning Amendments  
December 23, 2008 Ord. No. 210-2008 Comprehensive Plan/Zoning Amendments  
December 15, 2010 Ord. No. 210-2010 Comprehensive Plan/Zoning Amendments  
December 15, 2010 Ord. No. 210-2010 Comprehensive Plan/Zoning Amendments

Map Date: December, 2010

Scale of Miles  
0 1 2 3 4 5

Kitsap County Department of Community Development  
614 Chaskan Street, MS-36 Port Orchard, Washington 98366  
(360) 874-4177 FAX (360) 874-4195  
Product of Kitsap County Geographic Information System  
Zoning Color December 15, 2010



## APPENDIX F:

Board of Commissioner's Changes from the Planning Commission  
Recommendations and Adopting Ordinance Changes

Unofficial Copy



KITSAP COUNTY 2010 COMPREHENSIVE PLAN AMENDMENTS  
 BOARD OF COMMISSIONERS CHANGES FROM PLANNING COMMISSION RECOMMENDATIONS  
 AND ADOPTING ORDINANCE CHANGES  
 9 AM, Dec 15, 2010  
 BCC Chambers, 614 Division St, Port Orchard, WA

#	No. / Item / Chapter	Page No.	Current Ordinance Text before BCC	Proposed Revisions/Motion	Document Location
1	Ordinance Section 3	Ord Page 10	Adopts Planning Commission recommendation on Chapter 3 Rural and Resource Lands	<p>Prefacing LAMIRDS, rural commercial and rural industrial with a general introduction:</p> <p><i>&lt;... move to amend the main motion to amend Ordinance Section 3.6, adding new Subsection d, changing the title of 3.1.9 from Rural Commercial and Rural Industrial to Rural Economies and immediately editing the Chapter by inserting the following introductory paragraphs:</i></p> <p>The Growth Management Act recognizes and encourages rural economic development that is focused on providing employment and services to rural residents. Given the nature of Kitsap County demographics, commercial and industrial sites have developed over the years. Recognizing the need to sustain this rural economy, Kitsap County developed three types of land use designations. Rural Commercial, Rural Industrial, and Limited Areas of More Intensive Rural Development are designed to serve the citizens living outside the urban growth areas and provide employment opportunities.</p> <p>It is recognized that the primary location for commercial and industrial uses are within the urban growth areas. However, there are appropriate commercial, industrial and employment center uses that support rural economies. Sufficient commercial and industrial capacity has been allocated to meet existing needs at the time of adoption of the 2010</p>	Comp Plan, Chapter 3, pg 36

Attachment F

#	No. / Item / Chapter	Page No.	Current Ordinance Text before BCC	Proposed Revisions/Motion	Document Location
2	Ordinance Section 3	Ord page 10	Adopts Planning Commission recommendation on Chapter 3 'Rural and Resource Lands'	<p>Comprehensive Plan amendments. &gt;</p> <p>Establishing additional Rural Site Specific Amendment policy:</p> <p>&lt;.... move to amend the main motion to amend Ordinance Section 3.6, adding new Subsection e, adding the following:</p> <p><b>Policy RL-8:</b> Unlimited expansion of commercial and industrial uses in the rural areas is not appropriate. Accordingly, only limited new commercial and industrial uses will be permitted in the rural areas, per KCC 21.08. Such commercial and industrial uses must be consistent with GMA and Comprehensive Plan requirements for rural areas, preserve Kitsap County's rural character, and shall not allow urban-type uses or services. &gt;</p>	Comp Plan, Chapter 3, pg 41
3	Ordinance Section 3	Ord page 10	Adopts Planning Commission recommendation on Chapter 3 'Rural and Resource Lands'	<p>Noting Agricultural policy development will begin in 2011:</p> <p>&lt;.... move to amend the main motion to amend Ordinance Section 3.6, adding new Subsection f, adding the following language just prior to Goal 7: The following goals are established, recognizing the Food and Farm Policy Council will be making recommendations in 2011 on detailed policies regarding the County food production system. &gt;</p> <p>Deleting Agricultural policies:</p> <p>&lt;.... move to amend the main motion to amend</p>	Comp Plan, Chapter 3, pg 50
4	Ordinance Section 3	Ord page 10	Adopts Planning Commission recommendation on Chapter 3 'Rural and Resource Lands'		Comp Plan, Chapter 3, pg 50+

#	No. / Item / Chapter	Page No.	Current Ordinance Text before BCC	Proposed Revisions/Motion	Document Location
5	Ordinance Section 4	Ord pg 11	Adopts Planning Commission recommendation approving Rural Commercial and Rural Industrial Density and Dimensions Table	<p>Ordinance Section 3.6, adding new Subsection g, deleting policies RL-36 to RL-45: &gt;</p> <p>Changes the Rural Commercial and Rural Industrial maximum impervious limitation to 85%:</p> <p>&lt;... move to amend the main motion to amend Ordinance Section 4.4, adding new Subsection b, changing the maximum impervious surface requirement for Rural Commercial and Rural Industrial from 50% to 85%. &gt;</p>	RCCO/RI Commercial Zones Density and Dimensions Table, KCC Sections 17.382.070 & .080
6	Ordinance Section 5	Ord pg 12	Adopts Planning Commission Recommendation on Keyport as a proposed LAMIRD	<p>Deletes Keyport as a proposed LAMIRD and allows for Site Specific Amendments for part of the area:</p> <p>&lt;... move to amend the main motion to amend Ordinance Section 5.6, adding new Subsection d, which will not designate Keyport Junction as a LAMIRD and will approve certain zone changes in the area:</p> <p>The BCC finds the Keyport Junction not to be suitable as a requested LAMIRD and denies the Keyport LAMIRD designation. Tax parcel 342601-2-004-2007 will remain Rural Residential; tax parcel 342601-2-002-2009 will be Rural Commercial in its entirety, correcting a Rural Residential split-zoning of the property; tax parcel 342601-1-083-2003 will change from Rural Residential to Rural Commercial; and the Comprehensive Land Use Map will be changed accordingly. &gt;</p>	Keyport LAMIRD section

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#	No. / Item / Chapter	Page No.	Current Ordinance Text before BCC	Proposed Revisions/Motion	Document Location
7	Ordinance Section 5	Ord pg 12	Adopts Planning Commission recommendation approving Bond-Gunderson LAMIRD	<p>Adds an industrially-zoned parcel to the LAMIRD:</p> <p>&lt;.... move to amend the main motion to amend Ordinance Section 5.6, adding new Subsection e, which will add a southern industrially-zoned parcel to the proposed Bond-Gunderson LAMIRD:</p> <p>The BCC finds the southernmost industrially-zoned property, tax parcel 012601-4-007-2009, which is not heretofore included in the proposed Bond-Gunderson LAMIRD, will be included within the approved LAMIRD boundary. &gt;</p>	Bond-Gunderson LAMIRD section
8	Ordinance Section 5	Ord pg 12	Adopts Planning Commission recommendation approving LAMIRD Rural Employment Center Zone and 12 Trees Center Zone Use Table	<p>Amends the Use Table for the Rural Employment Center Zone and 12 Trees Center zones:</p> <p>&lt;.... move to amend the main motion to amend Ordinance Section 5.6, adding new Subsection f, which amends the Use Table for the Rural Employment Center Zone and 12 Trees Center zones:</p> <p><u>Kennels or Pet Daycares shall be Permitted in the Employment Center Zone and 12 Trees Center Zone &gt;</u></p>	LAMIRD Use Table section
9	Ordinance Section 5	Ord pg 12	Adopts Planning Commission recommendation approving LAMIRD Rural Employment Center Zone and 12 Trees Center Zone Use Table	<p>Amends the Use Table for the Rural Employment Center Zone and 12 Trees Center zones:</p> <p>&lt;.... move to amend the main motion to amend Ordinance Section 5.6, adding new Subsection g, which amends the Use Table for the Rural Employment Center Zone and 12 Trees Center zones:</p> <p><u>Boat Yards shall be Permitted in the Employment Center Zone and 12 Trees Center Zone &gt;</u></p>	LAMIRD Use Table section

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10	Ordinance Section 5	Ord pg 12	Adopts Planning Commission recommendation approving LAMIRD Rural 12 Trees Center Zone Use Table	<p>Amends the Use Table for the 12 Trees Center zone:</p> <p>&lt;... move to amend the main motion to amend Ordinance Section 5.6, adding new Subsection h, which amends the Use Table for the 12 Trees Center zone:</p> <p><u>General Office and Management Services 4,000-9,999 sq ft shall be Permitted in the 12 Trees Employment Center Zone &gt;</u></p>	LAMIRD Use Table section

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11	Ordinance Section 5	Ord pg 12	<p>Adopts Planning Commission recommendation approving LAMIRD Rural Employment Center Zone and 12 Trees Center Zone, Landscaping</p>	<p>Modifies buffer requirements for LAMIRDs:</p> <p>&lt;.... move to amend the main motion to amend Ordinance Section 5.6, adding new Subsection i, which amends the landscape buffer code for the Rural Employment Center Zone and 12 Trees Center zones:</p> <p><u>Landscaping</u>                      Landscaping requirements shall be in accordance with 17.385. It is recognized that buffers have value in providing a consistent screening between uses, intensities and zones which may otherwise conflict. Buffers shall only be required along the exterior boundary of the Rural Employment Center and 12 Trees Center zones.</p> <p>For new development where existing approved screening buffers about the subject lot, the director shall apply an appropriate screening buffer width of no less than 25 feet and no greater than 50 feet, depending on the proposed project or site impacts, such as traffic generation, light, noise, glare, odor, dust, visual impact, adjacent residential development. To the extent feasible, the Director shall maintain consistent buffer widths throughout the development.</p> <p>For new development where there are not existing approved screening buffers abutting the subject lot, the director shall apply an appropriate screening buffer width of no less than 25 feet and no greater than 50 feet, depending on the proposed project or site impacts, such as traffic, light, noise, glare, odor, dust, visual impact, adjacent residential development.</p> <p>All legally created existing businesses, upon the date of adoption, within the REC and TTEC boundaries, are exempt from complying with the above. &gt;</p>	Rural Employment Center and 12 Trees Employment Center Zones section

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12	Ordinance Section 7	Ord pg 14	Adopts amendments to the Capital Facilities Plan	<p><b>Corrects mistaken language in Ordinance Section 7:</b></p> <p><i>&lt;.... move to amend the main motion to amend Ordinance Section 7, striking Sections 7.1 and 7.2 and replacing with</i></p> <ol style="list-style-type: none"> <li>1) The proposed capital facility amendments are consistent with the Kitsap County Comprehensive Plan and the 2009-2010 budgets. The Plan reflects circumstances related to the proposed amendments that are no longer valid and there is new information available which was not considered during the adoption of, or during the last annual amendment to, the Comprehensive Plan.</li> <li>2) The proposed amendment is consistent with Kitsap County-wide Planning Policies, and the proposed amendment complies with the requirements of the GMA, specifically RCW 36.70A.120 and RCW 36.70A.070(3). &gt;</li> </ol>	Ord pg 14

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13	Ordinance Section 8	Ord pg 16	Adoption of specific actions	<p>Notes mapping error from 2006 and providing a mapping correction:</p> <p>&lt;... move to amend the main motion to amend Ordinance Section 8, adding Subsection 9, adding:</p> <p>Pursuant to Ord 370-2006, adopting the 2006 10-Year Kitsap County Comprehensive Plan Update, the Pilger properties, tax ID nos. 33240220642006 and 33240220652005, were approved as Neighborhood Commercial zone designations. The designations were shown in Alternative 2 in the approved Draft Environmental Impact Statement, Volume II, Figure 2.6-4. Ordinance 370-2006 adopts Alternative 2 in Section 4.1. With approval, the mapping error is hereby corrected, and, further, is hereby shown as Rural Commercial zone designations. &gt;</p>	Ord pg 16

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14	New Section 9	Ord pg 16	<p style="text-align: center; font-size: 48px; opacity: 0.3;">Copy</p>	<p>Adds guidance for development of Site Specific Amendment policy and criteria in 2011:</p> <p>&lt;.... move to amend the main motion to add new Section 9, providing direction on Site Specific Amendment policy and code criteria development in 2011, and renumber subsequent Ordinance sections:</p> <p>The Board of Commissioners will not accept site specific amendment applications until after policy criteria are adopted regarding the timing, schedule, and approval of new site-specific amendments proposals (rural residential, commercial and industrial, changes to existing Limited Areas of More Intensive Rural Development). Approval criteria shall be brought forward as a work item in the docketing resolution in January 2011, and may include at minimum:</p> <ul style="list-style-type: none"> <li>• Demonstration of an unmet rural need.</li> <li>• Preservation of Kitsap County's rural character.</li> <li>• Principally serving rural residents and/or tourists.</li> <li>• Demonstration of a lack of available/undeveloped/unused commercial and/or industrial zoning within a reasonable distance (distance from other commercial / industrial zoning).</li> <li>• Provision of appropriate rural services.</li> <li>• Contiguity to existing industrial or commercial zoning designations. Exceptions to this policy must demonstrate a unique or exceptional need and will be subject to an overlay use zone.</li> <li>• The property is sized appropriately to meet the rural need.</li> </ul> <p>The Comprehensive Plan and/or Chapter 21.08 shall be revised as needed consistent with the developed criteria above. &gt;</p>	Ord pg 16

Kitsap County 2010 Comprehensive Plan Amendments  
Items of Additional Discussion