



ORDINANCE NO. 511-2013

RELATING TO GROWTH MANAGEMENT, AMENDING THE KITSAP COUNTY COMPREHENSIVE PLAN AND ASSOCIATED MAPS

BE IT ORDAINED:

Section 1. The Kitsap County Board of Commissioners makes the following findings:

- 1) The Washington State Growth Management Act Revised Code of Washington (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 the Growth Management Act, Chapter 36.70A Revised Code of Washington, 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 Growth Management Act, County-wide Planning Policies, applicable plan policies and other requirements of federal, state and/or local laws (Comprehensive Plan, Policy LU-38). Policy LU-39 directs the County to docket and consider Plan amendments and related amendments to regulations comprehensively consistent with Revised Code of Washington Chapter 36.70A.
- 3) Kitsap County Code, Chapter 21.08 Annual Comprehensive Plan Amendment Procedures, Section 21.08.030, provides that the Board of County Commissioners will establish a schedule for review and possible amendment of the Comprehensive Plan each year.
- 4) The Comprehensive Plan guides future growth in Kitsap County and responds to changes in conditions or assumptions. The Comprehensive Plan Amendment process provides an opportunity for members of the public to suggest amendments to the County's Comprehensive Plan, and to Kitsap County Code, if required to maintain consistency with the Comprehensive Plan.
- 5) The Board of County Commissioners finds that the Comprehensive Plan amendments adopted in this Ordinance are consistent with the Growth Management Act, County-wide Planning Policies, and other applicable requirements. In conducting review of these amendments, Kitsap County has followed state law, and particularly given attention to Revised Code of Washington 36.70A.370.

**AUDITORS NOTE
LEGIBILITY FOR RECORDING AND COPYING
UNSATISFACTORY IN A PORTION OF THIS
INSTRUMENT WHEN RECEIVED.**

Section 2. General Procedural Findings. The Board of County Commissioners makes the following findings regarding the process and public participation aspects in amending the Comprehensive Plan:

- 1) On November 26, 2012, following timely and effective public notice, the Kitsap County Board of Commissioners adopted Resolution 177-2012, which set forth a process and timeline for the annual Comprehensive Plan Amendment process pursuant to Kitsap County Code 21.08.030, and which included an initial docket. The resolution identified a public participation schedule for development and amendment of the Comprehensive Plan and development regulations through the Planning Commission and Board of County Commissioners' 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 2013 Comprehensive Plan Amendments include consideration of the adoption of requirements for textual and policy revisions relating to the Gorst Sub-Area Plan and associated development regulations, the Non-Motorized Facility Plan, Capital Facility Plan amendments, and associated amendments to the Kitsap County Comprehensive Plan Land Use Map.
- 3) Gorst Sub-Area Plan Policy and Code Amendments, Amending Chapter 15 "Urban Sub-Area Plans" of the Comprehensive Plan, and adopting the Gorst Watershed Characterization by reference.

Pursuant to Resolution 177-2012, the Board of County Commissioners directed staff to amend the Comprehensive Plan, Chapter 15, 'Urban Sub-Area Plans' to incorporate the Gorst Sub-Area Plan.

- The County and City conducted an extensive public participation process to gather comment on the plan over an 18-month period.
- On October 12, 2012, the City of Bremerton, as the lead agency and responsible official for this planning process, issued a State Environment Policy Act (SEPA) Determination of Significance and Scope of Planned Action Environmental Impact Statement (EIS) for the Gorst Watershed Characterization and Framework, Sub-Area Plan and associated development regulations. Pursuant to WAC 197-11-600(4)(a), Kitsap County has met its SEPA requirements through the City's lead agency determinations.
- On June 10, 2013, the County and City released the Draft Sub-Area Plan and development regulations as well as Draft Planned Action EIS for the Gorst watershed. The County and City received comments on the draft documents for consideration.
- On June 12, 2013, a 60-day notice of intent to adopt the Gorst Sub-Area Plan and associated development regulations, was issued to the Washington State Department of Commerce. A letter of acknowledgement was received on June 17, 2013.

- On October 1, 2013, Kitsap County issued the Notice of Planning Commission Public Hearing in the legal public action of record in regards to the contents of the planning documents.
- On October 1, 2013, following timely and effective public notice, the Planning Commission held a briefing and work-study session to review and discuss the proposed planning documents.
- On October 8, 2013, the County and City released the Final EIS for the proposed planning documents.
- On October 15, 2013, following timely and effective public notice, the Planning Commission held a public hearing to consider written and oral testimony on the draft amendments.
- On October 22, 2013, the Planning Commission, following timely and effective notice, deliberated on the proposed planning documents based upon public comments. At this meeting, the Planning Commission recommended revisions to the development regulations within the Gorst Sub-Area Plan. The Planning Commission voted to approve the Gorst Sub-Area Plan with amendments, and forwarded the Sub-Area Plan to the Board of Commissioners.
- On November 4, 2013, following timely and effective public notice, the Board of Commissioners held a work-study on the Gorst Sub-Area Plan and related documents.
- On November 25, 2013, following timely and effective public notice, the Board of Commissioners conducted a public hearing to accept oral and written comment regarding the Planning Commission recommended Preferred Gorst Sub-Area Plan. The public hearing was continued until December 2, 2013 for decision only.

4) Non-Motorized Facility Plan

Pursuant to Resolution 177-2012, the Board of County Commissioners directed staff to create a Non-Motorized Facility Plan, amending Chapter 8, 'Transportation', and adopting by the Plan by reference.

- On September 16, 2013, The County released the draft Non-Motorized Facility Plan for public comment and notified all interested parties of an upcoming public hearing before the Planning Commission to be held on October 1, 2013.
- On September 17, 2013, following timely and effective public notice, the Planning Commission held a briefing and work session to review and discuss the proposed Non-Motorized Facility Plan and Comprehensive Plan amendments.

- On September 18, 2013 Kitsap County submitted a 60-day notice of intent to adopt the Non-Motorized Facility Plan and modify Comprehensive Plan amendments, to the Washington State Department of Commerce. A Commerce letter of acknowledgement of receipt was received on September 19, 2013. This comment period ended on November 18, 2013.
 - On September 19, 2013, Kitsap County issued a State Environmental Policy Act (SEPA) Determination of Non-Significance. The SEPA comment and appeal period was extended to October 10, 2013. No comments were submitted and no appeals were filed.
 - On September 19, 2013, Kitsap County issued a Notice of Planning Commission Public Hearing in the legal publication of record in regards to the proposed Non-Motorized Trail Plan and Comprehensive Plan amendments.
 - On October 1, 2013, following timely and effective public notice, the Planning Commission held a public hearing to consider oral and written testimony on the draft amendments. The Planning Commission continued the hearing to October 15th for additional oral testimony.
 - On October 15, 2013, the Planning Commission held the continued public hearing to accept additional testimony on the draft plan and Comprehensive Plan amendments.
 - On October 22, 2013, the Planning Commission, following timely and effective notice, deliberated on the Non-Motorized Facility Plan and proposed Comprehensive Plan amendments. At this meeting, the Planning Commission recommended several changes to the Plan and its associated maps.
 - On November 4, 2013, following timely and effective public notice, the Board of Commissioners held a work-study session on the Non-Motorized Facility Plan.
 - On November 25, 2013, following timely and effective public notice, the Board of Commissioners conducted a public hearing to accept oral and written comment regarding the Planning Commission recommended Preferred Non-Motorized Trail Plan. The public hearing was continued until December 2, 2013 for decision only.
- 5) Capital Facilities Plan. Pursuant to Resolution 177-2012, the Kitsap County Board of Commissioners directed staff to revise portions of the Kitsap County Capital Facilities Plan. To fulfill this requirement, 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 Revised Code of Washington 36.70A.130.

- a) On November 25, 2013, 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 the Gorst Sub-Area Plan and Associated Documents: 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, and associated development regulations:

- 1) The Kitsap County Planning Commission reviewed the Gorst Sub-Area Plan and related documents, 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 Growth Management Act (Revised Code of Washington 36.70A.020). Except where otherwise noted, the Board of County Commissioners hereby adopts the findings of the Planning Commission.
- 2) The Board of County Commissioners hereby adopts and incorporates by this reference, the findings made by the Kitsap County Planning Commission on October 22, 2013, for the revisions to 'Chapter 15' relating to the Gorst Sub-Area Plan, which found that the proposed text amendments met the criteria or recommendation or decision, as per Sections 21.08 of the Kitsap County Code, and met the Growth Management Act requirements.
- 3) Except where otherwise noted, the Board of County Commissioners hereby adopts the findings of the Planning Commission. Additionally, the Board finds:
 - a) The proposed amendments are consistent with Growth Management Act goals in Revised Code of Washington 36.70A.020.
 - b) The proposed revisions are consistent with Kitsap County Code 21.08.
 - c) Comprehensive Plan Chapter 15 'Urban Sub-Area Plans', shall be amended to incorporate the Gorst Sub-Area Plan, as outlined in Appendix B of this Ordinance. The Gorst Watershed Characterization and Framework and Environmental Impact Statement are hereby adopted by reference.

Section 4. Substantive Findings related to the Non-Motorized Facility Plan: The Board of County Commissioners makes the following findings related to the Non-Motorized Facility Plan, amending Chapter 8 'Transportation' of the Comprehensive Plan:

- 1) The Kitsap County Planning Commission reviewed the Non-Motorized Facility 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 Growth Management Act (Revised Code of Washington 36.70A.020). Except where otherwise noted, the Board of County Commissioners hereby adopts the findings of the Planning Commission.

- 2) The Board of County Commissioners hereby adopts and incorporates by this reference, the findings made by the Kitsap County Planning Commission on October 22, 2013, for the revisions to Chapter 8 'Transportation', relating to the Non-Motorized Facility Plan, which found that the proposed text amendments met the criteria or recommendation or decision, as per Sections 21.08 of the Kitsap County Code, and met the Growth Management Act requirements.
- 3) Additionally, the Board of County Commissioners finds:
 - a) The proposed amendments are consistent with Growth Management Act goals in Revised Code of Washington 36.70A.020.
 - b) The proposed revisions are consistent with Kitsap County Code 21.08.
 - c) Comprehensive Plan Chapter 8 'Transportation', shall be amended to incorporate the goals and policies outlined in the Non-Motorized Facility Plan, as outlined in Appendix C of this Ordinance. The Non-Motorized Facility Plan in its entirety is hereby adopted by reference.

Section 5. Substantive Findings related to the amendments to the Kitsap County Capital Facilities Plan. The Board of County Commissioners hereby adopts by reference Resolutions 170-2013, 171-2013, 172-2013, 173-2013, 174-2013, and 175-2013.

- 1) The proposed capital facility amendments are consistent with the Kitsap County Comprehensive Plan and the 2013-2014 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 Growth Management Act, specifically Revised Code of Washington 36.70A.120 and Revised Code of Washington 36.70A.070(3).

Section 6. 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 Revised Code of Washington, and Article 11, Section 11 of the Washington Constitution:

- 1) The amendments to the Capital Facilities Plan attached hereto as Appendix A and incorporated herein by this reference.

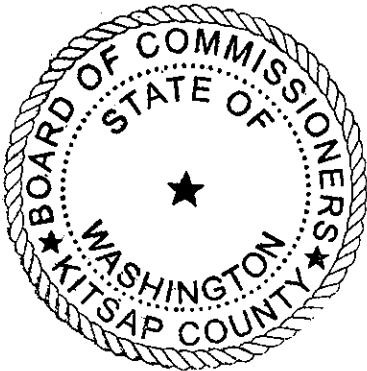
- 2) The amendments to Comprehensive Plan pertaining to the Gorst Sub-Area Plan and associated development regulations, hereto as Appendix B and Appendix E, set forth in subsection 3 (3)(c) of this Ordinance. The Gorst Watershed Characterization and Framework is hereby adopted by reference.
- 3) The amendments to the Comprehensive Plan pertaining to the Non-Motorized Facility Plan, set forth in subsection 4(3)(c) of this Ordinance.
- 4) The following sections of the Kitsap County Code (KCC) are hereby amended as set forth in Appendix B, and incorporated herein by this reference.
 - KCC 17.355.010 "Commercial Zones Purpose" is amended to include Low Intensity Commercial (LIC).
 - KCC 17.355.080 "Other Provisions" is amended to include additional requirements for the LIC.
 - KCC 17.378 "Gorst Sub-Area Plan" is created to include the Gorst Sub-Area Plan development regulations.
 - KCC 17.381.040(A) "Urban Residential Zones" is amended to be consistent with the Gorst Sub-Area Plan.
 - KCC 17.381.040(B) "Commercial and Mixed Use Zones" is amended to be consistent with the Gorst Sub-Area Plan.
 - KCC 17.381.040(E) "Parks, Rural and Resource Zones" is amended to be consistent with the Gorst Sub-Area Plan.
 - KCC 17.381.050 "Footnotes for zoning use table" is amended to include Gorst Sub-Area Plan specific requirements.
 - KCC 17.382.035 "Additional mixed use development standards" is amended to include Gorst Sub-Area Plan specific requirements.
 - KCC 17.382.060 "Urban Residential Density and Dimensions Table" is amended to be consistent with the Gorst Sub-Area Plan.
 - KCC 17.382.070 "Commercial and Mixed Use Density and Dimensions Table" is amended to be consistent with the Gorst Sub-Area Plan.
 - KCC 17.382.100 "Parks, Rural and resource Density and Dimensions Table" is amended to be consistent with the Gorst Sub-Area Plan.
 - KCC 17.382.110 "Footnotes for tables" is amended to include Gorst Sub-Area specific requirements.
- 5) The amendments to the Kitsap County Zoning Map and Comprehensive Plan Land Use Map set forth by Section 3 of this Ordinance.

Section 7. 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 8. Effective Date. This ordinance shall take effect immediately.

Section 9. 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 2nd day of December, 2013.



KITSAP COUNTY BOARD OF COMMISSIONERS

Josh Brown

JOSH BROWN, CHAIR

Charlotte Garrido

CHARLOTTE GARRIDO, COMMISSIONER

ATTEST:

Dana Daniels

Dana Daniels
Clerk of the Board

Robert Gelder

ROBERT GELDER, COMMISSIONER

Approved as to form:

Shelley E. Kneip

Shelley E. Kneip
Deputy Prosecuting Attorney

RESOLUTION 170-2013
Resolution Adopting the 2014 through 2019
Six-Year Transportation Improvement Program

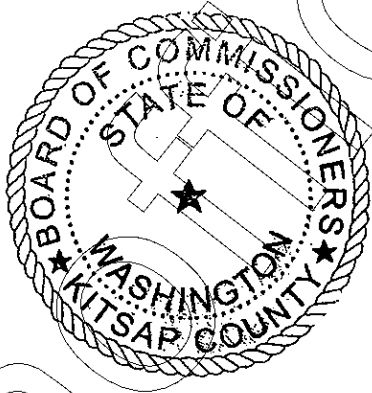
WHEREAS, in compliance with RCW 36.81.121 and WAC 136-14, the Board of Kitsap County Commissioners hereby certifies that a priority array of potential projects on this County's arterial system and a bridge condition report were prepared by the County Engineer and made available to the Board of County Commissioners during the preparation of a proposed six-year comprehensive road construction program for the period January 1, 2014 to December 31, 2019 and,

WHEREAS, in further compliance with said law the Board has held thereon a public hearing this 25 day of NOVEMBER, 2013.

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 2014 to 2019 for Kitsap County Roads be adopted as set forth in detail, consisting of pages numbered 1 through 16 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 Program 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: 2012-2017." 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 25 day of NOVEMBER, 2013.



BOARD OF COUNTY COMMISSIONERS
KITSAP COUNTY, WASHINGTON

[Signature]
JOSH BROWN, Chair

[Signature]
CHARLOTTE GARRIDO, Commissioner

[Signature]
ROBERT GELDER, Commissioner

ATTEST:
[Signature]
Dana Daniels, Clerk of the Board

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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. Casrel, P.E., Director

**SIX YEAR
TRANSPORTATION IMPROVEMENT PROGRAM
2014 TO 2019**



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 (RW) 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:

STPL, 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 sub-allocates 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.

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:

2

IMPE 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 \$31 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 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. 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 1987. 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.

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.

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

Official Journal

SAFETY INSPECTION OF IN-SERVICE BRIDGES 2013

Report compiled by Dan Wolfe & Julie Hamon

Randy Casteel, PE- Kitsap County Public Works Director

Jon Brand, PE - Assistant Director

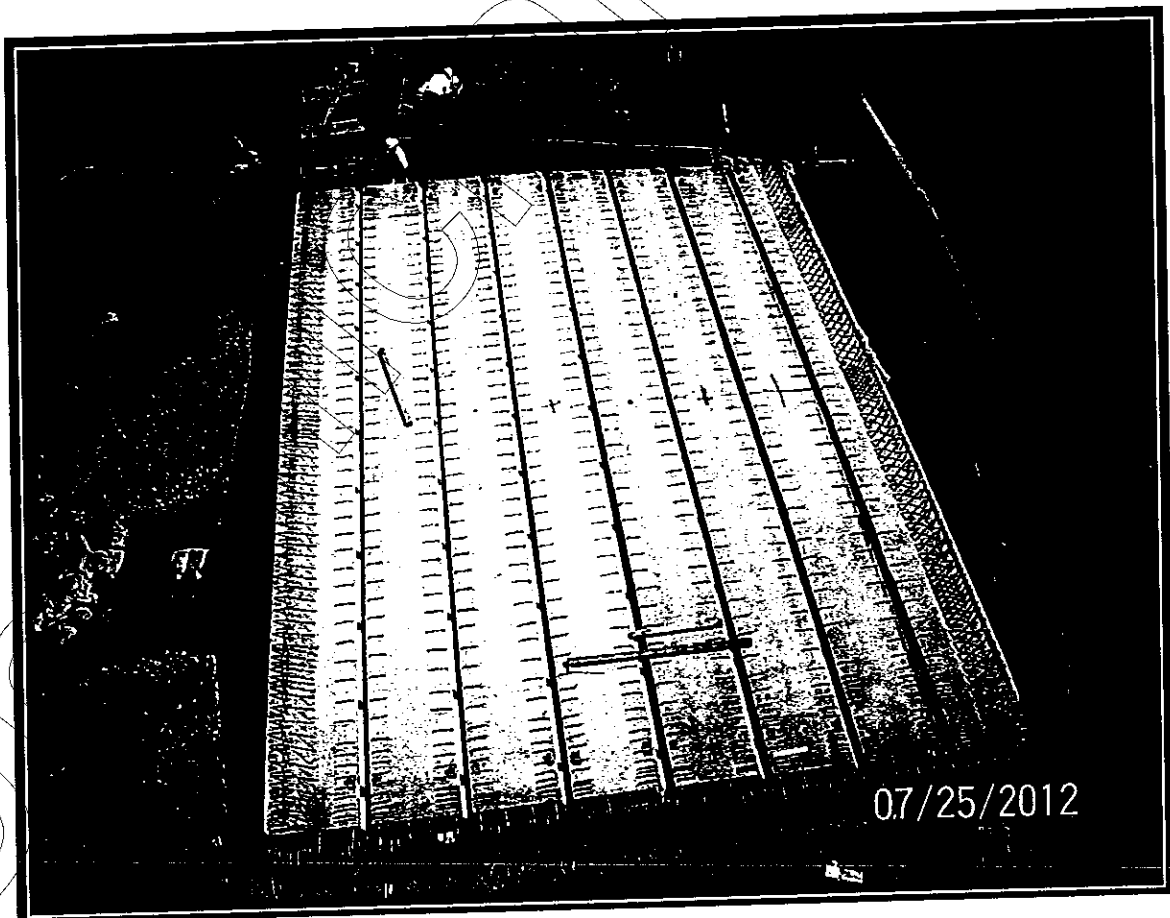
Tina Nelson, PE – Engineering Services Manager

Don Schultz - County Road Superintendent

Paul Woods – South Road Supervisor

Ron Coppinger – Central Road Supervisor

Steve Cates – North Road Supervisor



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KITSAP COUNTY SAFETY BRIDGE INSPECTIONS

2013

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 2013 inspections.

Bridge #	Bridge Name	Inspection Time & Office Hours	Sufficiency Rating
1	West Belfair Valley Road Bridge @ Union River	2.5	95.11
2	Brownsville-Gilberton Bridge @ Steele Creek	3.0	96.64
3	Chico Way Bridge @ Chico Creek	2.5	98.18
4	Erlands Point Road Bridge @ Chico Creek	2.5	96.43
5	East Fenton Road Bridge @ Burley Creek	3.0	86.17
6	Gold Creek Road Bridge @ Gold Creek	3.0	91.01
7	Golf Club Hill Road Bridge @ Chico Creek	3.5	84.13
8	NW Holly Road Arch @ Big Beef Creek	3.0	98.19
9	Long Lake Road Bridge @ Curley Creek	3.0	97.89
10	Lund Avenue Bridge @ Blackjack Creek	Annexed to City of Port Orchard	74.49 FO
11	Miami Beach Road Bridge @ Seabeck Creek	2.5	64.41
12	Myhre Road Bridge @ Clear Creek	3.0	99.11
13	Northlake Way Bridge @ Dickerson Creek	3.0	97.21
14	East Oak Street Bridge @ Burley Creek	2.5	92.48
15	Crescent Valley Road Bridge @ Olalla Creek	3.5	87.35
16	Ridgetop Blvd. Arch @ Clear Creek	3.5	81.39
17	Sam Christopherson Avenue Arch @ Gorst Creek	3.0	84.38
18	Seabeck Hwy Bridge @ Big Beef Creek	3.0	64.69 FO
19	Seabeck Hwy Bridge @ Little Beef Creek	3.5	57.32 FO
20	Seabeck-Holly Road Bridge @ Anderson Creek	4.0	46.26 SD
21	Southworth Drive Bridge @ Curley Creek	4.0	97.83
22	Spruce Road Bridge @ Burley Creek	3.0	73.61
23	Stavis Bay Road Bridge @ Stavis Creek	4.0	84.54
24	Trigger Avenue Bridge	3.0	94.91
25	NW Taylor Road Bridge @ Dickerson Creek	3.0	58.70
26	NW Anderson Hill Road Bridge @ Anderson Creek	3.0	99.60
Bridge #	Bridge Name	Inspection Time & Office Hours	Sufficiency Rating

27	Lake Symington Bridge @ Lake Symington	3.0	25.16 SD
28	Clear Creek Bridge @ Silverdale Way	3.0	98.80
29	Glud's Pond South @ Steele Creek	3.0	98.25
30	Glud's Pond North @ Steele Creek	3.0	98.25
31	Miller Bay Road @ Grover Creek	3.0	97.81
32	Barker Creek @ Tracyton Blvd	3.0	98.63
33	Seabeck Hwy @ Foley Lane	3.0	98.41
34	Lake Helena @ Muck Fork Creek	3.0	99.07
35	South Kingston Road Bridge @ Carpenter Creek	3.0	94.26
36	Hunter Road Bridge @ Huge Creek	4.0	86.18
37	Wildcat Lake Culvert @ Wildcat Creek	4.0	99.93

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Unofficial Copy

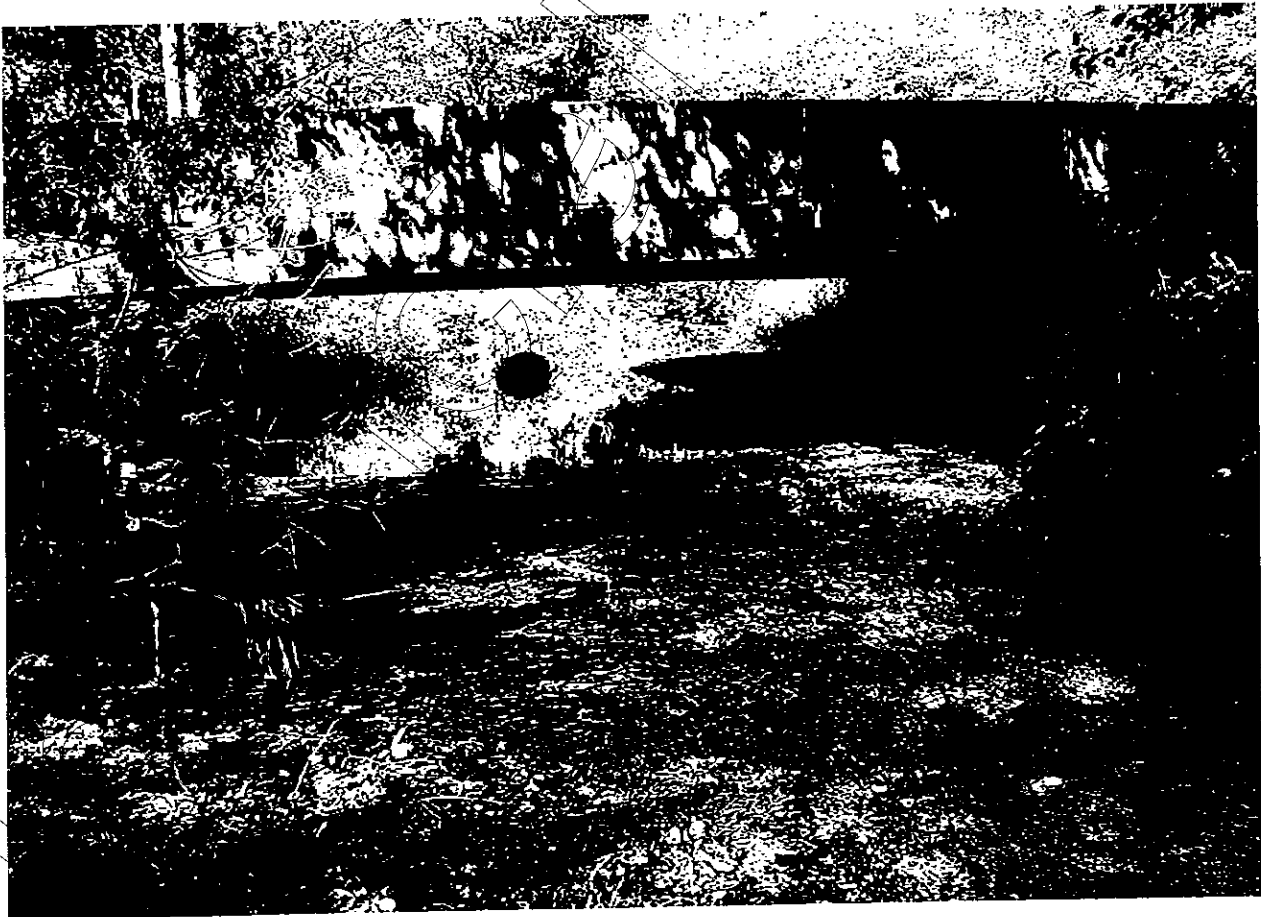
BRIDGE #1 (LOG RT. 10609 M.P. 0.92)**West Belfair Valley Road Bridge @ Union River****Year Built - 1992****Sufficiency Rating - 95.11****Last Inspection Date - February 13, 2013**

Superstructure - Pre-stressed concrete slab in good condition. Small spall on exterior flange at south side 8.5' from west abutment - 5"l x 3"ω x ¾"d. 3 spalls visible between panels F & G center span 4"l x 4"ω x ¼"d. NE wing wall has signs of wood debris impact. ACP broken in eastbound lane - 12'l x 3'ω.

Substructure - 12" steel pile casings filled with concrete. No visible defects noted. Significant moisture present at NW and SW corners. 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. Scour developing at NW corner. Silt deposit anabranch at NE corner forcing water to the West.

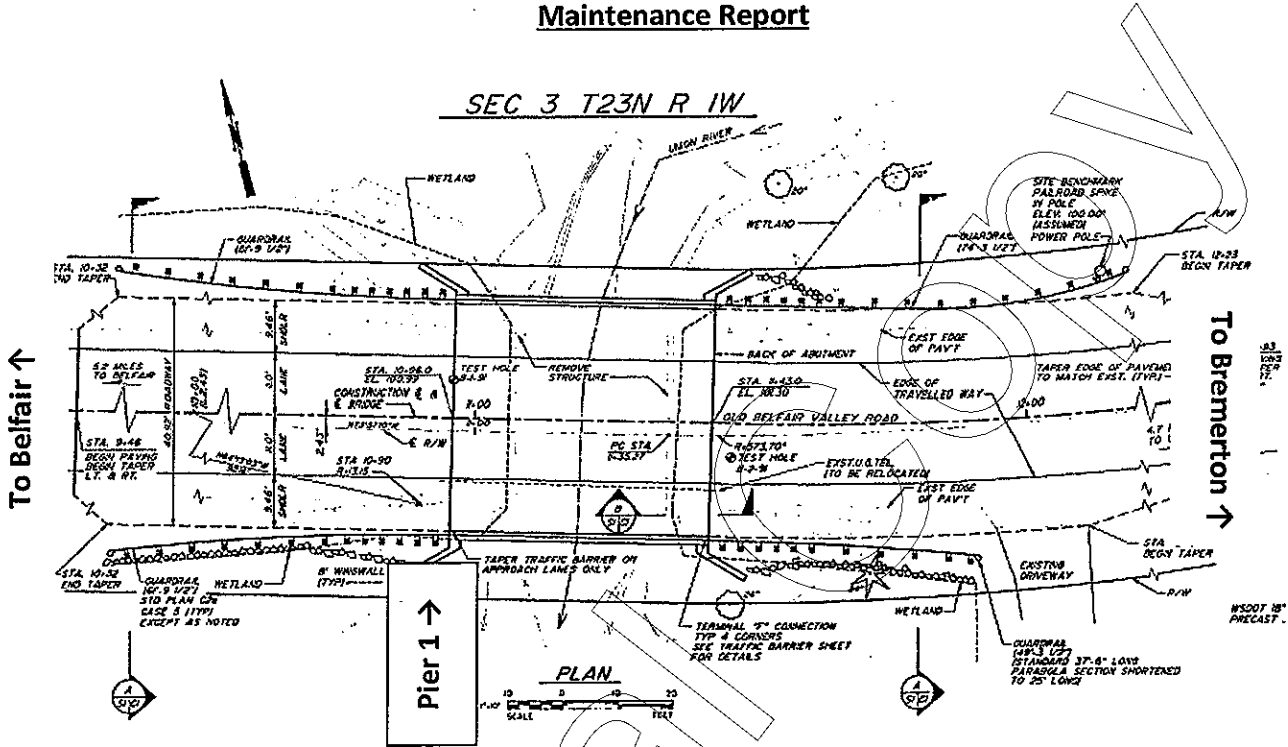
This Bridge is not scour critical (Single span bridge with no history of scour).



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

West Belfair Valley Road Bridge @ Union River
Last Inspection Date – February 13, 2013

Maintenance Report



Recommendations – Clean deck area shoulders. Re-seal both bridge joints and repair broken ACP deck area in eastbound lane. Monitor streambed movement at inlet end.



UNOFFICIAL

BRIDGE #2 (LOG RT. 50915 M.P. 0.86)

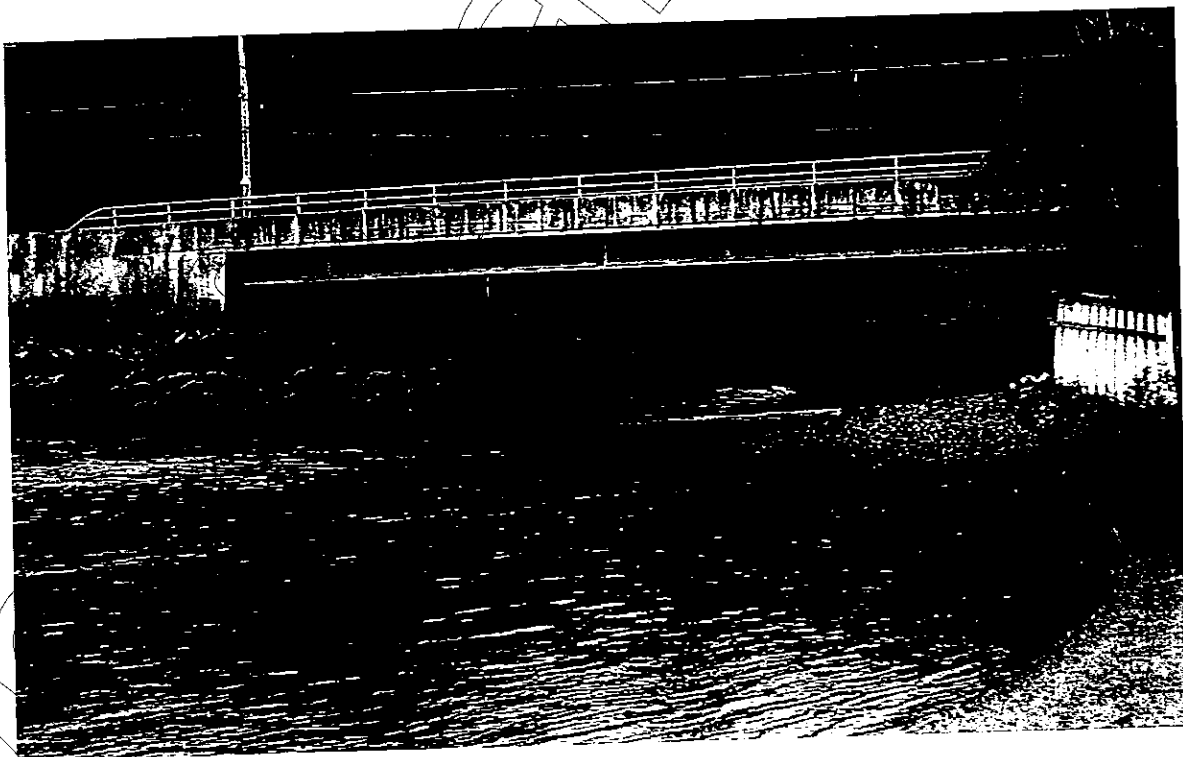
Brownsville - Gilberton Bridge @ Steele Creek
Year Built - 1986
Sufficiency Rating - 96.64
Last Inspection Date - February 15, 2013

Superstructure - Prestressed concrete bulb tee structure in good condition. The concrete bridge rail is cracking around where each pedestrian rail post is attached. Cracking and spalling accelerating with signs of efflorescence showing. Spall 6"l x 6"ω x 1/2"d evident at end diaphragm between girders A & B at north end. 3"l x 3"ω 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. All steel intermediate diaphragm braces are missing 3/4" bolts & nuts.

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. Vinyl sheet wall at NW corner top cap separated 1'-1" at connection with broken support whaler on face of wall. 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 June 1999.

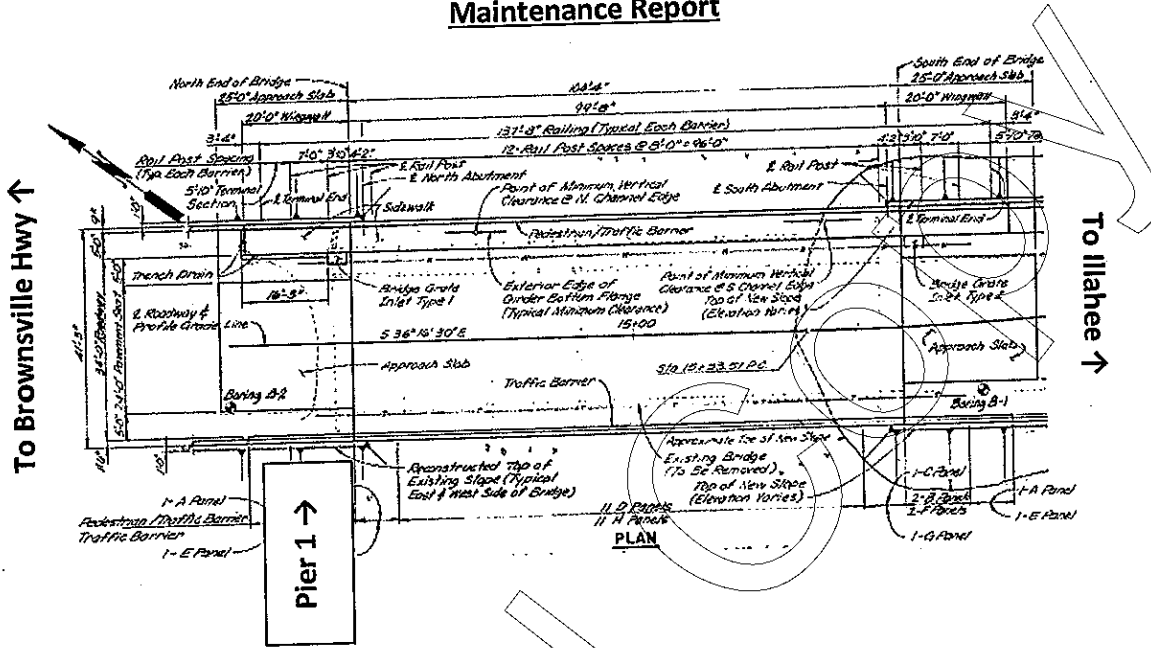
It has been determined that this bridge is scour critical.



BRIDGE #2 (LOG RT. 50915 M.P. 0.86)

Brownsville - Gilberton Bridge @ Steele Creek
Last Inspection Date – February 15, 2013

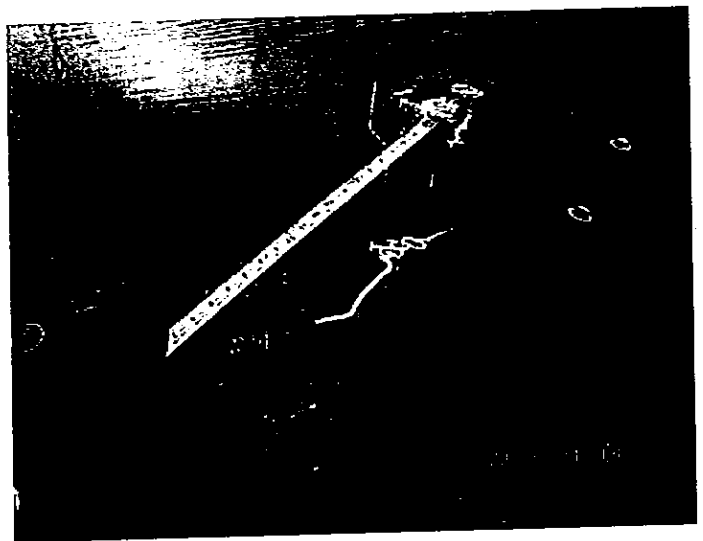
Maintenance Report



Recommendations – Re-seal both joints and cracks in ACP of deck area. Clean catch basin sumps on east side and sidewalk area. Remove vegetation from gutter lines. Monitor cracks where pedestrian rail is attached to concrete bridge rail. Monitor bulging and for scour at sheet pile wall at NW corner of abutment. Monitor separated timber cap at sheet pile wall at NW corner, presently 1'-1" wide.



Cracks in Pedestrian Rail



NW Corner Vinyl Sheet Wall Cap Separation

BRIDGE #3 (LOG RT. 19519 M.P. 0.93)**Chico Way Bridge @ Chico Creek****Year Built - 2009****Sufficiency Rating – 98.18****Last Inspection Date – February 20, 2013**

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. Hairline cracks beginning to appear in deck at SW quadrant as well as the sidewalk and barrier along East side of bridge. 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. North bank erosion continuing under the bridge – 30' long x 4' high with loss of rock armor. In NW quadrant approximately 75' upstream, large hole in log weir has appeared with loss of material behind. South side is pier #1.

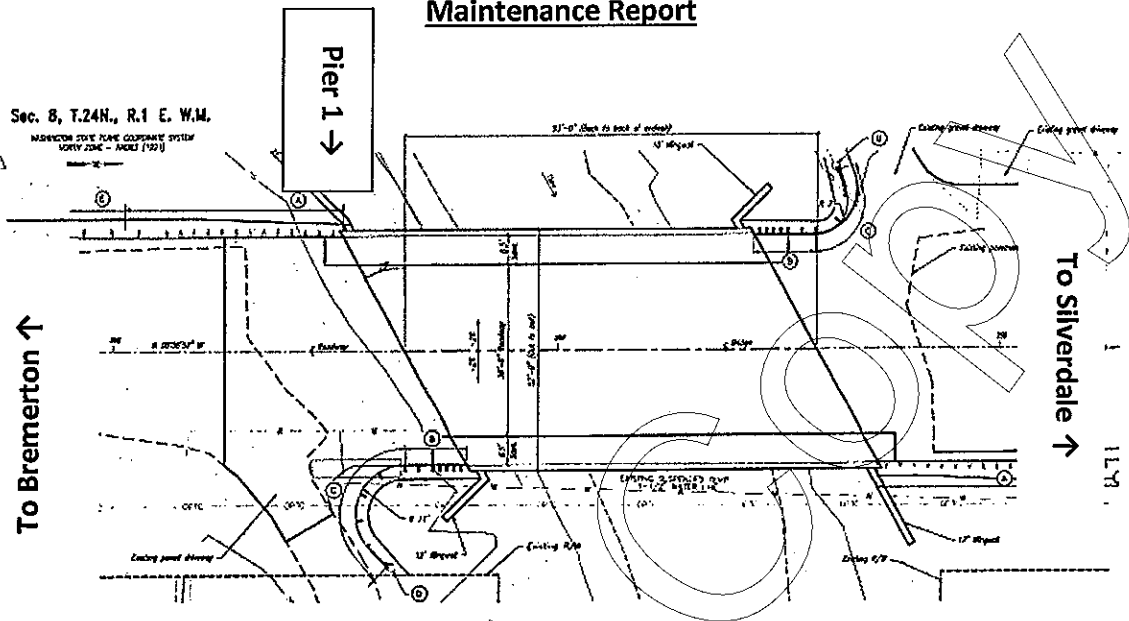
Scour and Load Rating – Sargent Engineers performed load rating for this structure in July of 2009. Scour evaluation has not yet been performed. Minor repair work performed to stabilize log boles in December of 2010 upstream.



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

Chico Way Bridge @ Chico Creek
Last Inspection Date – February 20, 2013

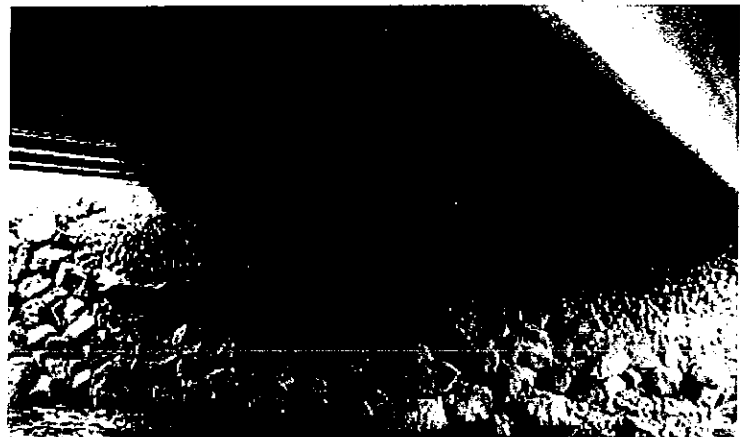
Maintenance Report



Recommendations – Monitor/Repair the north bank erosion under the bridge - 30' long x 4' high, loss of rock armor. Monitor/repair hole in log weir 75' upstream from bridge at NW quadrant. Clean sidewalk areas.



Hole in log weir 75' upstream from bridge in NW quadrant.



North abutment slope armament sloughing.

BRIDGE #4 (LOG RT. 19153 M.P. 0.09)**Erlands Point Bridge @ Chico Creek****Year Built - 1997****Sufficiency Rating - 96.43****Last Inspection Date – February 20, 2013**

Superstructure – Prestressed concrete bulb tee structure in good condition. Traffic attenuator pad at SW corner is undermined due to foot traffic approximately 18" vertically.

Substructure – 18" steel piles filled with concrete. Slope armor is working well at this time. No defects found. Girder seat – 46". West pier is #1.

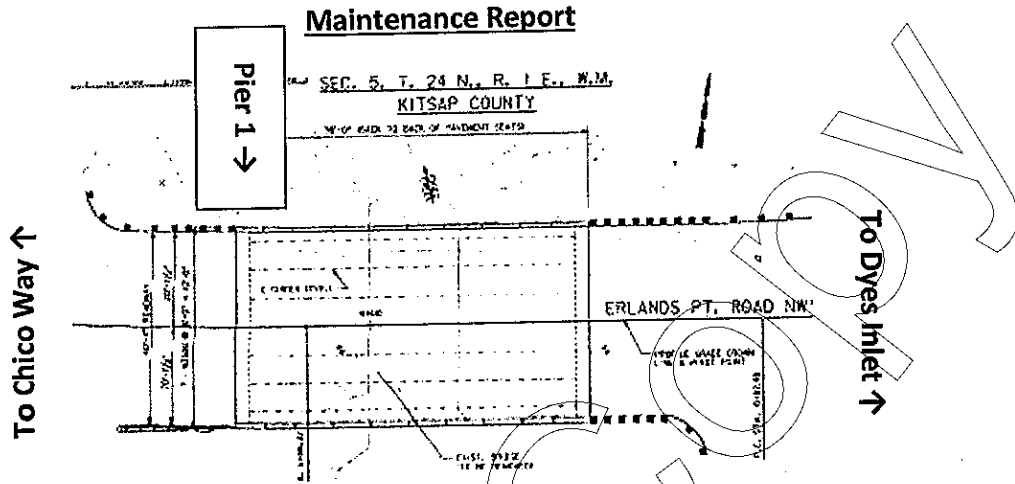
Scour and Load Rating – This bridge has been load rated per F.H.W.A. requirements by Kato & Warren in 1997. Entranco Engineering performed a scour analysis in 1998. Stream flow concentrated along Southeast corner forming a scour hole at the toe of the rock slope.

It has been determined that bridge is not scour critical.

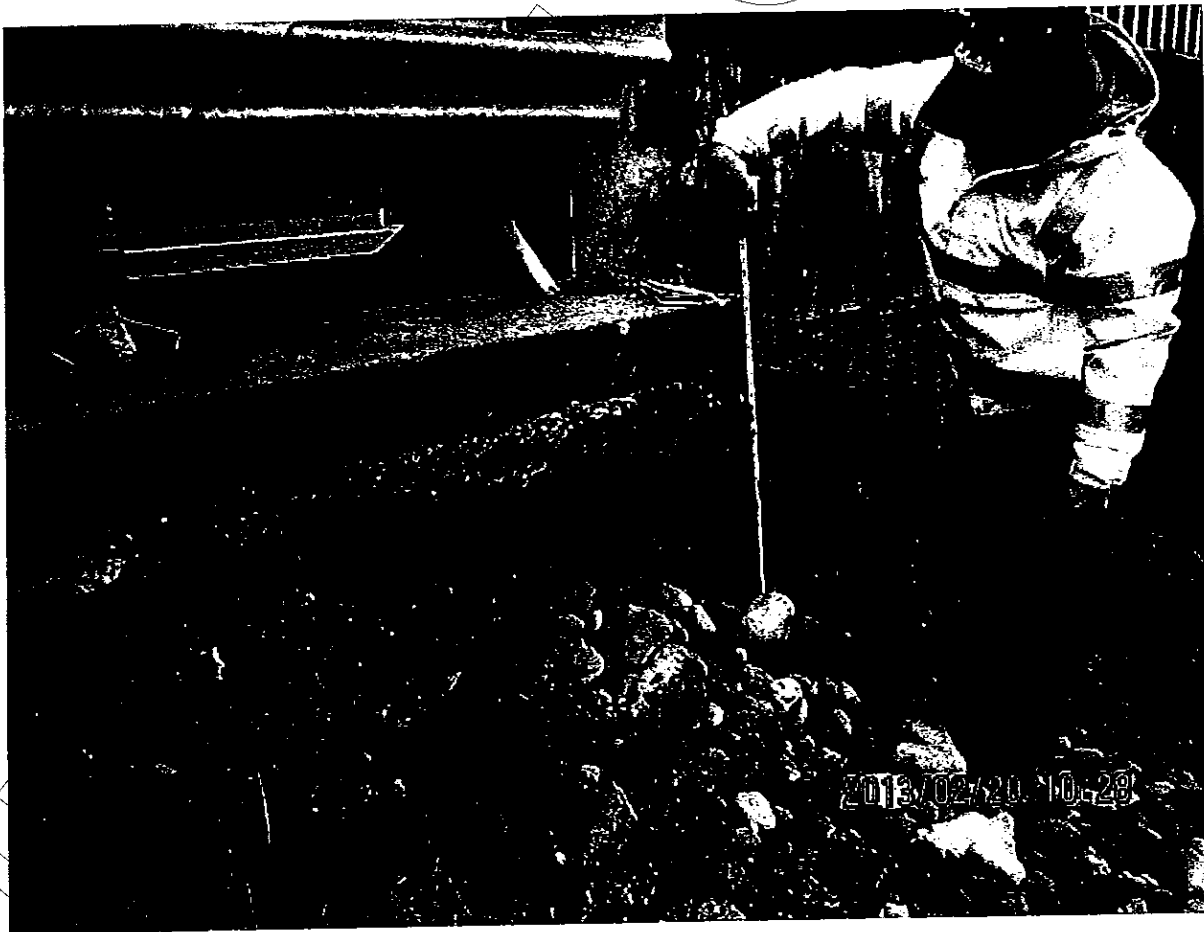


BRIDGE #4 (LOG RT. 19153 M.P. 0.09

**Erlands Point Bridge @ Chico Creek
Last Inspection Date – February 20, 2013**



Recommendations – Monitor slope armor at SE corner of bridge. Monitor/repair SW corner undermining at attenuator panel.



BRIDGE #5 (LOG RT. 23340 M.P. 0.22)

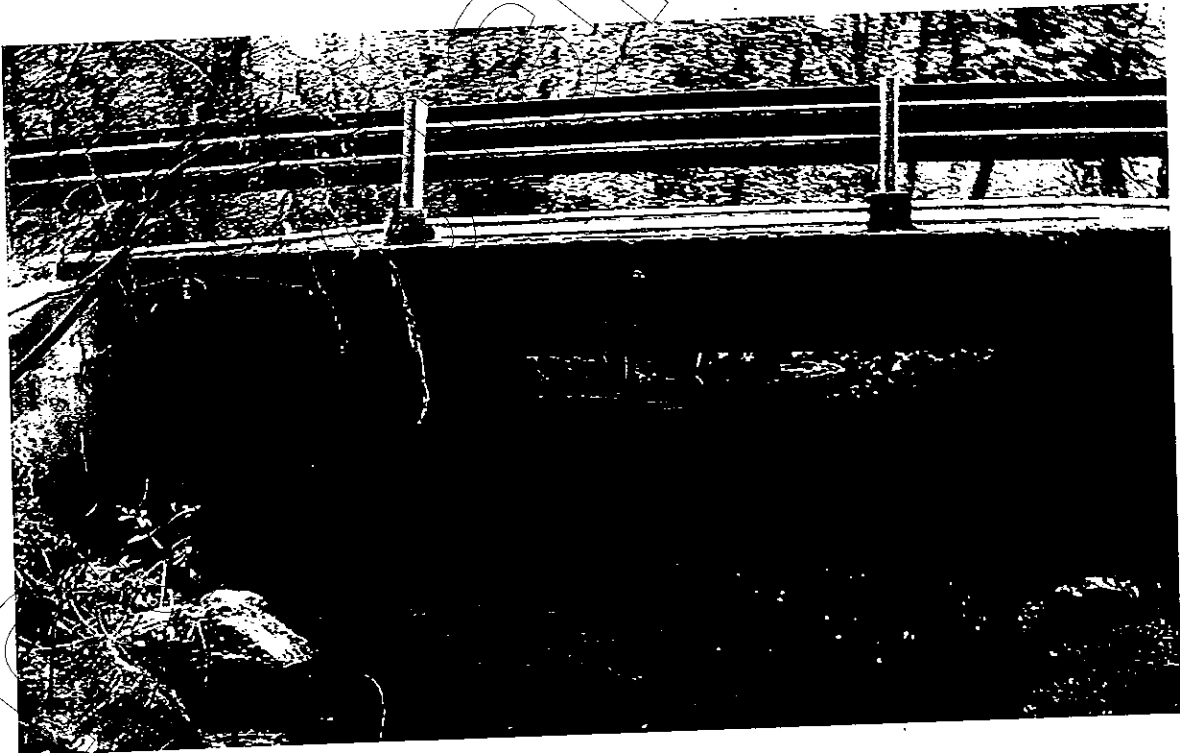
East Fenton Road Bridge @ Burley Creek
Year Built - 1973
Sufficiency Rating - 86.17
Last Inspection Date - January 30, 2013

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' 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. Minor moisture evident at beam seats. West abutment has up to 1" of settlement full width across roadway. East abutment in west bound lane has $\frac{3}{4}$ " settlement 12' wide in roadway. 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

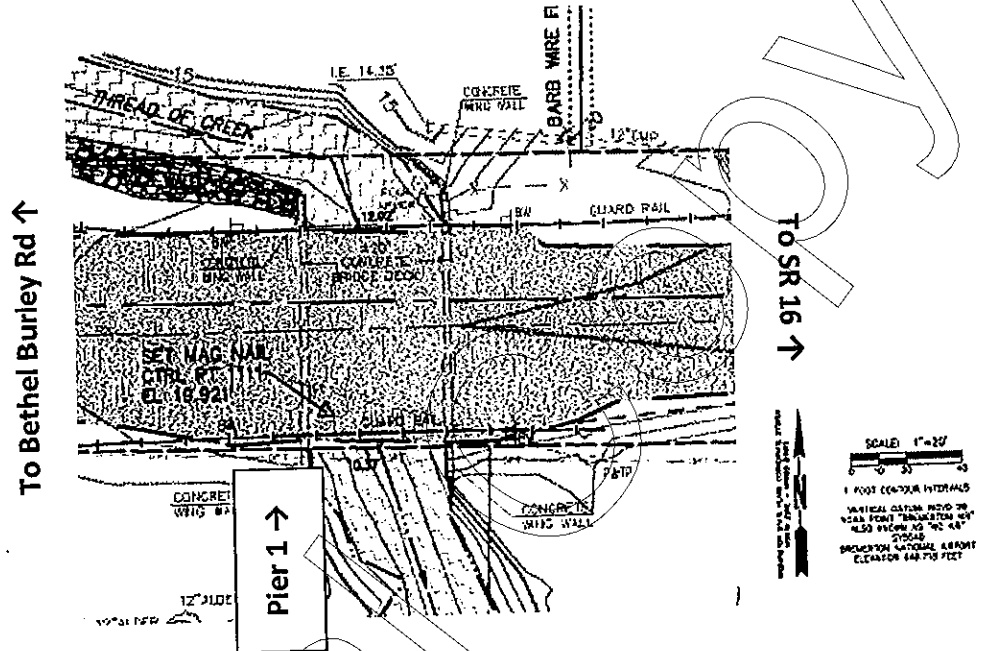
It has been determined that this bridge is scour critical.



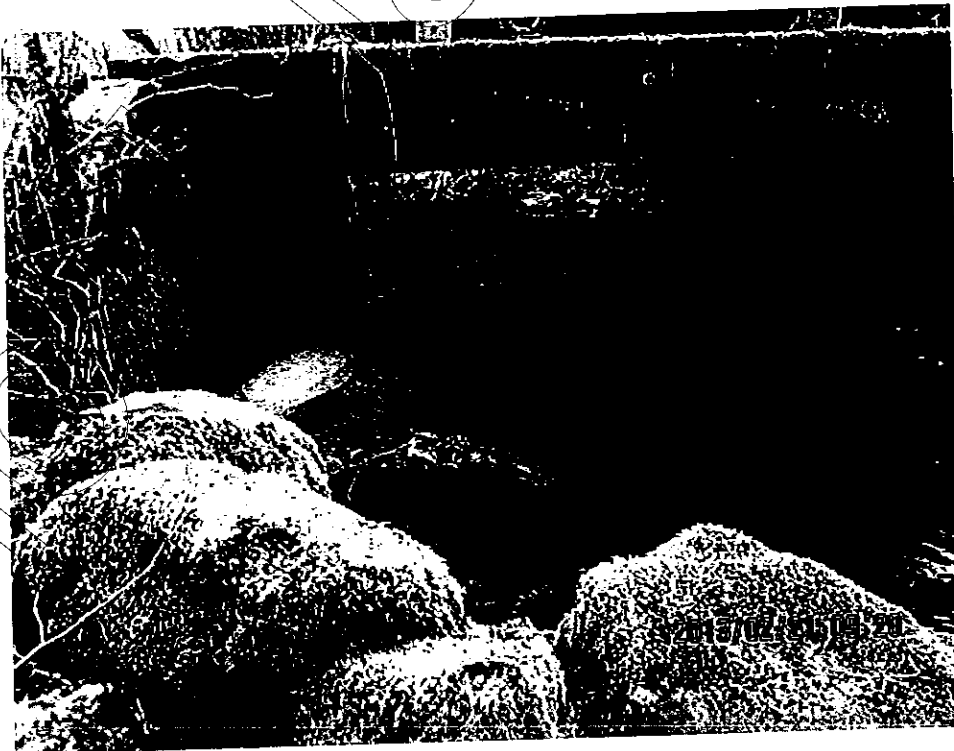
BRIDGE #5 (LOG RT. 23340 M.P. 0.22)

East Fenton Road Bridge @ Burley Creek
Last Inspection Date – January 30, 2013

Maintenance Report



Recommendations – Monitor settlement at each bridge end. Monitor inlet end at west footing for scour. Rock armor at NE corner is being removed and toppled into the creek.



BRIDGE #6 (LOG RT. 12256 M.P. 1.62)**Gold Creek Road Bridge @ Gold Creek****Year Built - 1971****Sufficiency Rating – 91.01****Last Inspection Date – February 13, 2013**

Superstructure – Pre-cast concrete T-beam structure in fair condition with some moss buildup visible under bridge. Minor spalling under deck, no rebar showing. Moisture evident between top flanges. Spall 2nd beam from West – [1' l x 2" w x 2" d]. Spall 5th beam from East – [1' l 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 2nd & 5th bay from the west – 1" separation between beams and material is falling out during high flow events. Beam seat - 12". Minor settlement visible in northbound lane in the East wheel track – up to ¾". 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.

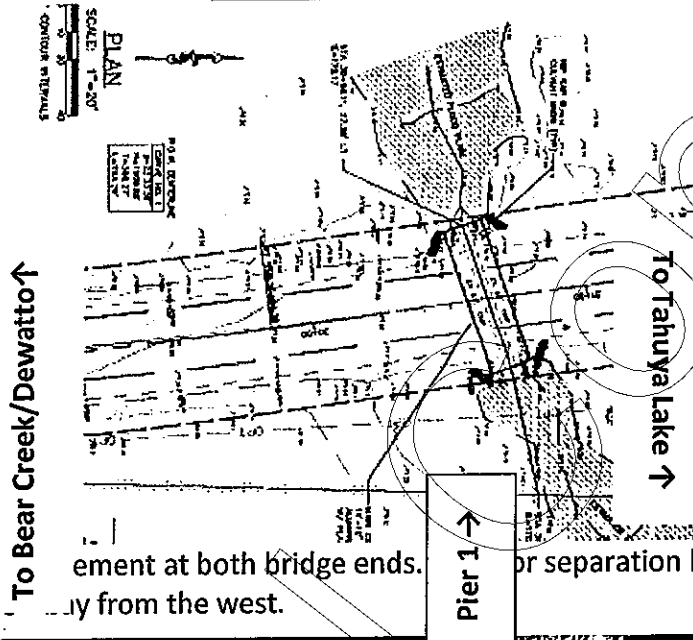
It has been determined that this bridge is not scour critical. No history of scour.



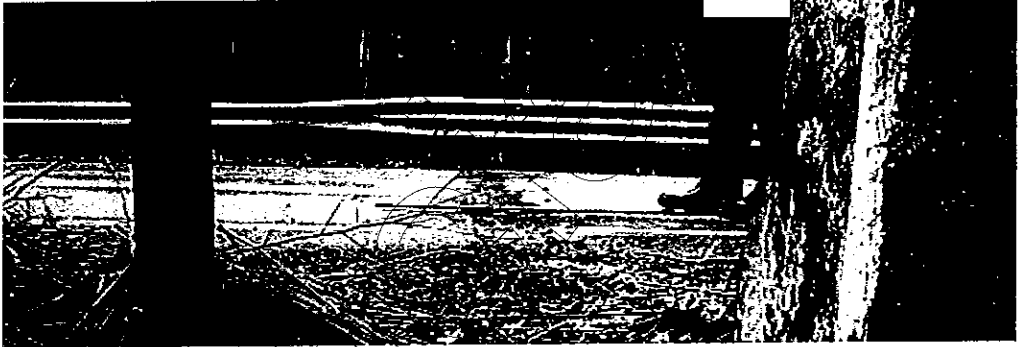
BRIDGE #6 (LOG RT. 12256 M.P. 1.62)

**Gold Creek Road Bridge @ Gold Creek
Last Inspection Date – February 13, 2013**

Maintenance Report



Recommendations – Monit
 abutment back wall at 2nd & ...
 settlement at both bridge ends.
 ...y from the west.
 Pier 1 ↑
 or separation between tee beams at south



South Approach showing sunken & broken bridge joint.

Northbound lane at East wheel Track showing settlement.



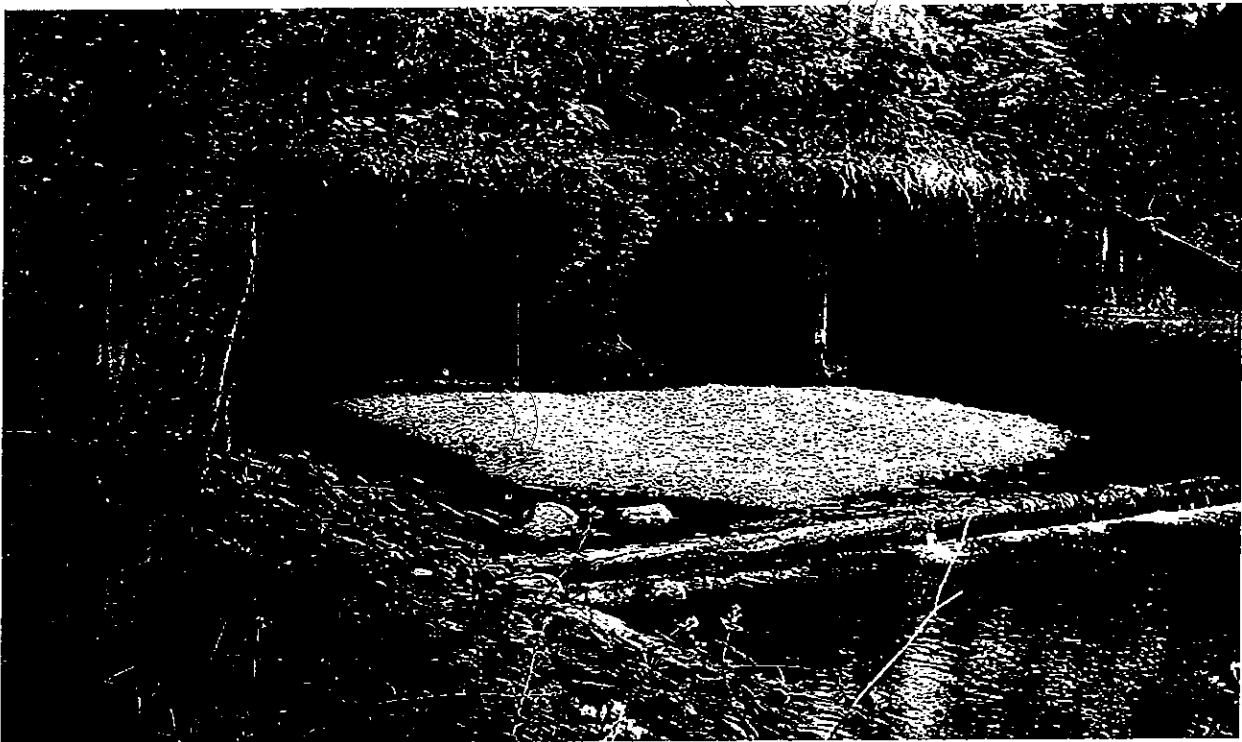
BRIDGE #7 (LOG RT. 19140 M.P. 0.023)**Golf Club Hill Road Bridge @ Chico Creek****Year Built - 1944****Sufficiency Rating – 84.13****Last Inspection Date – February 19, 2013**

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 in walls and ceiling. 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.

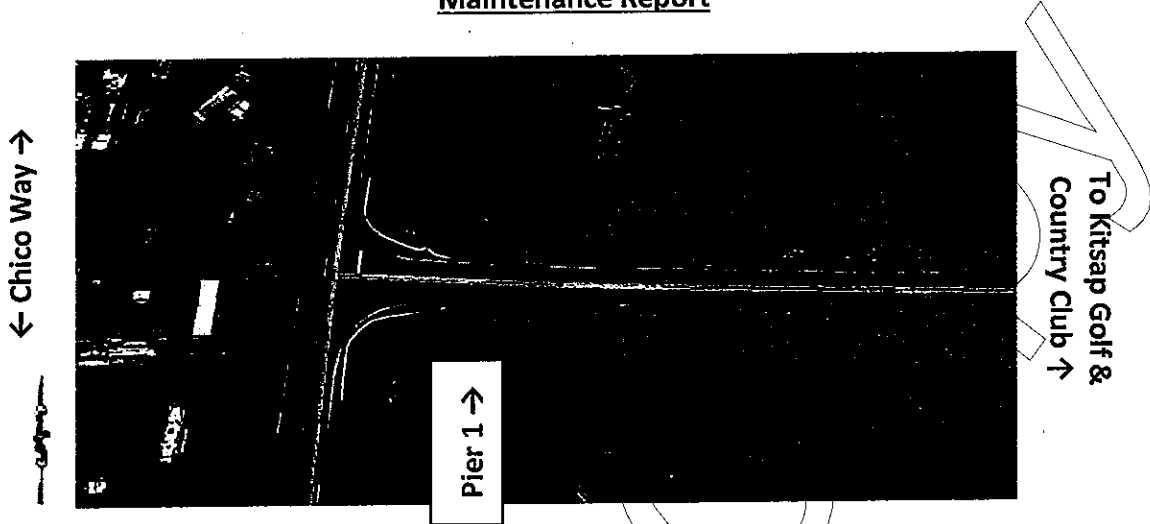
It has been determined that this bridge is scour critical.



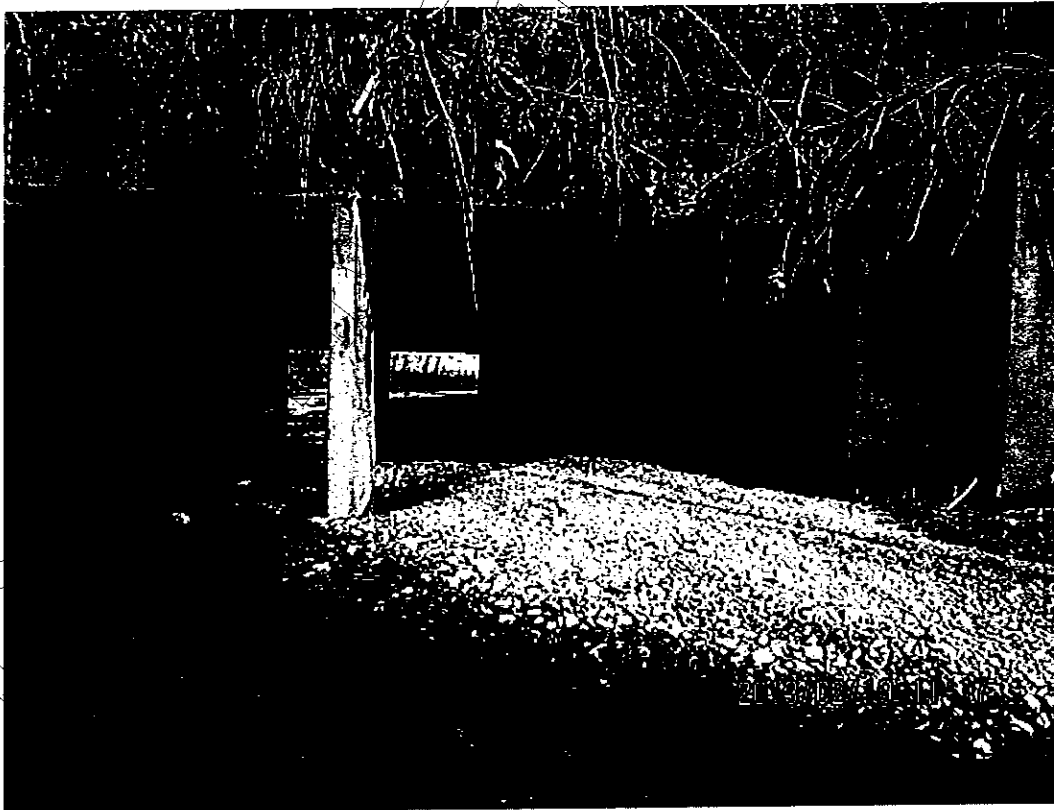
BRIDGE #7 (LOG RT. 19140 M.P. 0.023)

**Golf Club Hill Road Bridge @ Chico Creek
Last Inspection Date – February 19, 2013**

Maintenance Report



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 streambed alignment - stream is directing the flow to the west bay. Monitor for scour at westerly bay inlet/outlet ends.



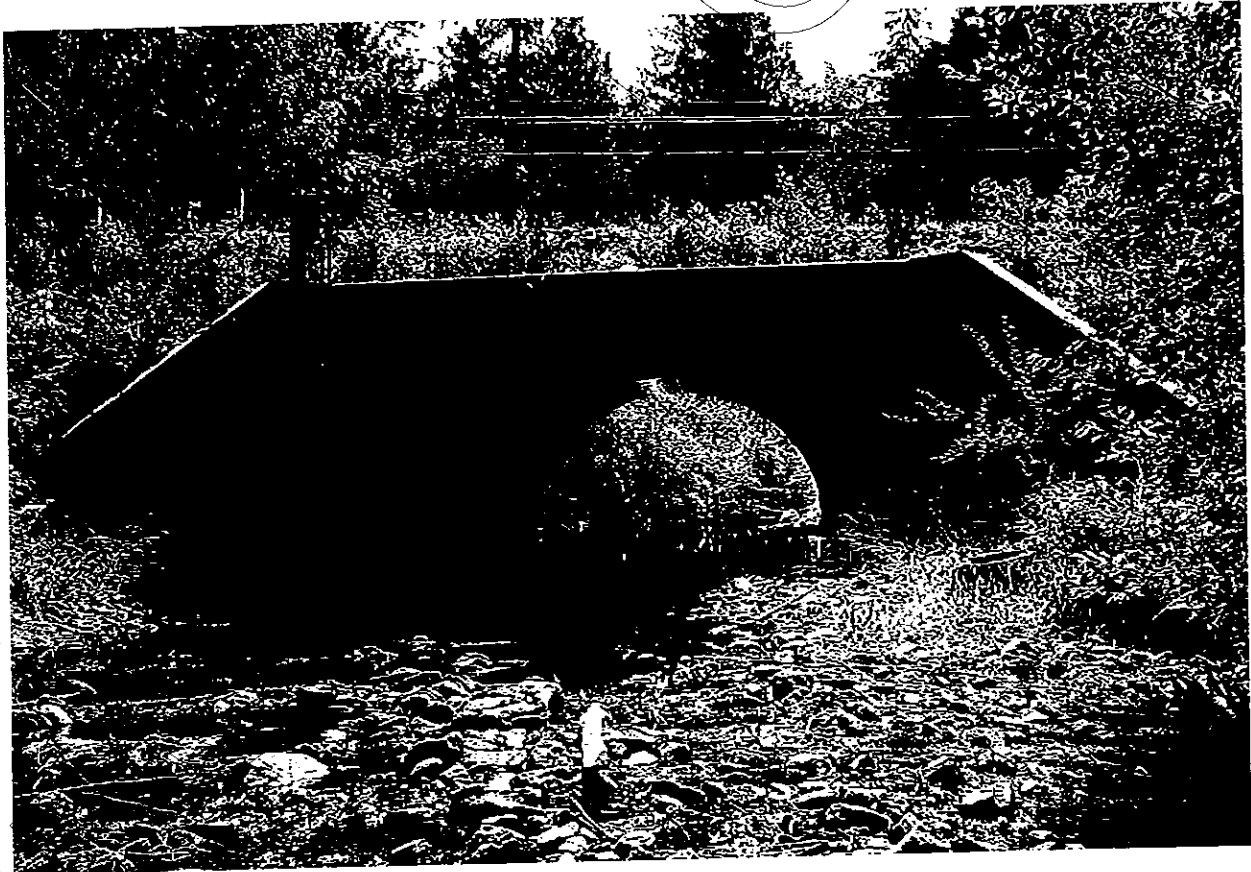
BRIDGE #8 (LOG RT. 11300 M.P. 0.709)**NW Holly Road Arch Culvert @ Big Beef Creek****Year Built - 1995****Sufficiency Rating - 98.19****Last Inspection Date - February 13, 2013**

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 is in good condition. In mid-span in ceiling of arch 3 dented areas found within an 18"x18" area affected.

Substructure - Cast in place spread footings. Scour repair performed in late summer of 2012. Footings are now protected by streambed gravel. There is a small area of sloughing at mid point of log weir in repair area (SE quadrant.) 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. County roads performed scour repair in late summer of 2012.

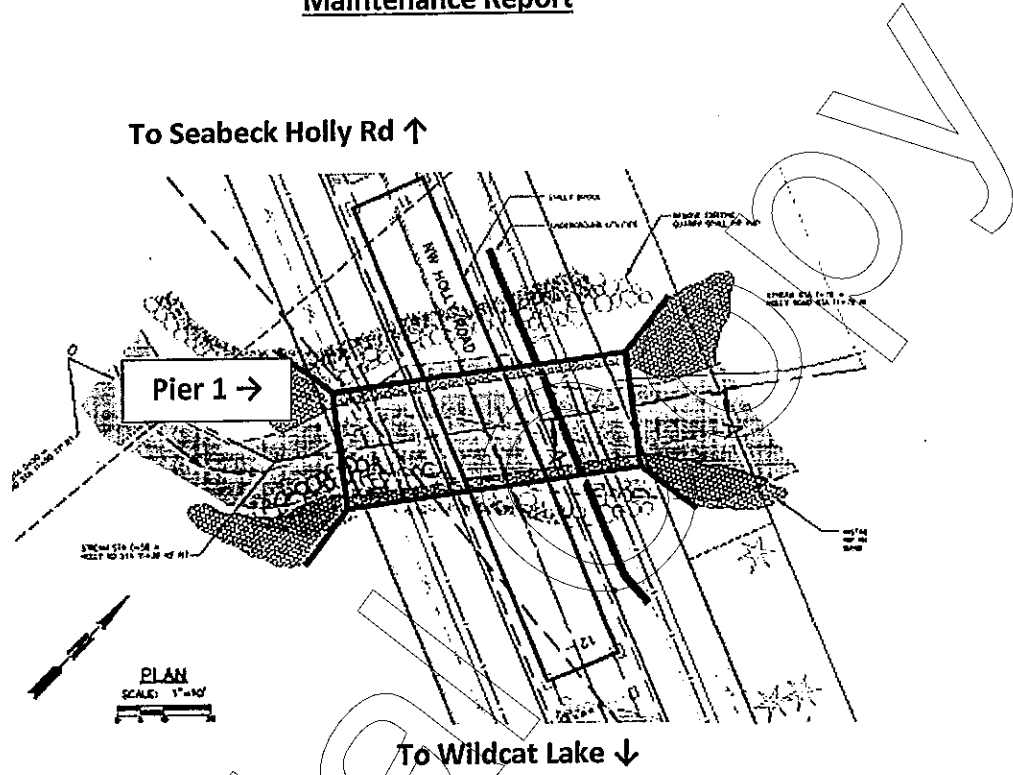
It has been determined to be a scour critical bridge.



BRIDGE #8 (LOG RT. 11300 M.P. 0.709)

**NW Holly Road Arch Culvert @ Big Beef Creek
Last Inspection Date – February 13, 2013**

Maintenance Report



Recommendations – Monitor both footings for scour. Monitor wood debris upstream and bank sloughing at SE corner.



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

Long Lake Road Bridge @ Curley Creek

Year Built - 1993

Sufficiency Rating – 97.89

Last Inspection Date – January 30, 2013

Superstructure – 26"x48" Precast Prestressed Slab. Minor moisture evident between panels.

Substructure – 12" steel piles filled with concrete. NE corner, scour is under the pile cap – 2" void height x 10' long. SE corner, scour is under the pile cap – 2" void height 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 back water scour due to large beaver dam at mid span. Heavily overgrown outlet end contributing to back water scour.

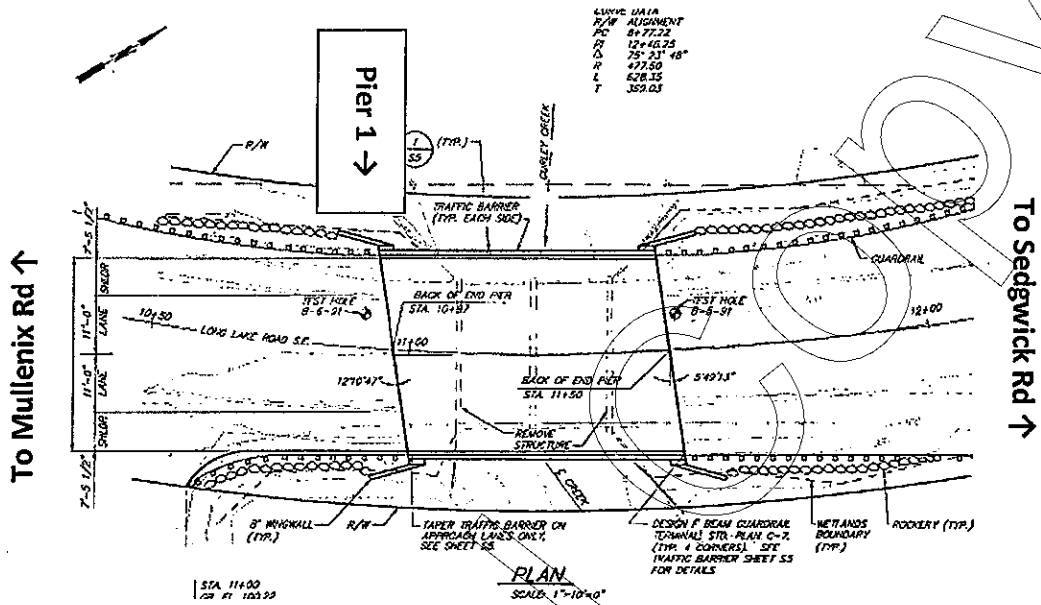
It has been determined that this bridge is not scour critical.



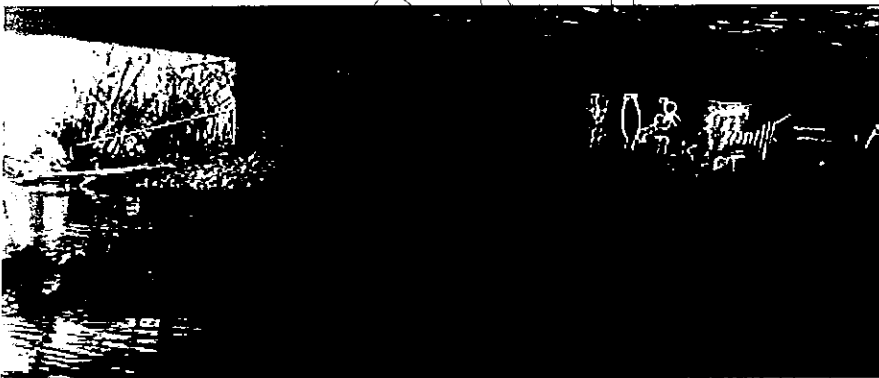
BRIDGE #9 (LOG RT. 19519 M.P. 0.93)

**Long Lake Road Bridge @ Curley Creek
Last Inspection Date – January 30, 2013**

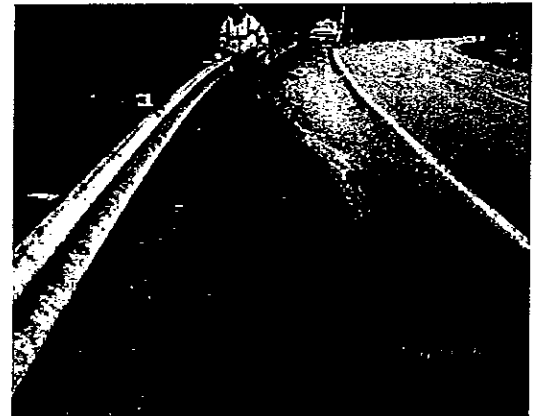
Maintenance Report



Recommendations – Re-seal both bridge joints. Remove debris blocking the outfall end and remove the beaver dam at mid span. Monitor settlement and cracked ACP at the NE & SE corners at bridge ends in the embankment areas. Monitor void areas under both abutment walls. Monitor sloughed rockwall at NE embankment 15' to 20' of wall has toppled.



Beaver Dam blockage



Settlement along NE corner

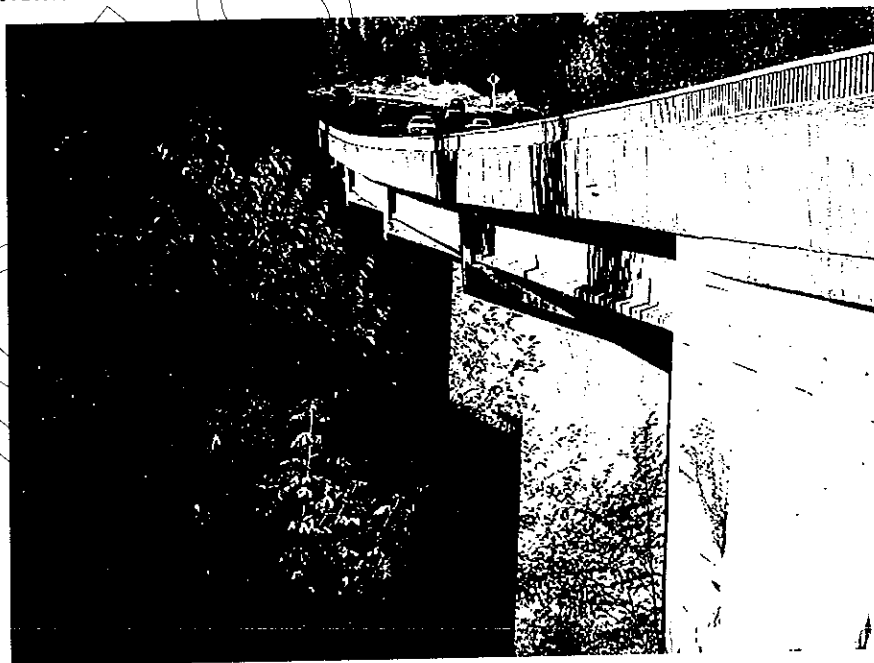
BRIDGE #10 (LOG RT. 40700 M.P. 2.23)**Lund Avenue Bridge @ Blackjack Creek****Year Built - 1985****Sufficiency Rating – 74.49 FO****Last Inspection Date – Incorporated in City of Port Orchard**

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. Earthquake restrainers were replaced. 2 areas of damaged pedestrian rail on south side at pier #2 & pier #4. Sidewalks 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. Several areas of vegetation growing out of the MSE panels at Pier#1 & Pier#6. 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 #10 (LOG RT. 40700 M.P. 2.23)

**Lund Avenue Bridge @ Blackjack Creek
Last Inspection Date – Incorporated in City of Port Orchard**

Maintenance Report

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. Repair damaged pedestrian rail [2 sections] on south side near Pier #2 and Pier #4. Clean sidewalk areas and deck drainage system. Re-seal cracked ACP between Pier#4 & Pier#5 on south side.

Unofficial Copy

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 – February 1, 2013**

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 poor condition with minor transverse cracks present in the ACP and settlement evident at both sides. 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 events. Flow is concentrated along west footing. Monitor settlement up to 1" at both bridge ends. Large wood debris hung up under West abutment at midspan. SE wingwall erosion occurring behind stemwall. Channel gravel build up along East side of stream under bridge. Beam seat is 12". West pier is # 1.

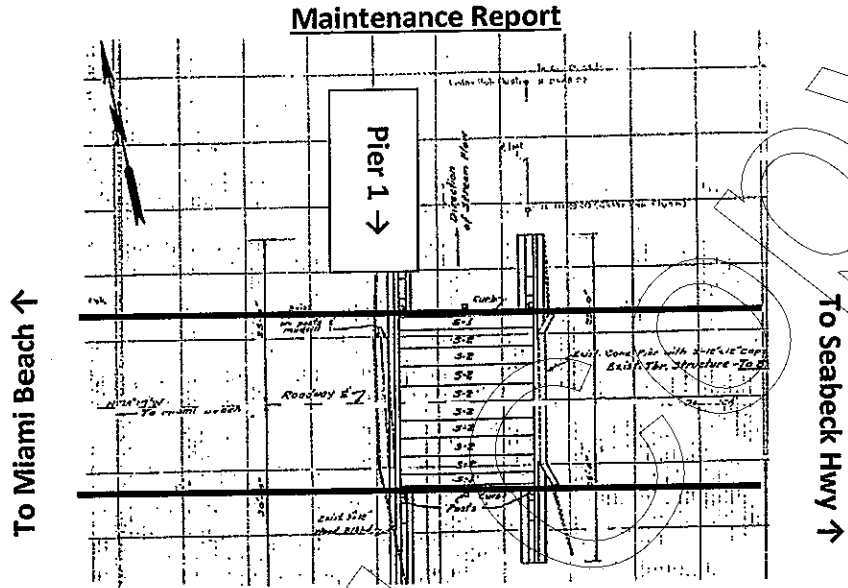
Scour and Load Rating – In 1996 Entranco Engineering conducted a safe loading rating as required by the F.H.W.A. Phase 1 scour evaluation was performed by Entranco Engineering in 1996.

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

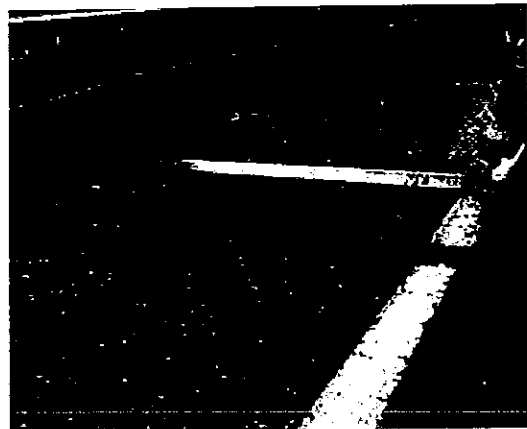
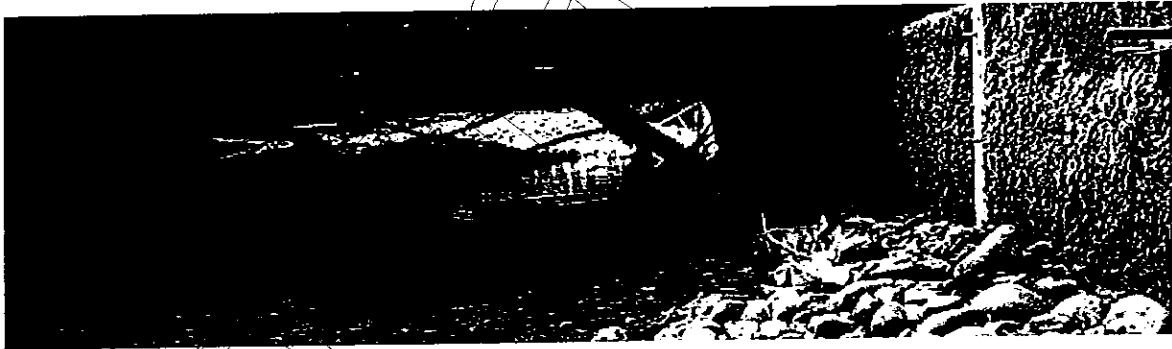


BRIDGE #11 (LOG RT. 11070 M.P. 0.11)

Miami Beach Road Bridge @ Seabek Creek
Last Inspection Date – February 1, 2013



Recommendations – Address scour at SE & SW corners of stem wall areas, high water continues to cut behind them. SW corner at bridge end the embankment material is falling out. Monitor settlement at both ends. Remove wood debris hung-up at inlet end at midspan.



BRIDGE #12 (LOG RT. 57720 M.P. 0.25)**Myhre Road Bridge @ Clear Creek****Year Built - 2006****Sufficiency Rating – 99.11****Last Inspection Date – February 14, 2013**

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 angle 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.

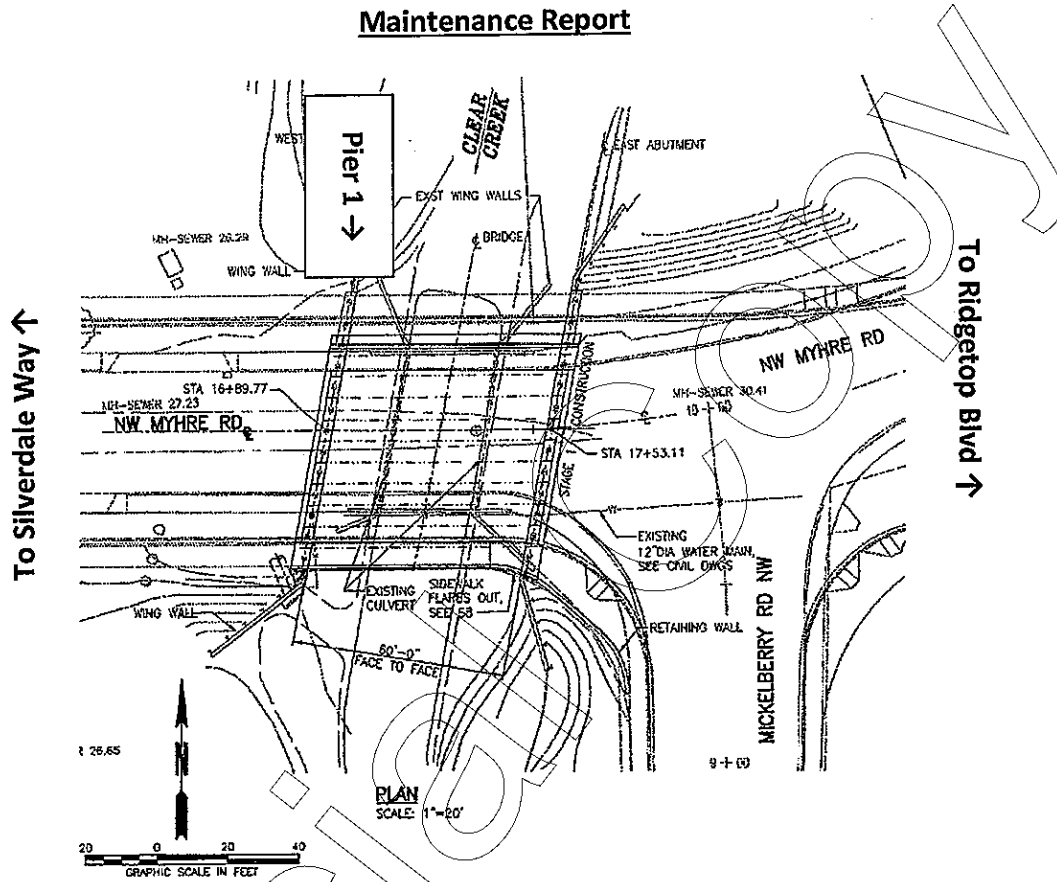
It has been determined that this bridge is not scour critical.



BRIDGE #12 (LOG RT. 57720 M.P. 0.25)

Myhre Road Bridge @ Clear Creek
Last Inspection Date – February 14, 2013

Maintenance Report



Recommendations – Heavy vegetation growing and siltation deposits at inlet & outlet ends and should be removed.



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 – February 20, 2013

Superstructure – Prestressed concrete bulb tee structure in good condition. Southbound lane has an area of ACP that is failing and needs to be repaired.

Substructure – 18" steel pile casings filled with concrete. 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. Additional rock armor placed at inlet end is working well.

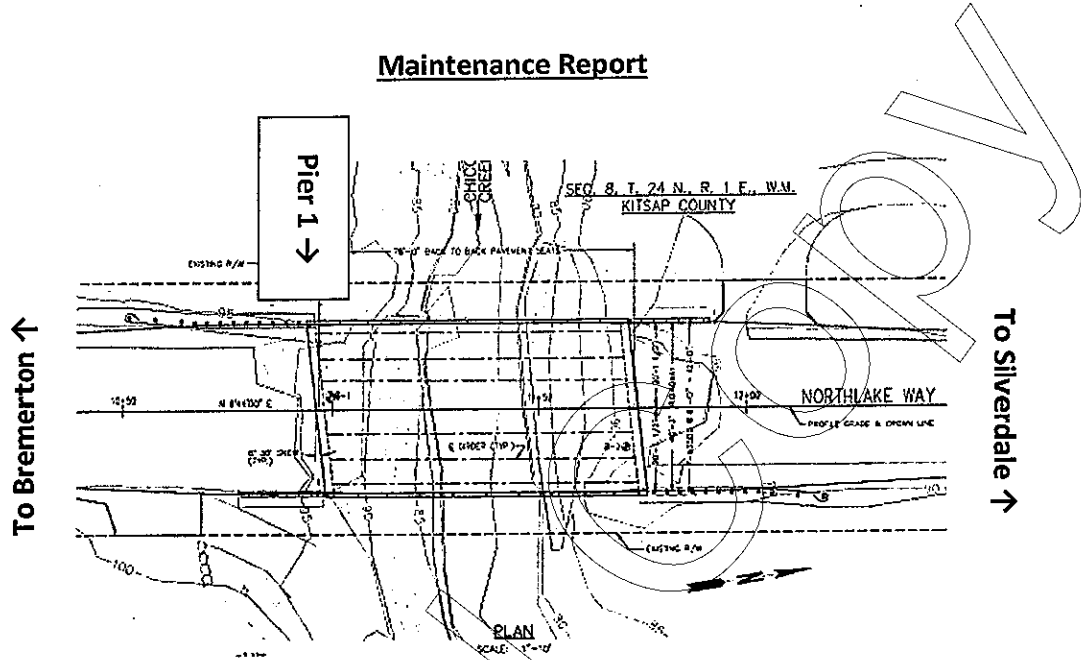
It has been determined that this bridge is not scour critical.



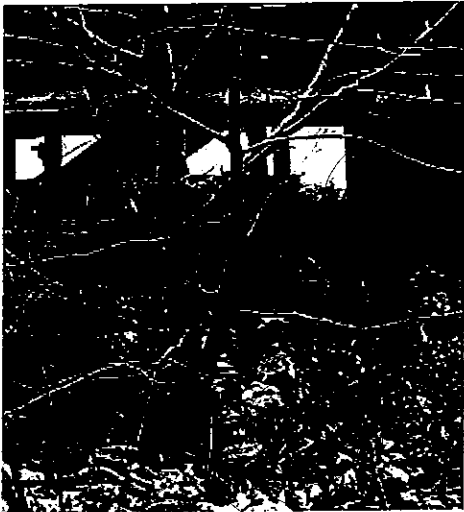
BRIDGE #13 (LOG RT. 19070 M.P. 0.55)

**Northlake Way NW Bridge @ Chico Creek
Last Inspection Date – February 20, 2013**

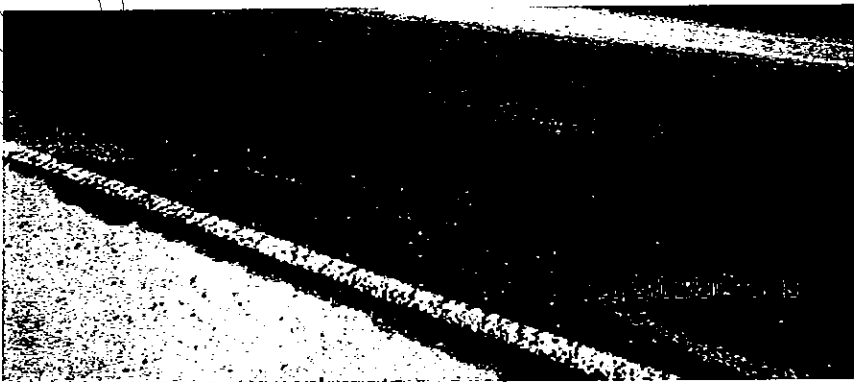
Maintenance Report



Recommendations – Catch basin at NE corner needs to be cleaned out. Repair area of failing ACP in south bound lane. Monitor bank armor at SW & NW corners. Monitor settlement at SE guardrail attenuator pad.



Settlement at SE attenuator pad



Section of failing ACP in Southbound lane.

BRIDGE #14 (LOG RT. 23640 M.P. 0.15)**Oak Street Bridge @ Burley Creek****Year Built - 1991****Sufficiency Rating – 92.48****Last Inspection Date – January 30, 2013**

Superstructure – Single Span Precast Reinforced Concrete 3-sided Culvert in good condition. Minor moisture is present at deck underside. 3 areas of failing ACP curb on deck area. Damaged G end of guardrail at NW corner- still functional. 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. Rip-Rap is being disturbed underneath the bridge. Efflorescence is accelerating. Backer rod is exposed at 2nd seam in from South on East side at ground elevation. 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.

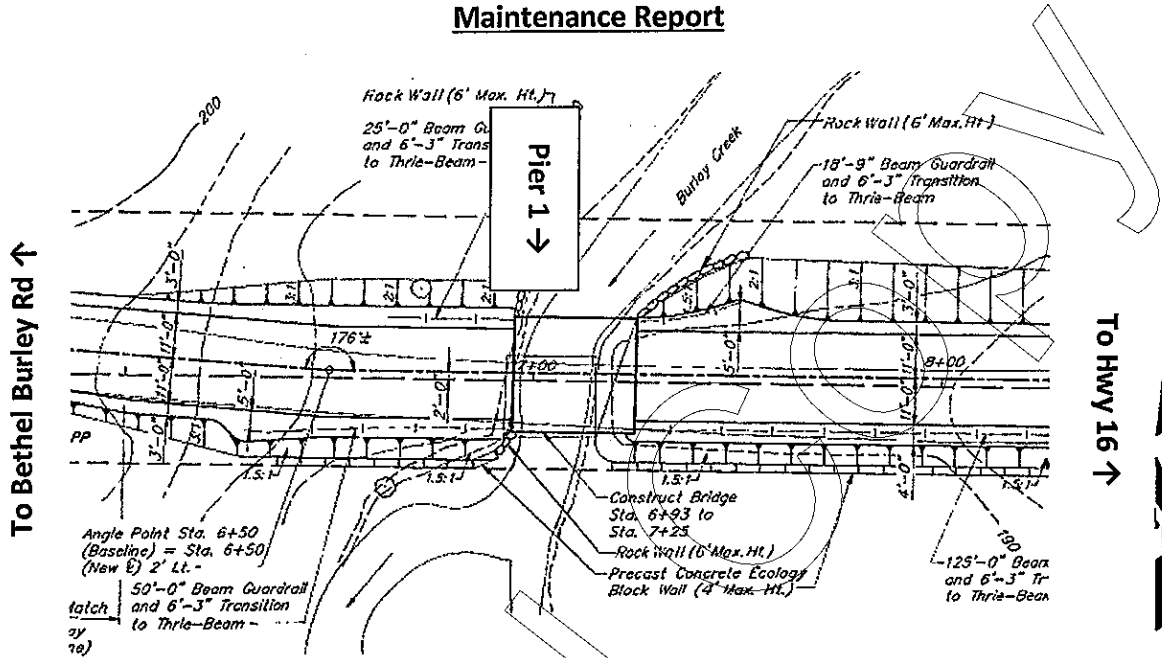
This bridge is not rated as scour critical.



BRIDGE #14 (LOG RT. 23640 M.P. 0.15)

Oak Street Bridge @ Burley Creek
Last Inspection Date – January 30, 2013

Maintenance Report



Recommendations –3 areas of failing ACP curb should be repaired. Monitor rip rap at NE & SW corners with evidence of bank loss at this time. Monitor upstream wood debris and channel erosion 30' upstream.



Wood debris upstream from bridge



Efflorescence shown between slab seams

BRIDGE #15 (LOG RT. 32519 M.P. 2.25)**Crescent Valley Road Bridge @ Olalla Creek****Year Built - 1972****Sufficiency Rating – 87.35****Last Inspection Date – January 29, 2013**

Superstructure – Post-tensioned concrete slab structure is in satisfactory condition. The bridge deck shows signs of moderate scaling. All 4 corners under the sidewalk panels, material is starting to slough away again. Sidewalk repair on the west side observation area [midspan] is starting to spall 3'x 2'x 3/8" deep. Iron pipe showing through the deck along the sidewalk at east side midspan – 1' from curb. 4 sidewalk panels have settled and are possible trip hazard 1" to 1 3/4" lip. Bridge rail and transitions do not meet current standards.

Substructure – 16" Precast Concrete Piles. Abutments are protected by vinyl sheet piling walls. A 4"x 4" hole in vinyl sheet pile wall below header wall on NW corner. Rust staining evident at Bent #3 pile cap at easterly pile connection to the deck. 4 wooden piles [existing] now exposed tops at south bridge end. Slab seat is 45". South pier is # 1.

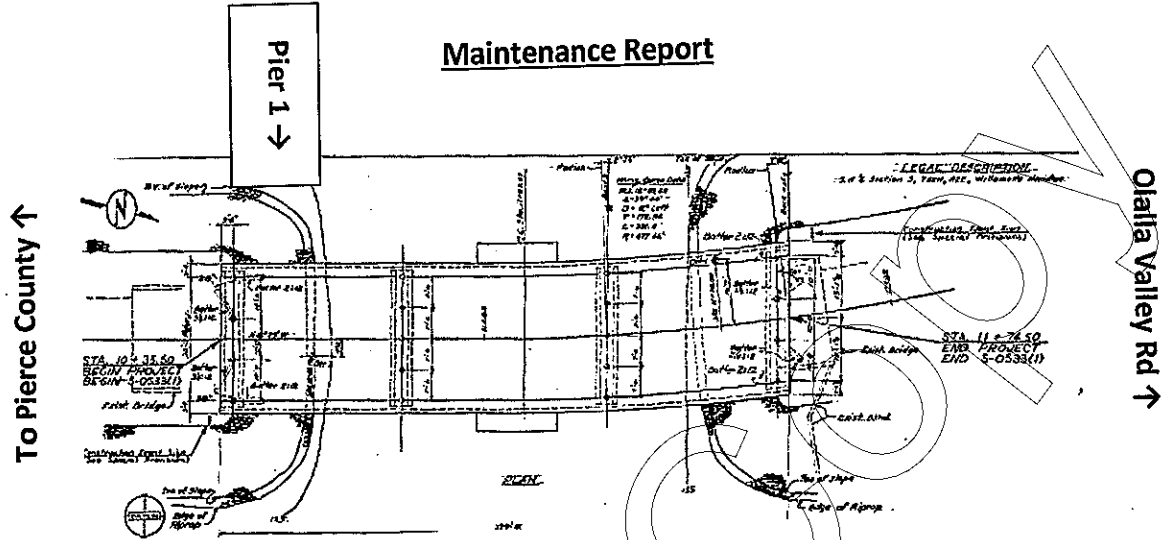
Scour and Load Rating - This bridge has been load rated as per F.H.W.A. requirements by Entranco Engineering in 1996. Phase 1 scour evaluation was performed by Entranco Engineering in 1996. Entranco Engineering performed phase 2 scour analysis in 1997.

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



BRIDGE #15 (LOG RT. 32519 M.P. 2.25)

Crescent Valley Road Bridge @ Olalla Creek
Last Inspection Date – January 29, 2013



Recommendations –Current bridge rail and transitions do not meet current standards. Monitor settlement at bridge ends and approach roadways. Monitor scaling in wheel tracks of the concrete deck. Repair sidewalk spalls west side at observation area. Re-seal both bridge joints. Repair sidewalk panels at all four corners to eliminate tripping hazards. Clean deck shoulder areas.



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 – February 14, 2013**

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.

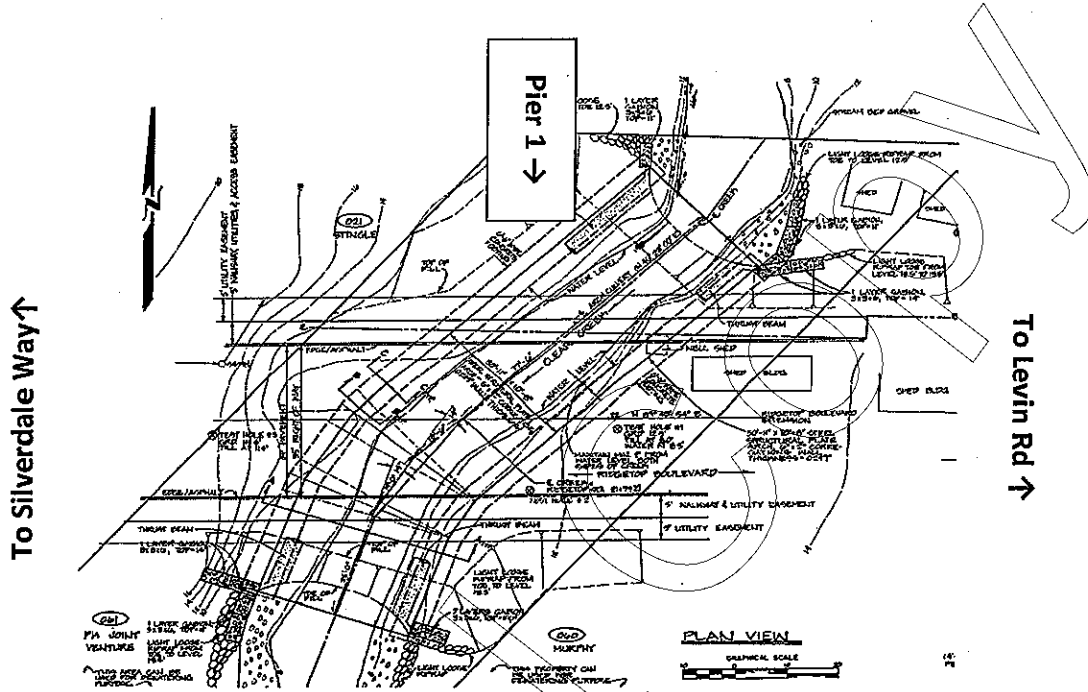
Central Road Dept performed scour counter measure work in the spring of 2007. Footings are now protected. Bridge is scour critical.



BRIDGE #16 (LOG RT. 56791 M.P. 0.23)

**Ridgetop Boulevard NW Arch Culvert @ Clear Creek
Last Inspection Date – February 14, 2013**

Maintenance Report



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 – February 13, 2013

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 at the connection point of multi-plates to the footing 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. Scour counter measures may need to be implemented to protect both footings.

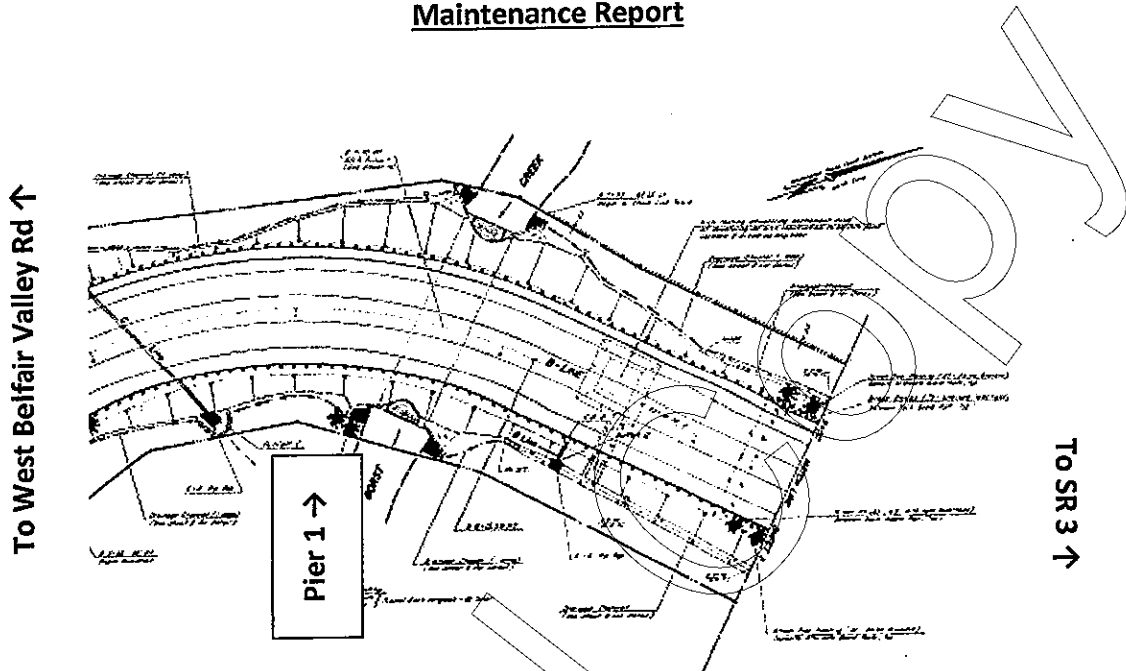
It has been determined that this bridge is scour critical.



BRIDGE #17 (LOG RT. 15450 M.P. 0.11)

**Sam Christopherson Boulevard Arch @ Gorst Creek
Last Inspection Date – February 13, 2013**

Maintenance Report



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 – February 1, 2013**

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 on the west side during the 2010 Scour Repair. Wooden pedestrian rail on both sides in poor condition showing signs of weathering and rot. Bridge rail transitions do not meet current standards. 6"x6" spall on East side midspan Exterior edge of slab.

Substructure – 16" Prestressed Concrete piles. Small hairline cracks 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.

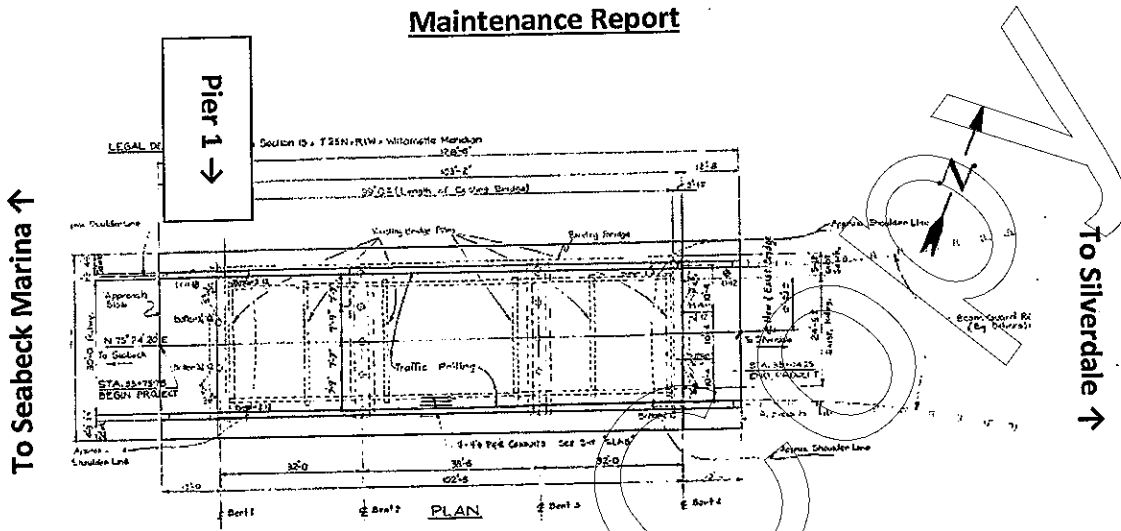
Scour and Load Rating - Entranco Engineering has conducted a safe loading rating as required by the F.H.W.A. in 1996. Entranco Engineering performed phase 1 scour assessment in 1996. Scour counter measure work was performed on the west pier in 1997. Phase 2 scour analysis was performed by KCM / Tetra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



BRIDGE #18 (LOG RT. 11709 M.P. 7.20)

**Seabeck Highway Bridge @ Big Beef Creek
Last Inspection Date – February 1, 2013**

Maintenance Report



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. Re-seal both bridge joints. Cathodic protection is recommended for steel sheet pile abutment. Remove vegetation and clean sidewalk areas on both sides.



Steel sheet pile at West Pier



Bridge Seal



Timber pedestrian rail in poor condition

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 – February 1, 2013**

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. 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.

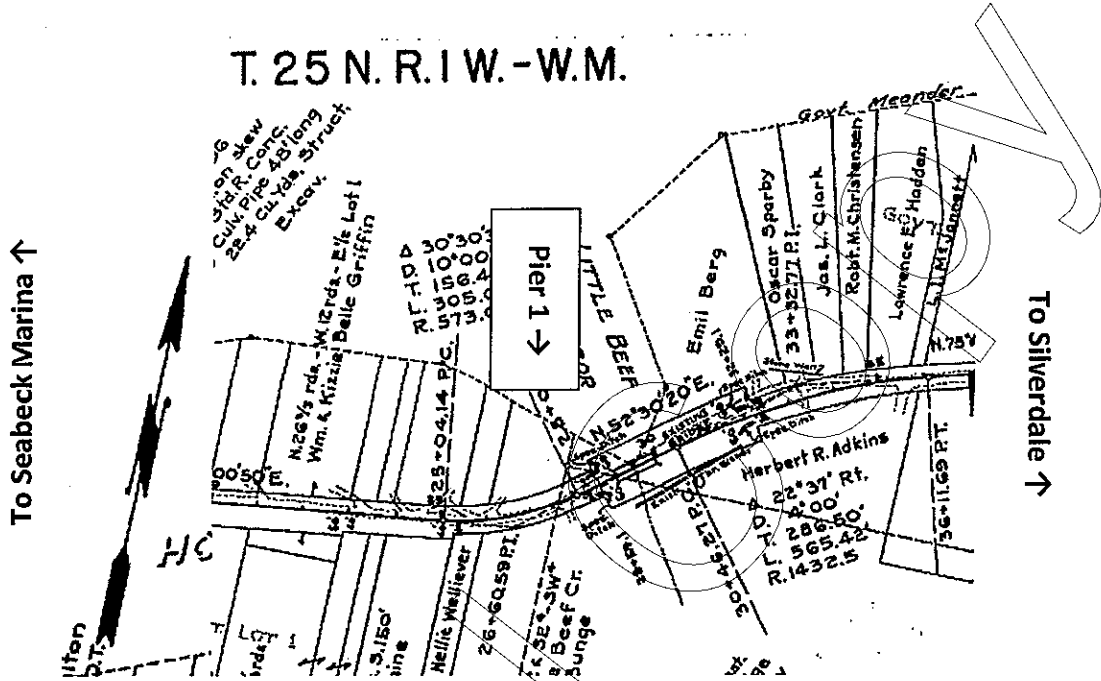


BRIDGE #19 (LOG RT. 11709 M.P. 7.57)

Seabeck Highway Bridge @ Little Beef Creek
Last Inspection Date – February 1, 2013

Maintenance Report

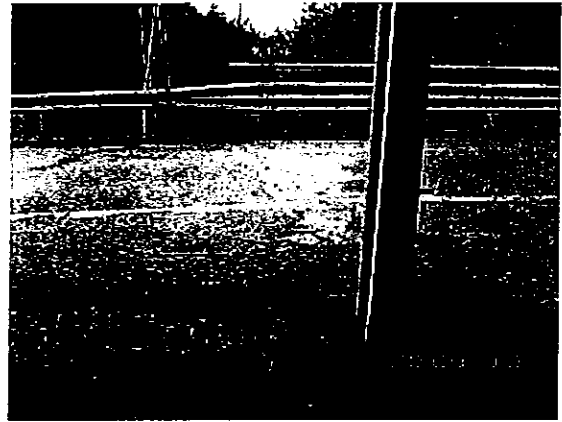
T. 25 N. R. 1 W. - W.M.



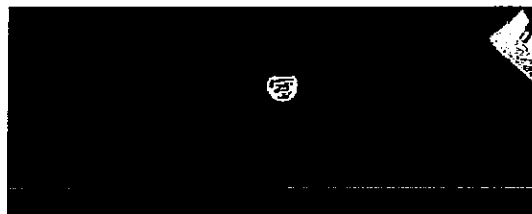
Recommendations – Per Phase 2 Scour Evaluation by Entranco Engineering [1997] recommend a design for countermeasures for east bank erosion. Monitor erosion caused by foot traffic under bridge and continue to monitor for scour and bank loss. Monitor cantilever span at east end for loss of material and settlement. Clean and remove vegetation from gutter lines in deck area. Repair broken ACP in north bound lane 8'x2' area. Re-seal both bridge joints.



Broken ACP in NB lane



Dip at bridge end from settlement



Material loss under East cantilever

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 – February 12, 2013**

Superstructure – Wooden stringers in fair condition. Westerly exterior stringer has a full length split at midpoint. Both exterior stringers starting to sound hollow near the bottom flange at pile caps with significant moisture present. Exterior edges of timber deck are showing end rot throughout. ACP is in poor condition, some longitudinal cracking evident. Bridge guardrail posts and wheel guards 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. Settlement is evident at both approach roadways [up to 3/4"]. The SW wing wall wood cap is rotted and broken off. 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. Accelerated scour evident at inlet ends at both wing walls, loss of material evident, light-loose rip rap has been removed by high flows along north abutment.

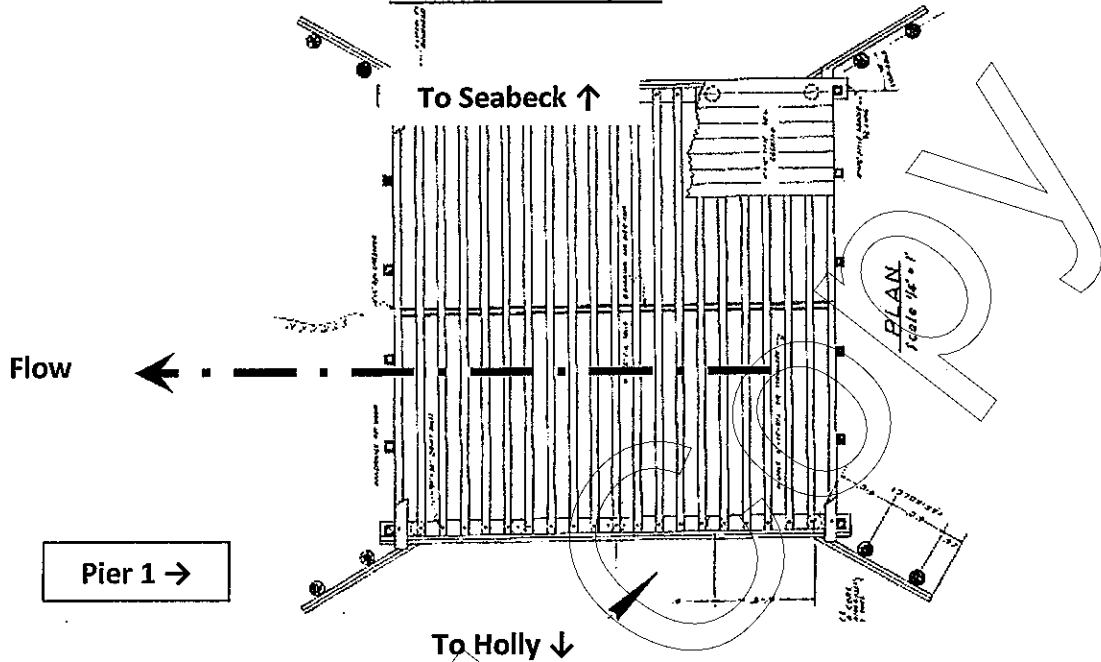
This bridge has been determined to be scour critical.



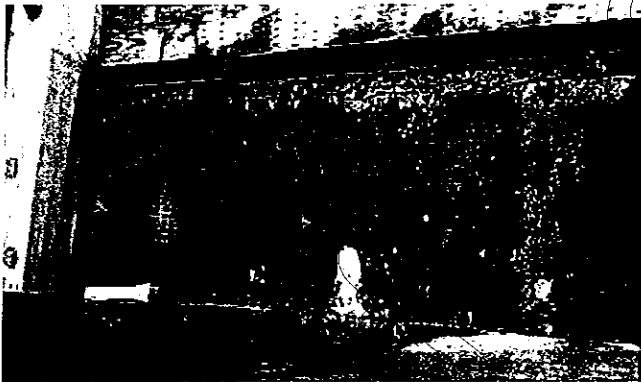
BRIDGE #20 (LOG RT. 11300 M.P. 9.28)

Seabeck-Holly Road Bridge @ Anderson Creek
Last Inspection Date – February 12, 2013

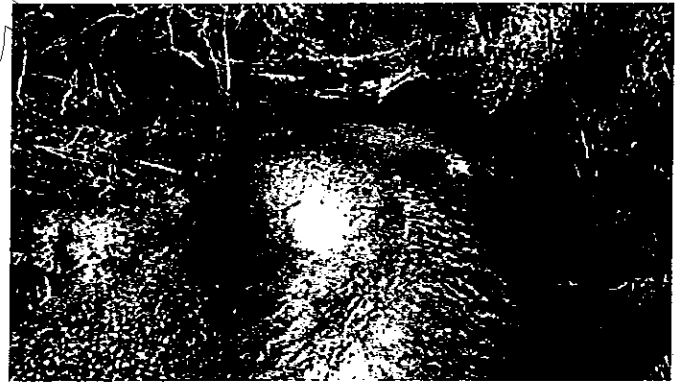
Maintenance Report



Recommendations – 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.



Exterior West Stringer (wet & moldy)



Log Jam Upstream ≈ 100 ft



NE Corner Bank Sloughing



SE Corner Bank Sloughing

BRIDGE #21 (LOG RT. 38010 M.P. 0.78)

Southworth Drive Bridge @ Curley Creek
Year Built - 2011
Sufficiency Rating – 97.83
Last Inspection Date – January 29, 2013

Superstructure – Precast concrete girders (WF66G) with HL-93 loading, approx. length of 127' with 10" cast-in-place deck and epoxy coated reinforcement. This structure has been designed in accordance with the 5th Edition of the AASHTO LRFD Bridge Design Specifications, 2010. Hairline cracks starting to show in gutter pan and sidewalks. Expansion joints at both ends are full of sand.

Substructure – Substructure consists of 5' wide drilled shaft foundation, 4 shafts per pier to approx. length of 40' in depth. Rebar reinforcement encased in concrete. Rock armor at abutments showing signs of undermining and erosion due to tidal action. The NW corner of the abutment has 10' x 10' area of erosion and the entire East rock wall has damage due to tide action exposing approximately 1.5' of geotextile fabric at toe of slope. NW and SW exterior abutment walls have superficial surface spalls located at construction joint locations between pier cap and wing wall. The conduits at the SW corner steadily leaking at thermal couplers.

Scour and Load Rating – Otak Engineering conducted a safe load rating as required by FHWA in March 2012.

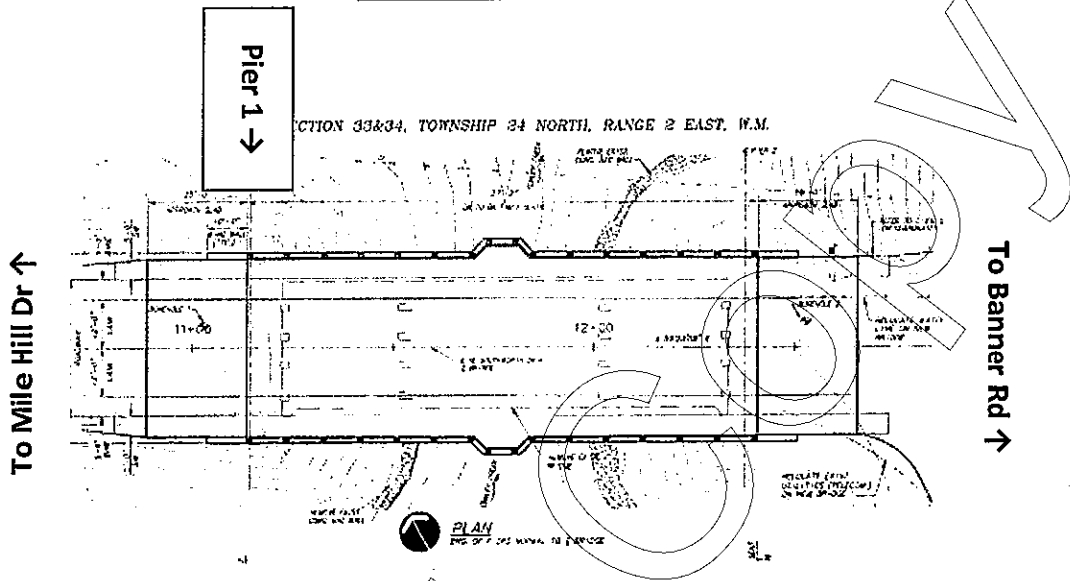
Bridge has not yet been evaluated for scour.



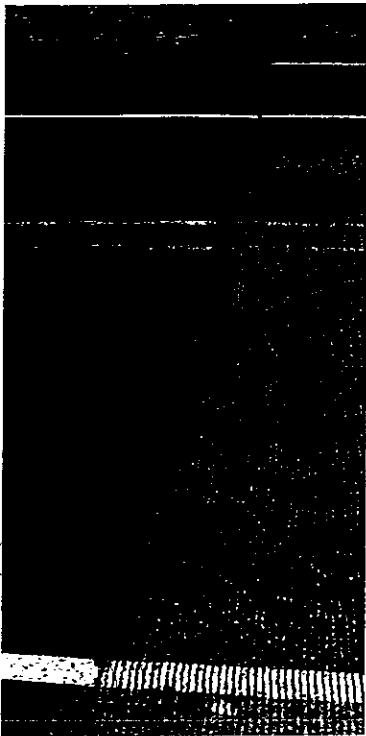
BRIDGE #21 (LOG RT. 38010 M.P. 0.78)

Southworth Drive Bridge @ Curley Creek
Last Inspection Date – January 29, 2013

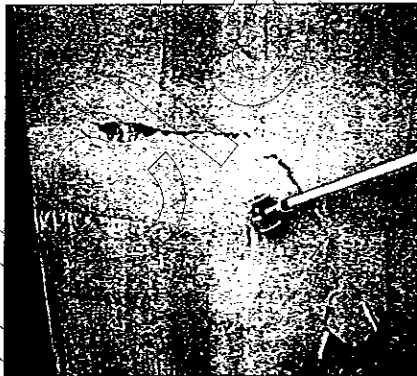
Maintenance Report



Recommendations – Monitor rock armor and sloughing at NW abutment corner and entire East Side slope armor. Clean roadway shoulders and expansion joints. Tack seal east side roadway approach joint.



East Approach Joint



**NW Corner Surface Spill
(4' x 4')**



NW Rock Armor Sloughing



East Abutment Sloughing

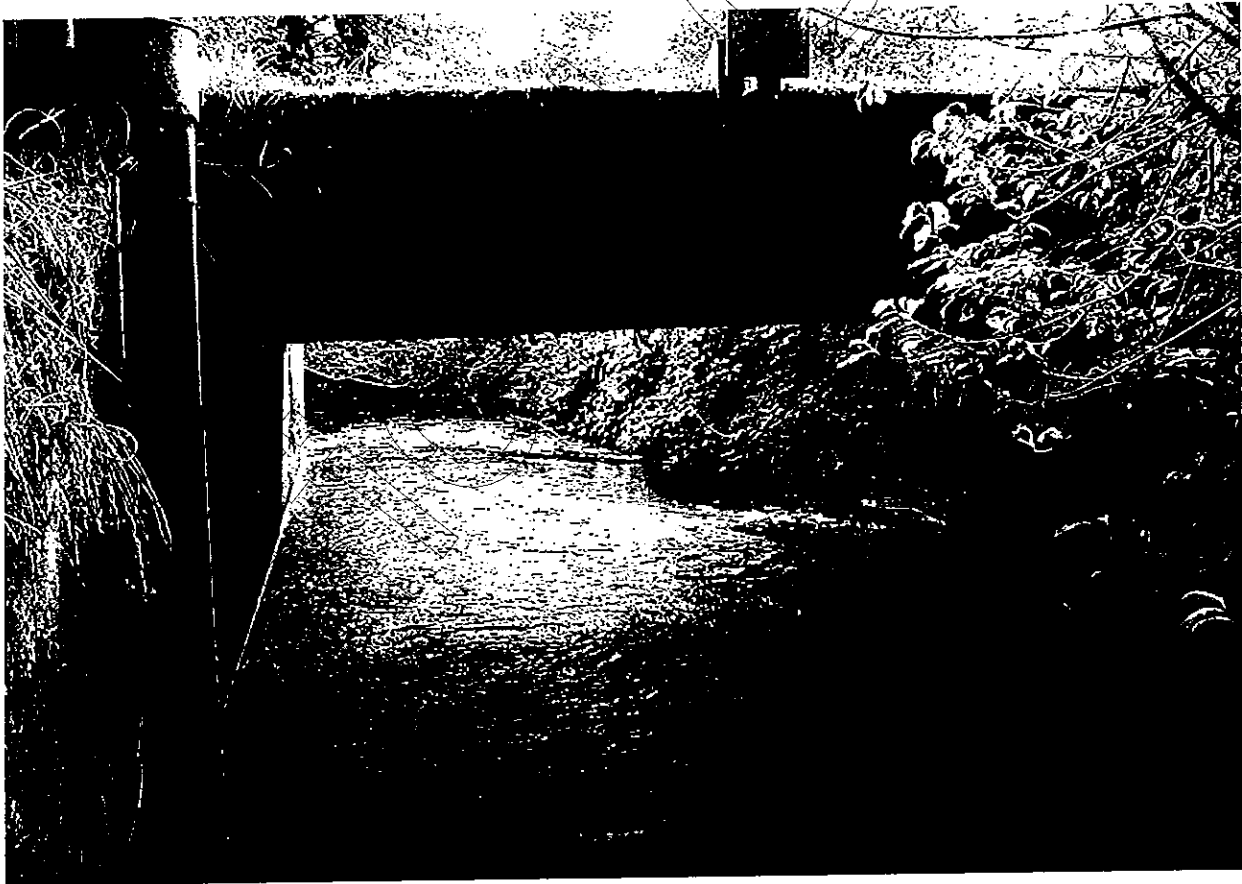
BRIDGE #22 (LOG RT. 22840 M.P. 2.44)**Spruce Road Bridge****Year Built - 1958****Sufficiency Rating - 73.61****Last Inspection Date - January 30, 2013**

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 at NW corner and water is encroaching behind stem wall. Scour along the easterly footing is on going - 30' of footing top exposed with a 4" ledge 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.

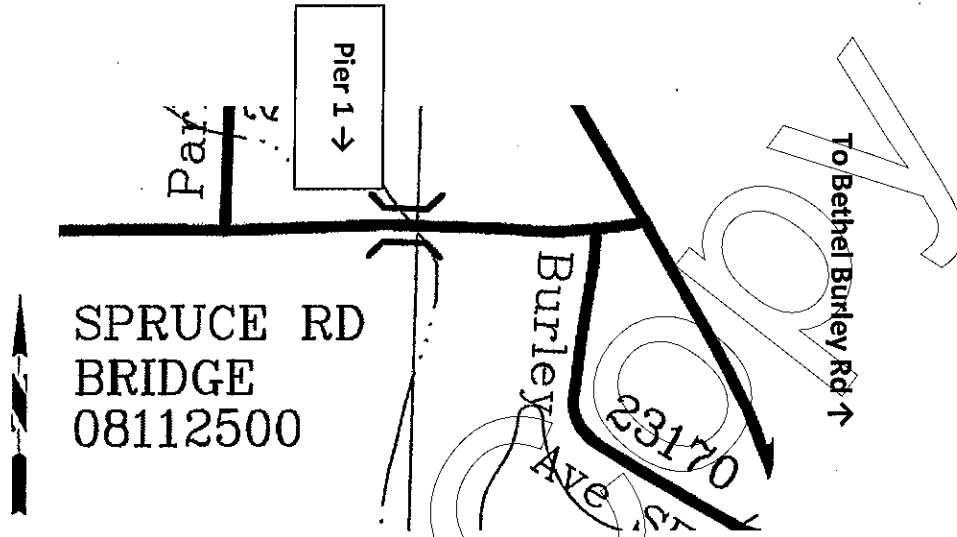


BRIDGE #22 (LOG RT. 22840 M.P. 2.44)

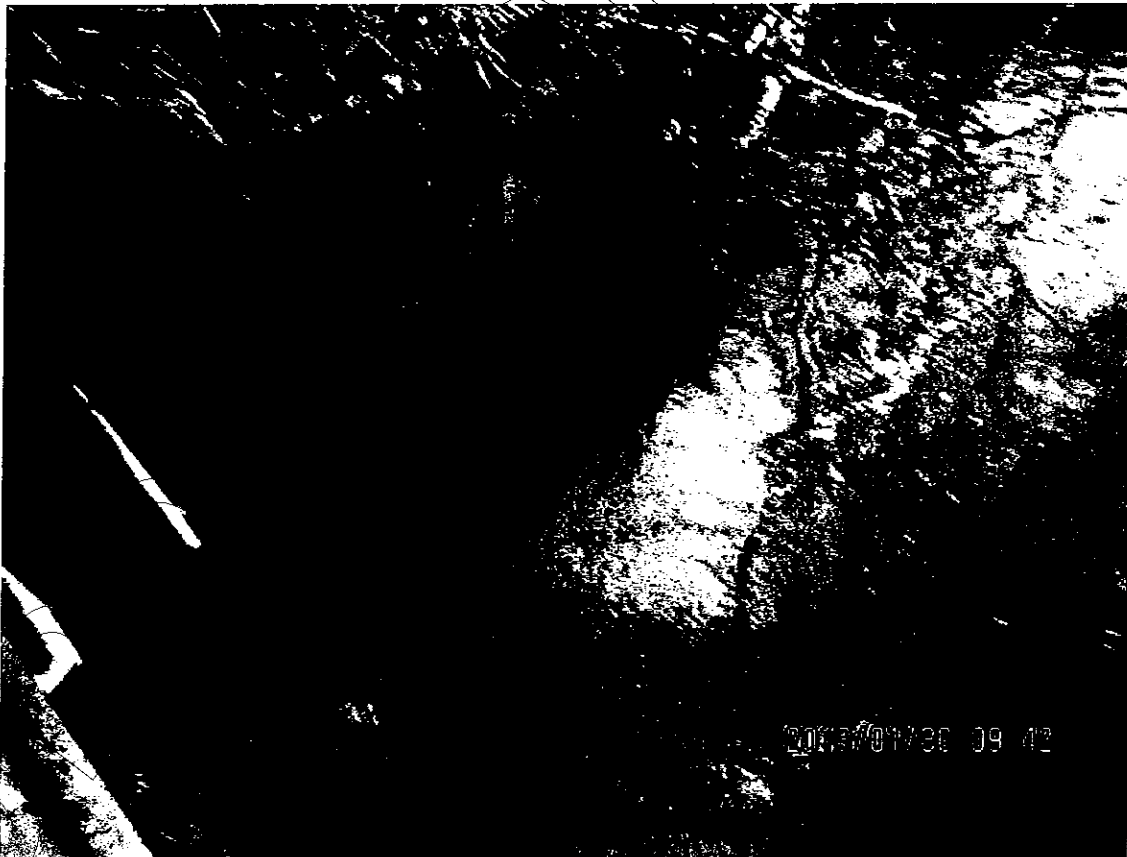
Spruce Road Bridge

Last Inspection Date – January 30, 2013

Maintenance Report



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. Monitor upstream rip rap.



BRIDGE #23 (LOG RT. 10810 M.P. 2.06)**NW Stavis Bay Road @ Stavis Creek****Year Built - 2011****Sufficiency Rating – 84.54****Last Inspection Date – February 1, 2013**

Superstructure – Precast pre-stressed 26" voided slabs with HL-93 loading. Bridge built in accordance with requirements of WSDOT/APA Standard Specifications of 2010 Edition. Bridge designed in accordance with AASHTO LRFD Bridge Design Specifications, 2007 with 2009 interims.

Substructure – Pile foundation using 16" diameter closed end steel piles with concrete and rebar reinforcement to a depth of approx. 40'. Significant material loss at East abutment. Large boulders exposed at toe of pile cap. SE corner log protection is undermining significantly and sloughing. NE corner log protection is beginning to erode at top log. Minor moisture on deck underside near abutments.

Scour and Load Rating – Parametrix Engineering conducted a safe load rating as per FHWA requirement in December 2011.

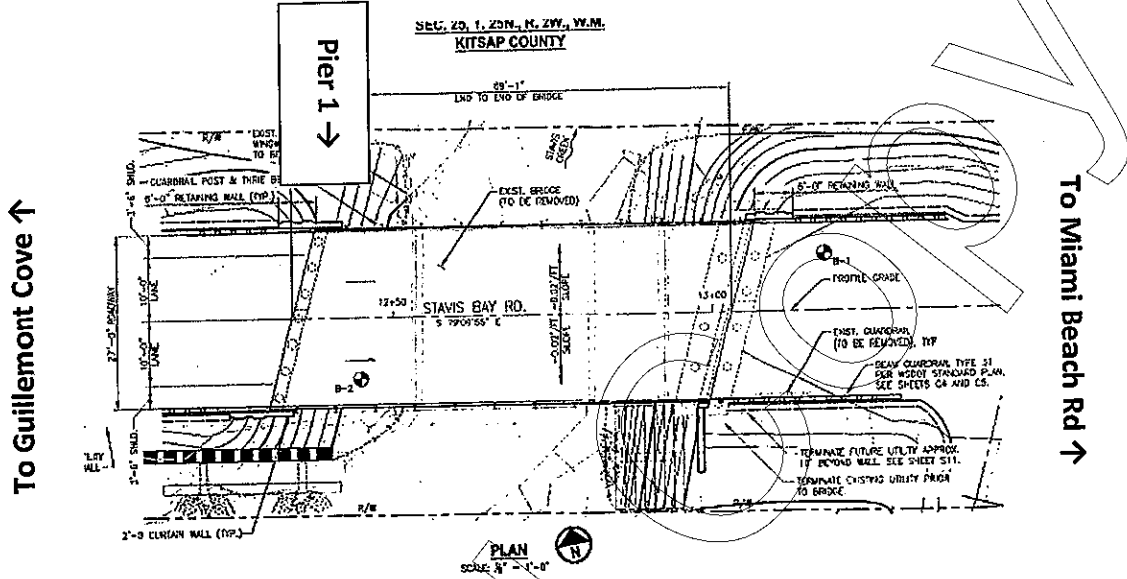
Bridge has not yet been evaluated for scour.



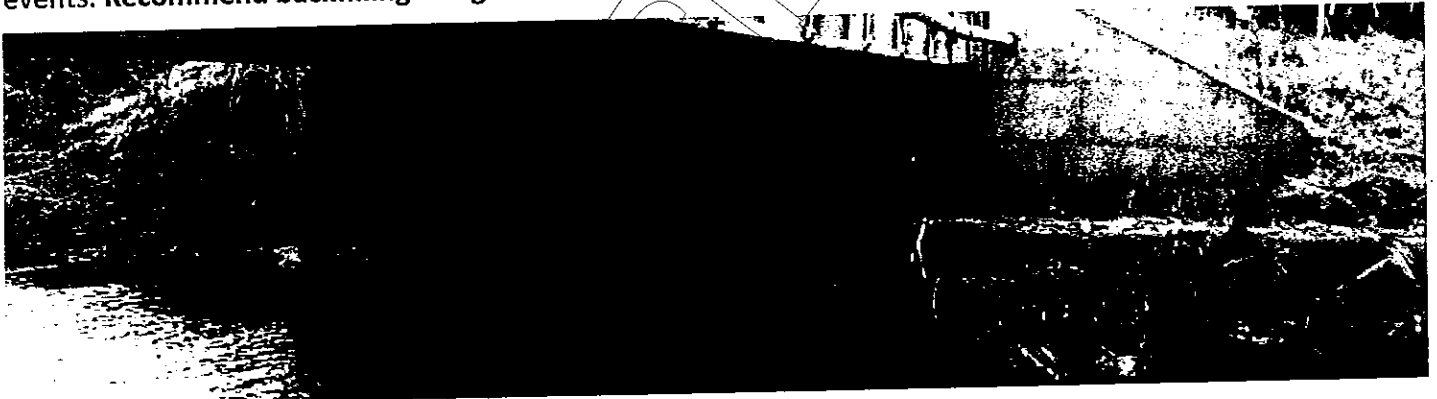
BRIDGE #23 (LOG RT. 10810 M.P. 2.06)

**NW Stavis Bay Road @ Stavis Creek
Last Inspection Date – February 1, 2013**

Maintenance Report



Recommendations – Monitor large woody debris and abutments for scour during high tides and high water events. Recommend backfilling sloughed areas at East abutment.



**Above:
Material Loss at Pier 2**



**To Right:
Erosion at SE
corner behind
Large Woody**

BRIDGE #24 (LOG RT. 57770 M.P. 0.99)**Trigger Avenue Bridge****Year Built - 1979****Sufficiency Rating – 94.91****Last Inspection Date – January 31, 2013**

Superstructure – Prestressed concrete stringer structure in good condition. ACP is in poor condition and 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. NE corner of jersey barrier has surface spall 10"x4" on roadside face.

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 1st 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.

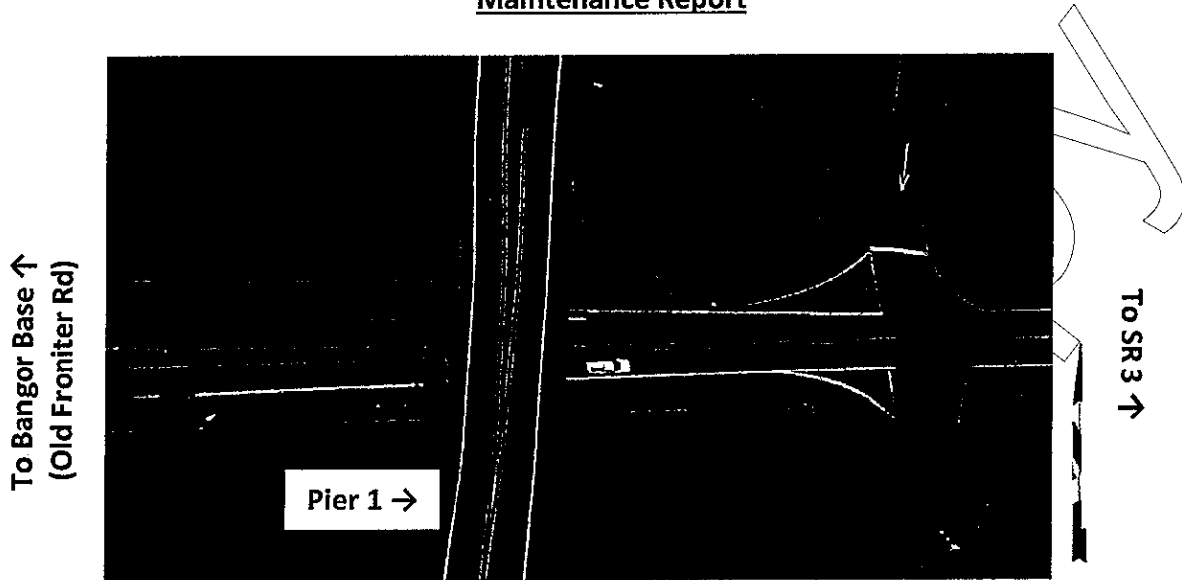
Bridge not over water, therefore, not scour critical.



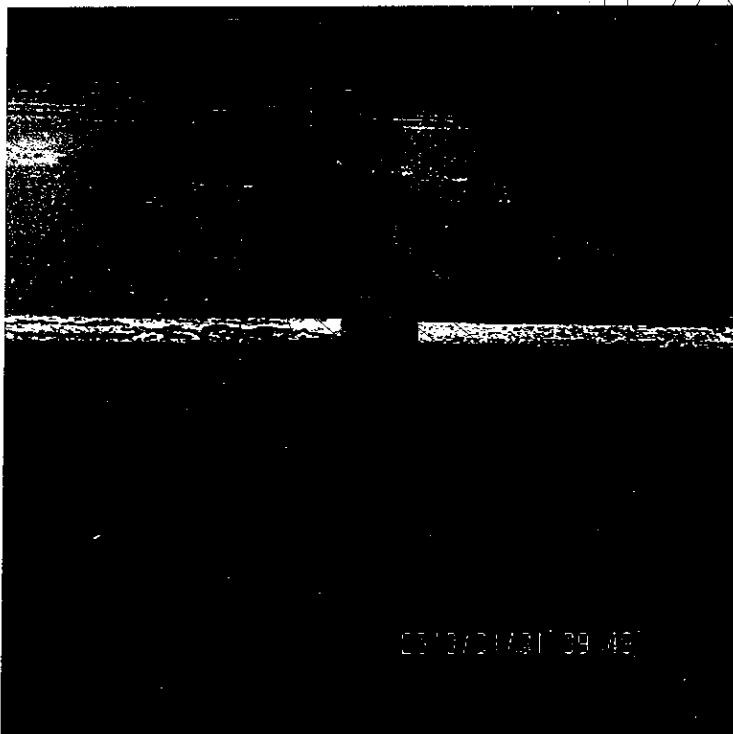
BRIDGE #24 (LOG RT. 57770 M.P. 0.99)

**Trigger Avenue Bridge
Last Inspection Date – January 31, 2013**

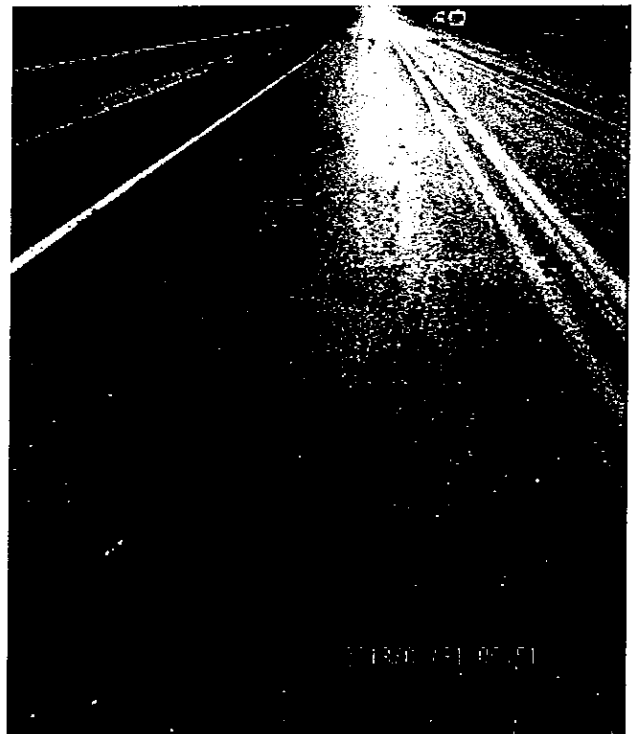
Maintenance Report



Recommendations – Re-seal both bridge joints and any cracks in the deck area. Grout conduit void at North abutment between girders A & B. May need ACP rehabilitation throughout deck area and at bridge joints.



North Bridge Joint



Looking South at ACP condition

BRIDGE #25 (LOG RT. 19000 M.P. 0.29)**NW Taylor Road Bridge @ Dickerson Creek****Year Built - 2002****Sufficiency Rating – 58.70****Last Inspection Date – February 20, 2013**

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 ¼" deep. Surface rust [minor] is accelerating at deck underside. ACP is failing at midspan in west bound lane 3'x 8' area in the deck.

Substructure – 12" Steel H – piles. Significant moisture present around grout pads and elastomeric pads at both abutment 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.

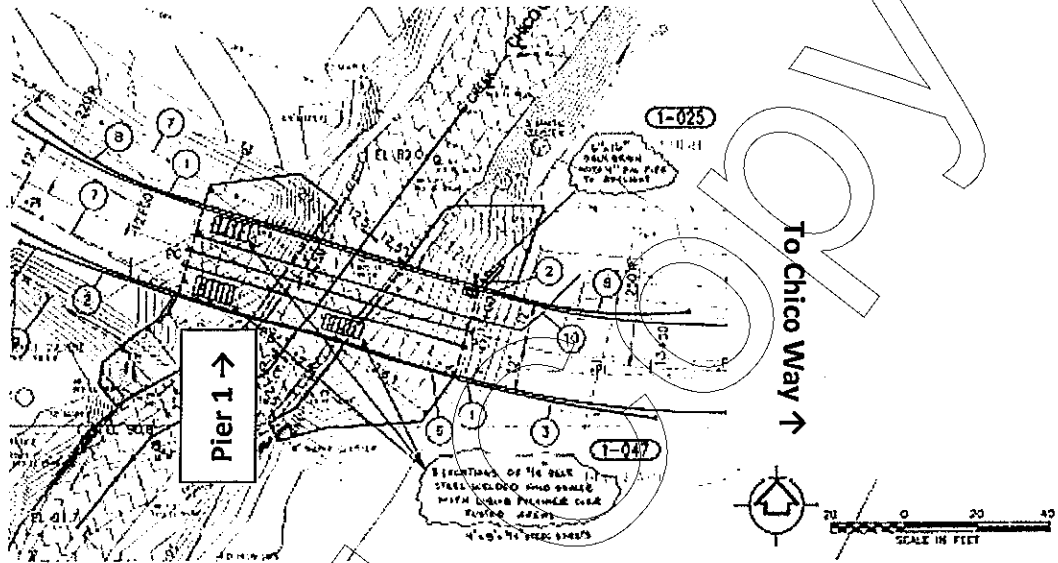
Bridge is considered scour critical. New bridge constructed in 2/2002 replacing a washed out culvert. In December-2007 the west abutment was repaired and upstream channel was realigned and armored with woody materials following the flood event.



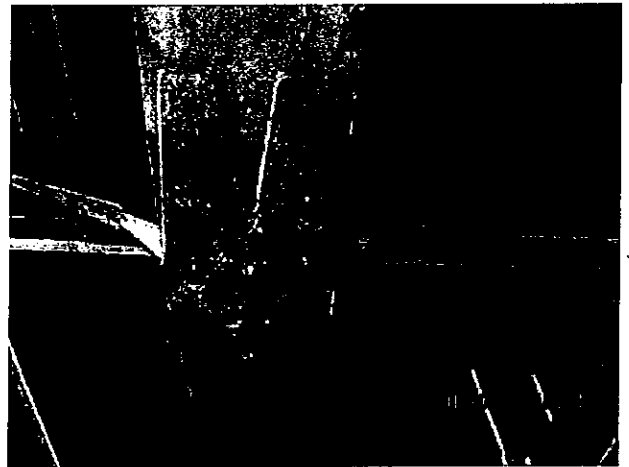
BRIDGE #25 (LOG RT. 19000 M.P. 0.29)

NW Taylor Road Bridge @ Dickerson Creek
Last Inspection Date – February 20, 2013

Maintenance Report



Recommendations – Clean deck area shoulders and deck drain at the NE corner. Repair failing ACP in west bound lane at mid span – 3'x 8' area. Re-seal west bridge joint. Monitor sloughing rock slope armor at east abutment.



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 – February 19, 2013**

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. Crack lengths and widths appear to be increasing. Deck surface is starting to scale in the wheel tracks. 4" spall on exterior flange at the SE corner between wing wall & barrier. 2 small deck spalls at expansion joints SE & NW corners in the driving lane. West expansion joint starting to crack and separate.

Substructure – 16" steel pile casing with steel reinforcement filled with concrete. Concrete abutments and wingwalls, concrete pile caps, with elastomeric bearings. Heavy sediment build-up and wood debris under the bridge. 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.

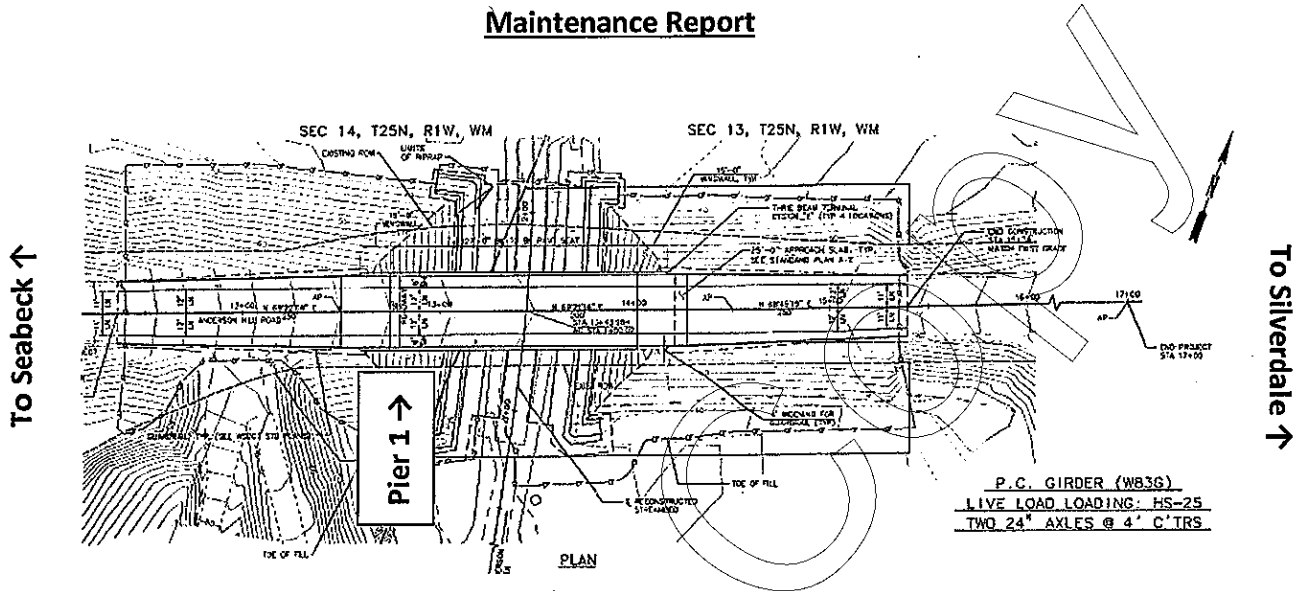
Bridge is over water but is not scour critical due to high flood plane elevation of footings.



BRIDGE #26 (LOG RT. 13549 M.P. 1.02)

**NW Anderson Hill Road Bridge @ Anderson Creek
Last Inspection Date – February 19, 2013**

Maintenance Report

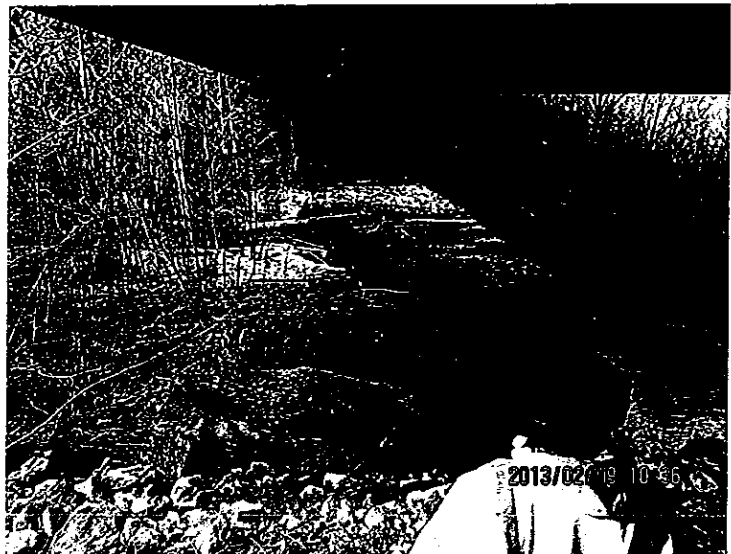


Recommendations – Clean deck shoulder areas and related drainage structures. Re-seal both bridge joints. Monitor transverse cracking and deck scaling. Monitor stream flow path and large sediment deposits and heavy vegetation growth under the bridge. Beaver intrusion/activity spotted at location recently.



Broken East Expansion Joint

Channel Making 90° Turn under bridge heading east due to heavy vegetation and sediment build-up



BRIDGE #27 (LOG RT 12740 M.P. 000.52)**Lake Symington Bridge****Year Built – 1964****Sufficiency Rating – 25.16 SD****Last Inspection Date – February 1, 2013**

Superstructure – Cast in place voided reinforced slab in fair condition. 3' long hairline crack is evident at deck underside midspan. Numerous rock pockets in deck underside.

Substructure – 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.



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

**Lake Symington Bridge
Last Inspection Date – February 1, 2013**

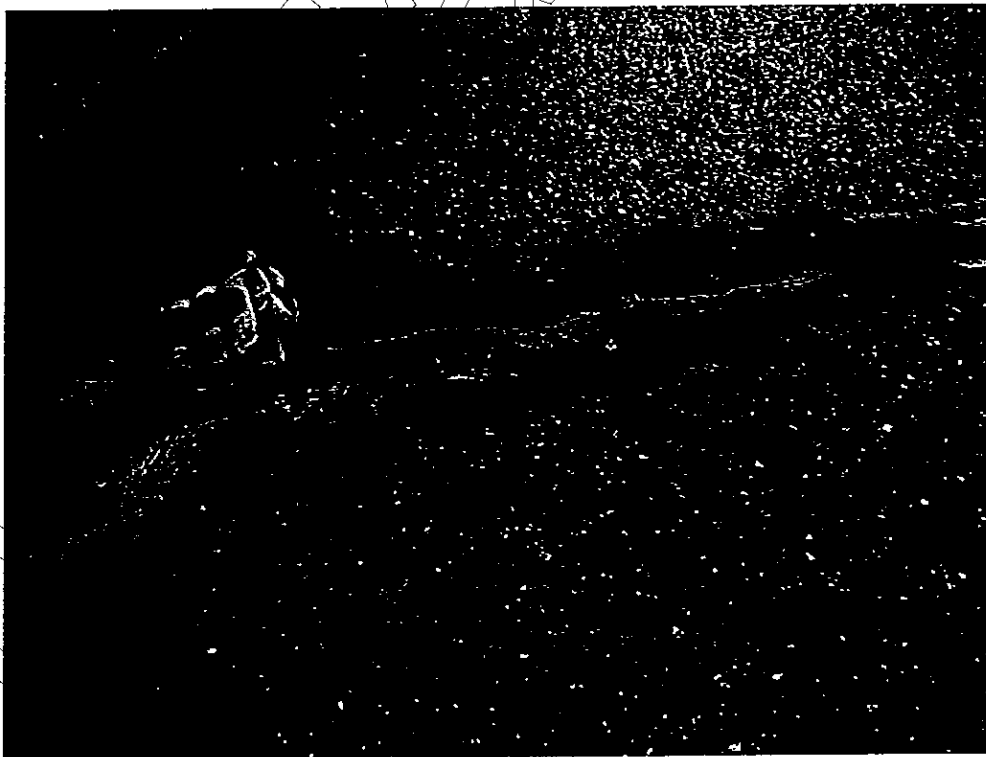
Maintenance Report

To Coho Run ↑



To Red Wing Trail ↓

Recommendations – Monitor cracking in pier walls and deck underside. Monitor roadway settlement at both ends.



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

Clear Creek Bridge @ Silverdale Way

Year Built – 2006

Sufficiency Rating – 98.80

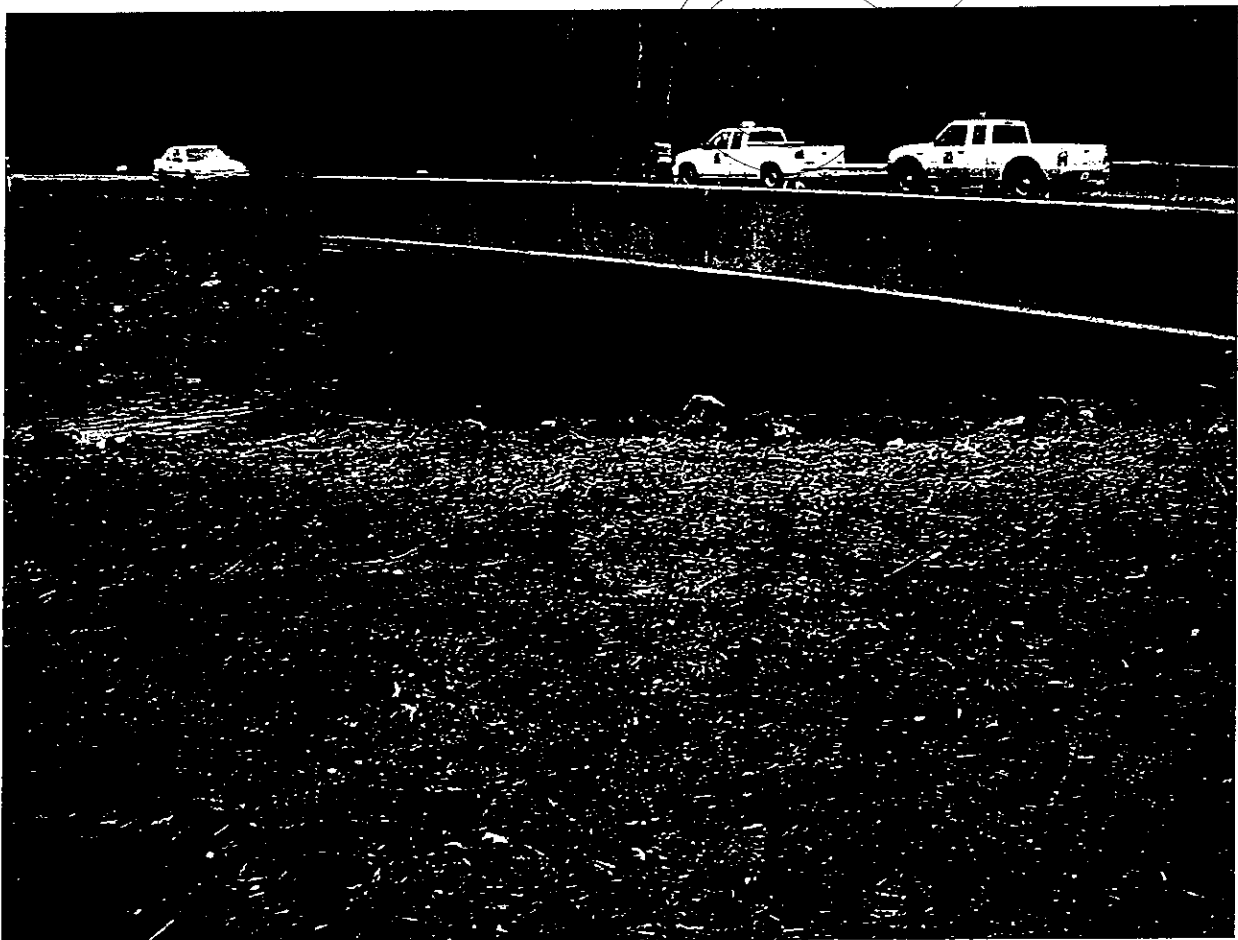
Last Inspection Date – February 14, 2013

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. Beam seat – 24".

Scour and Load Rating – KCM Tetra/Tech performed safe load rating in 2006 per F.H.W.A. requirements.

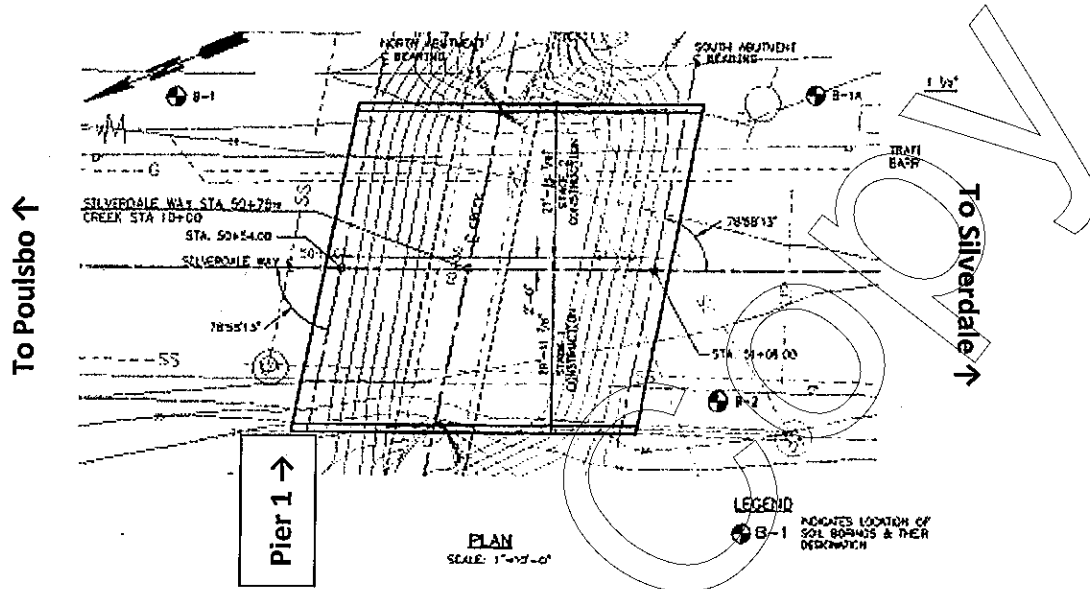
Scour evaluation has not yet been performed.



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

**Clear Creek Bridge @ Silverdale Way
Last Inspection Date – February 14, 2013**

Maintenance Report



Recommendations – All components are in good condition. Large vegetation mass should be removed from inlet end as well silt deposited at outlet end.



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: February 15, 2013

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. Flow meter was installed at outlet end at the NW corner.

Scour and Load Rating – Parametrix performed a safe load rating in 2008 as per F.H.W.A. requirements. Upstream rock weirs have come apart and are lying in the channel.

Scour evaluation has not yet been performed.

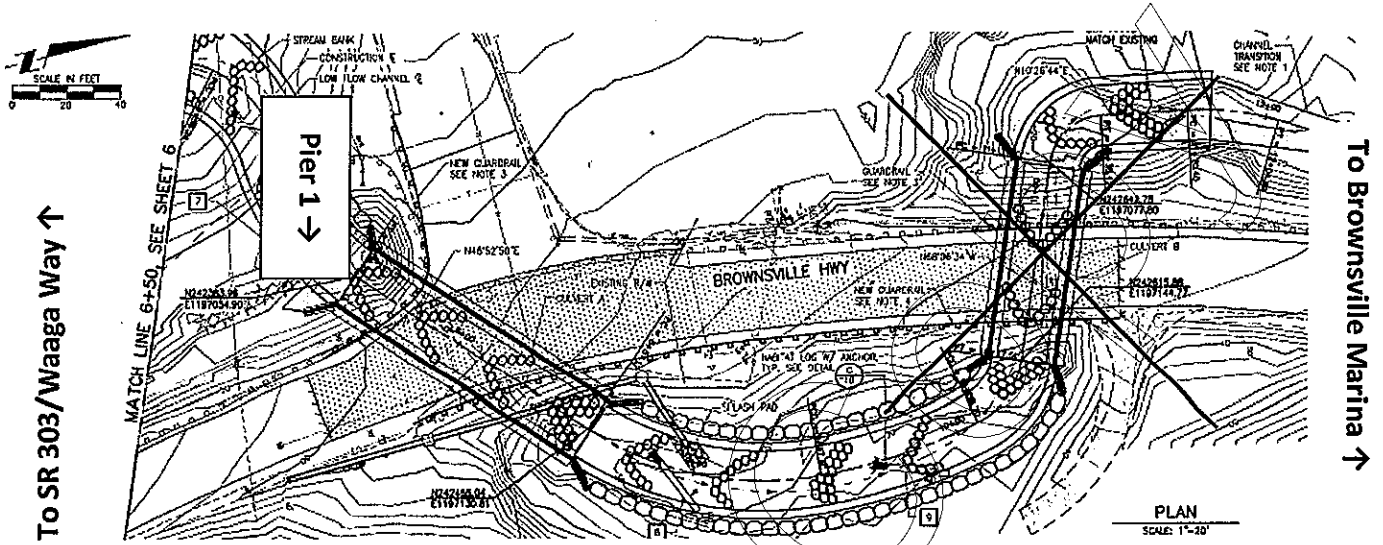


BRIDGE #29 (LOG RT 57290 M.P. 000.42)

Glud's Pond South @ Brownsville Highway

Last Inspection Date: February 15, 2013

Maintenance Report



Recommendations – All components are in good condition. Monitor streambed movement at the SE corner at inlet end. Heavy growth and sediment deposits at inlet end should be monitored or removed.



Heavy growth and sedimentation at Inlet end looking east.

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: February 15, 2013

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

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 4th, 5th, 7th, 8th, 9th 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. SE wing wall connection has broken grout seam 3' up from channel elevation.

Scour and Load Rating –Parametrix performed a safe load rating in 2008 as per F.H.W.A. requirements.

Scour evaluation has not yet been performed.

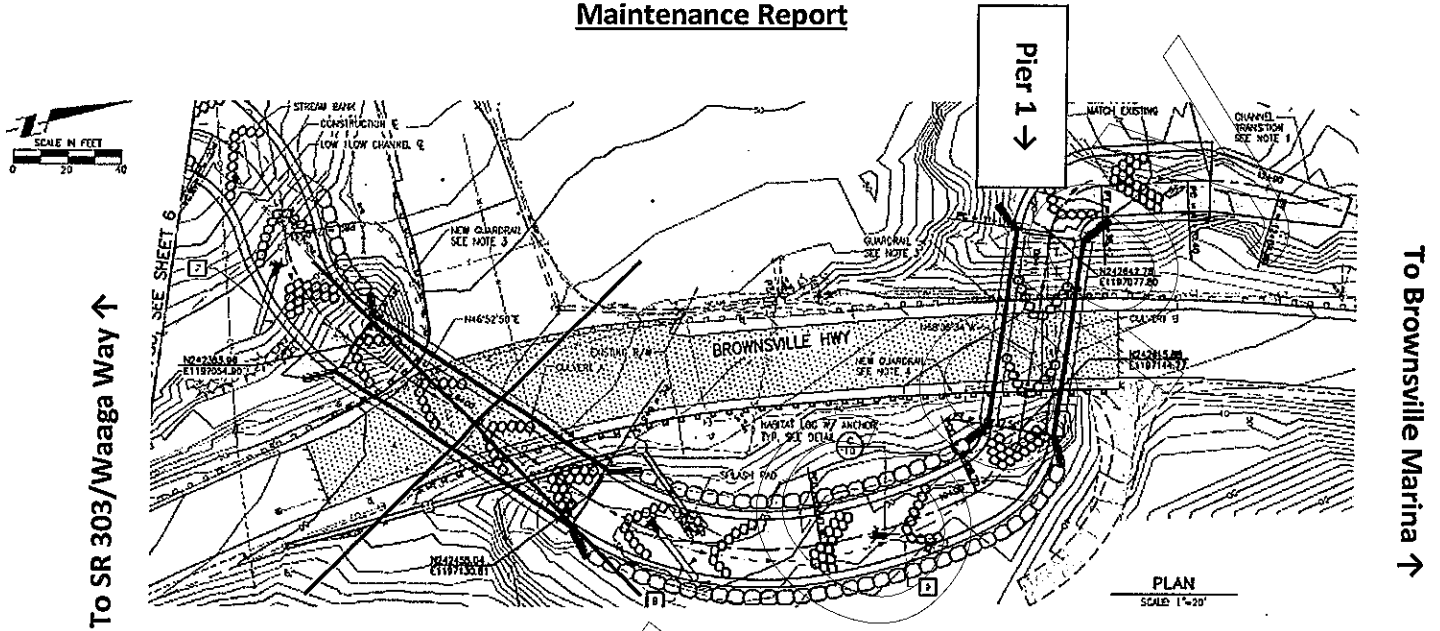


BRIDGE #30 (LOG RT 57290 M.P. 000.41)

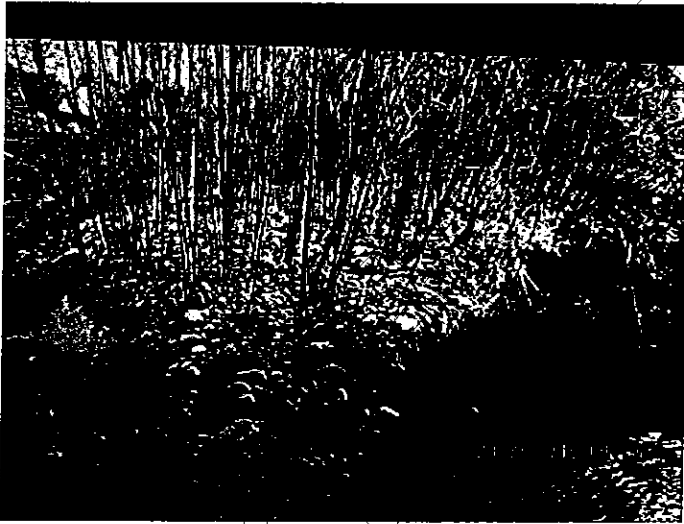
Glud's Pond North @ Brownsville Highway

Last Inspection Date: February 15, 2013

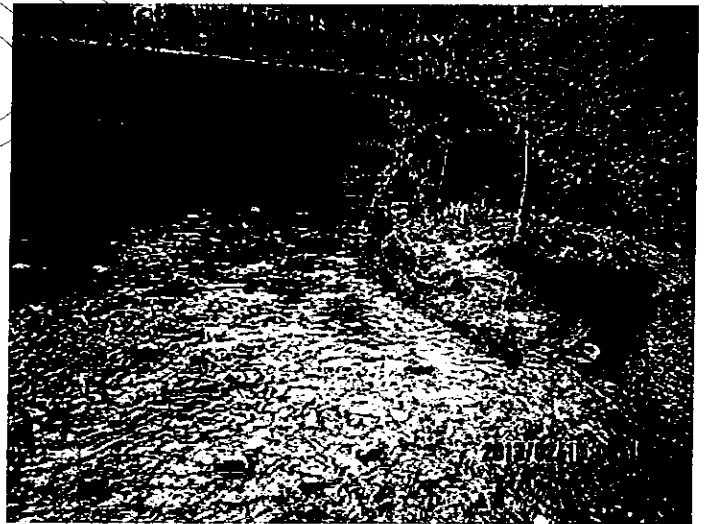
Maintenance Report



Recommendations – All components are in good condition. Monitor spalling in ceiling areas. Heavy growth and sediment deposits at inlet and outlet ends should be monitored or removed.



Inlet end vegetation/sediment build-up



Outfall end vegetation/sediment build-up

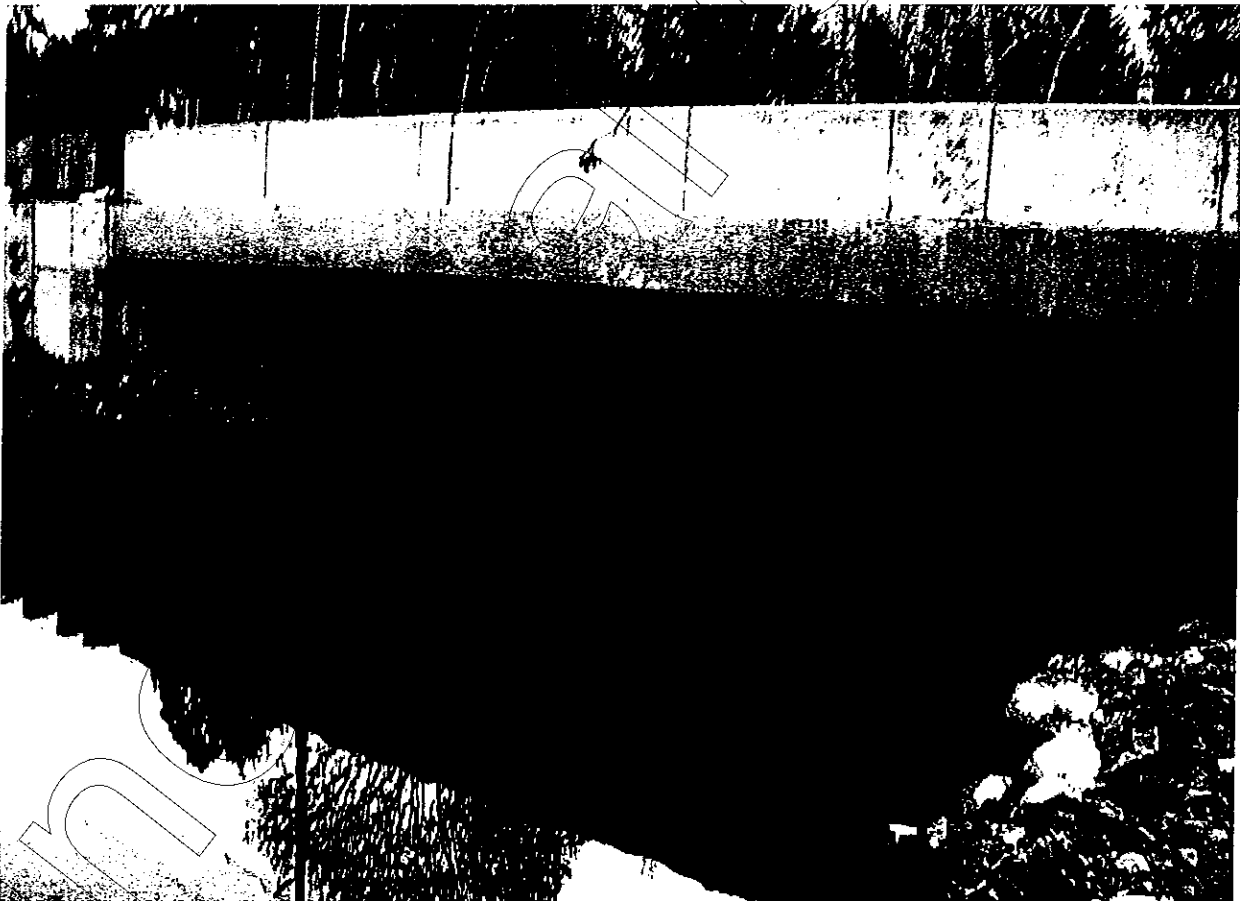
BRIDGE #31 (LOG RT 70370 M.P. 2.51)**Miller Bay Road @ Grover Creek****Year Built – 2007****Sufficiency Rating – 97.81****Last Inspection Date: January 31, 2013**

Superstructure – 26" x 48" Precast Prestressed Voided 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. Settlement on roadway with measurements taken at fog lines as follows: SW Corner is 1 ¼", NW is ¾", SE is 1 ½", NE is 1 ¼". SW quadrant damaged guardrail 25' from bridge located in section of rail just South of transition.

Substructure – 12" steel H pile foundation with vertical and battered pile configuration. Concrete pile caps with elastomeric bearing pads. Settlement visible at both bridge ends up to 1/2" to 3/4" full width across roadway. 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.

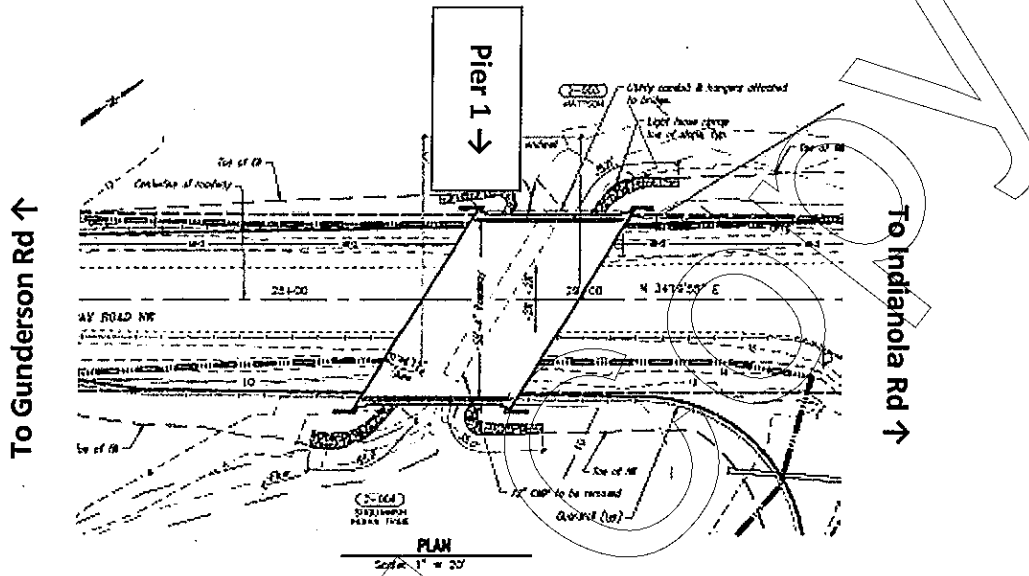
Scour evaluation has not yet been performed.



BRIDGE #31 (LOG RT 70370 M.P. 2.51)

**Miller Bay Road @ Grover Creek
Last Inspection Date: January 31, 2013**

Maintenance Report



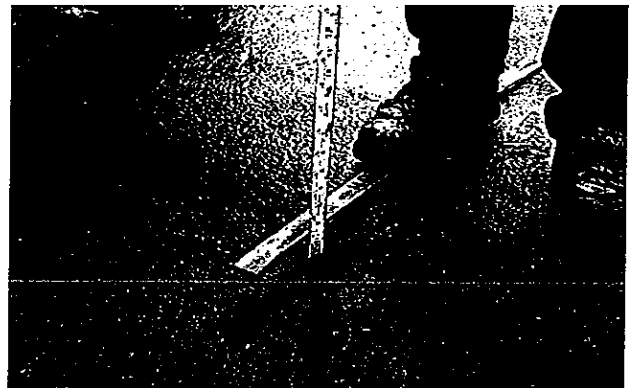
Recommendations – New structure built in 2007. All components are good condition. Monitor settlement at both bridge ends- varies from ¾" to 1 ½".



**Above: NE Corner 1.25" settlement
Below: SE Corner 1.5" settlement**



**Above: NW Corner 0.75" settlement
Below: SW Corner 1.2" settlement**



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

Tracyton Blvd @ Barker Creek

Year Built 2008

Sufficiency Rating – 98.63

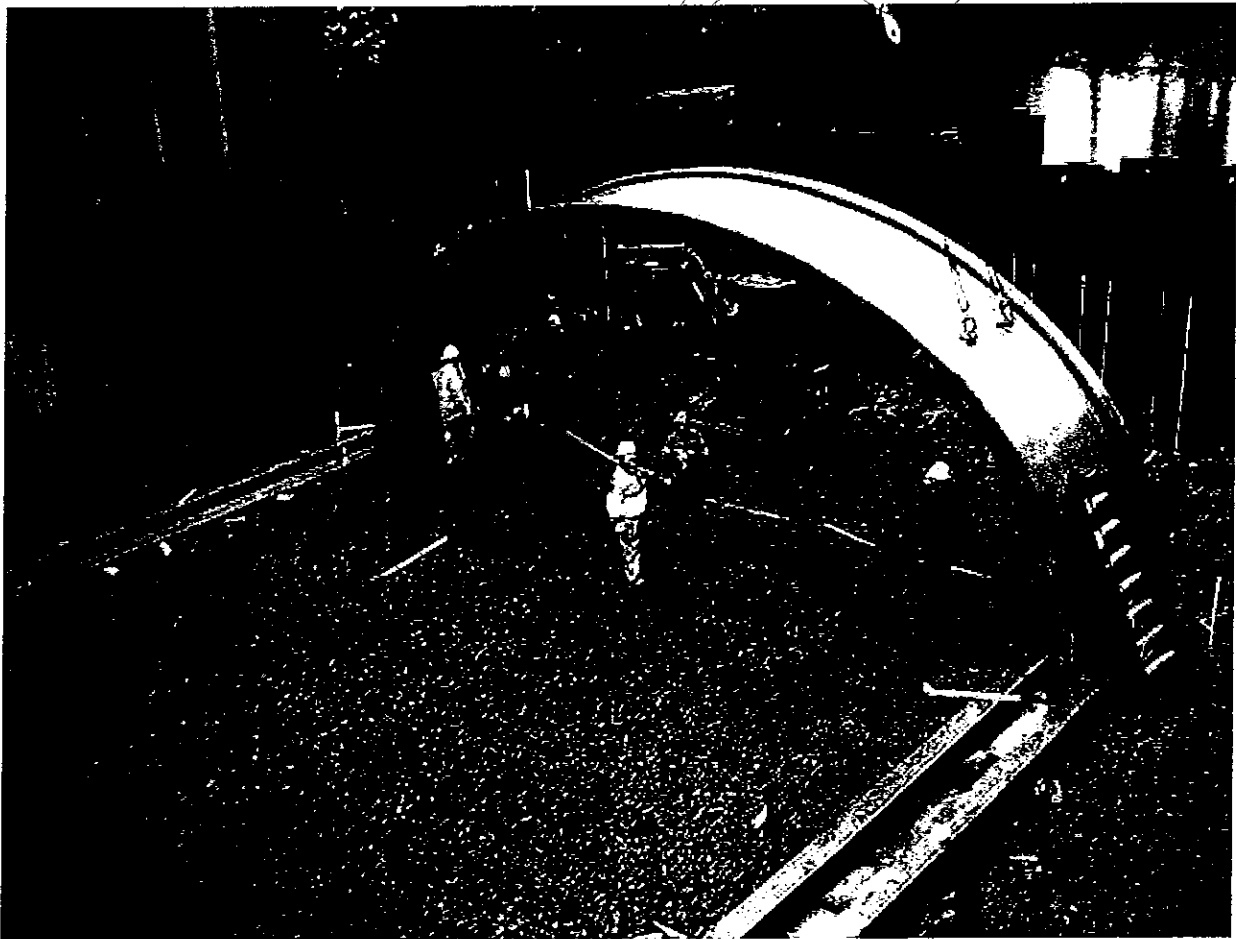
Last Inspection Date: February 14, 2013

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. Several joints showing signs of rotational movement or settlement.

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.

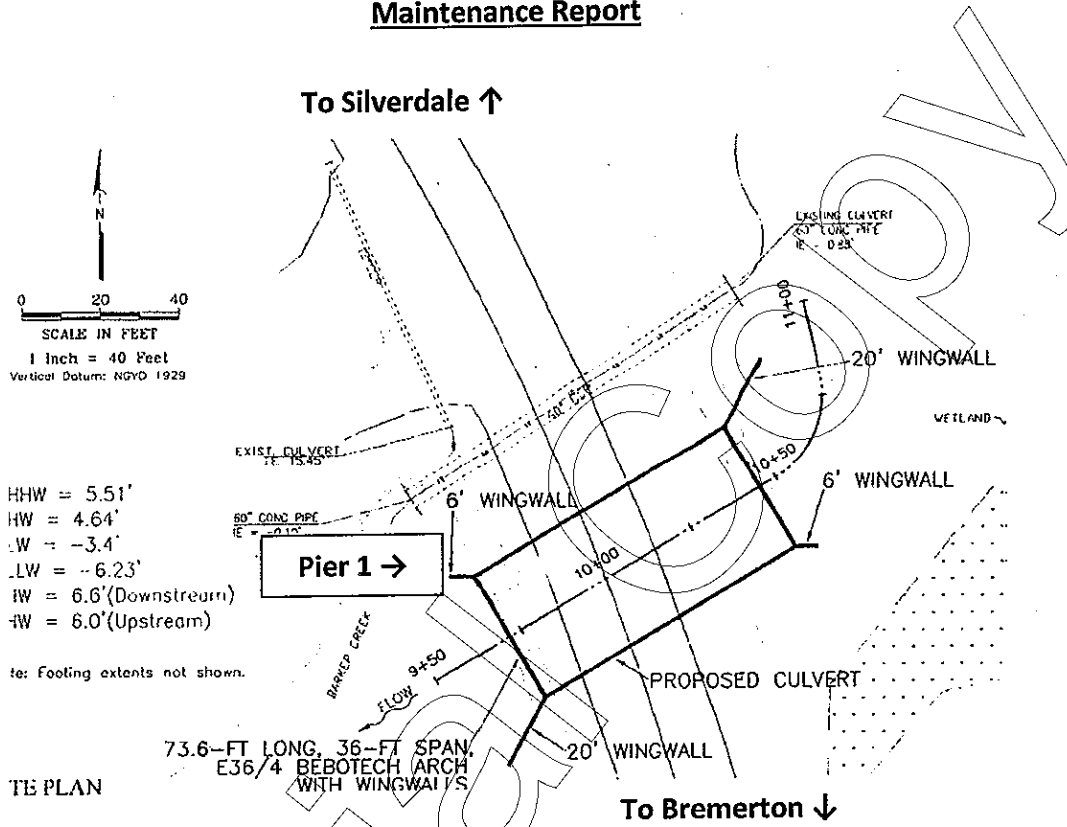
Scour has not yet been evaluated.



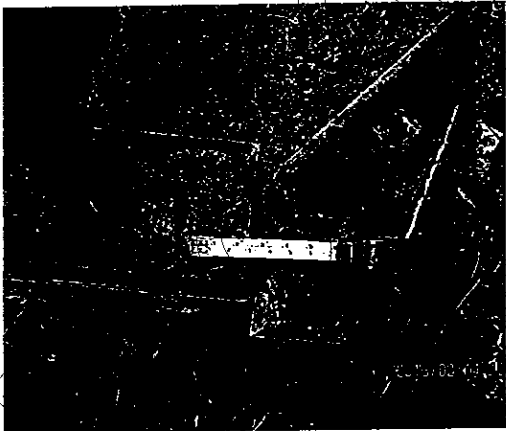
Bridge #32 (LOG RT. 55272 M.P. 2.4)

**Tracyton Blvd @ Barker Creek
Last Inspection Date: February 14, 2013**

Maintenance Report



Recommendations – Monitor rotational movement and or settlement at wing wall connections. NE Corner- 1.25" gap. SE Corner- 1.5" out horizontal and vertical.



SE Headwall tipping 1.5" to East



NE Wingwall 1.25" gap

Bridge #33 (LOG RT. 11709 M.P. 0.82)

Seabeck Hwy @ Foley Lane

Year Built 2010

Sufficiency Rating – 98.41

Last Inspection Date: February 1, 2013

Superstructure – Precast concrete 22' Span x 10' Rise 3 side culvert. This structure has been designed in accordance with the requirements of the 1998 AASHTO LRFD Bridge Design Specifications and has a HL-93 rating. Significant moisture present in all panels. 6th panel in from the west on south side, 2"x4" spall at panel joint near ground elevation.

Substructure – Precast footings and wing walls with rebar reinforcement.

Scour and Load Rating – Granite Precasting & Concrete conducted a safe load rating per F.H.W.A. requirement in June of 2010.

Scour has not yet been evaluated.

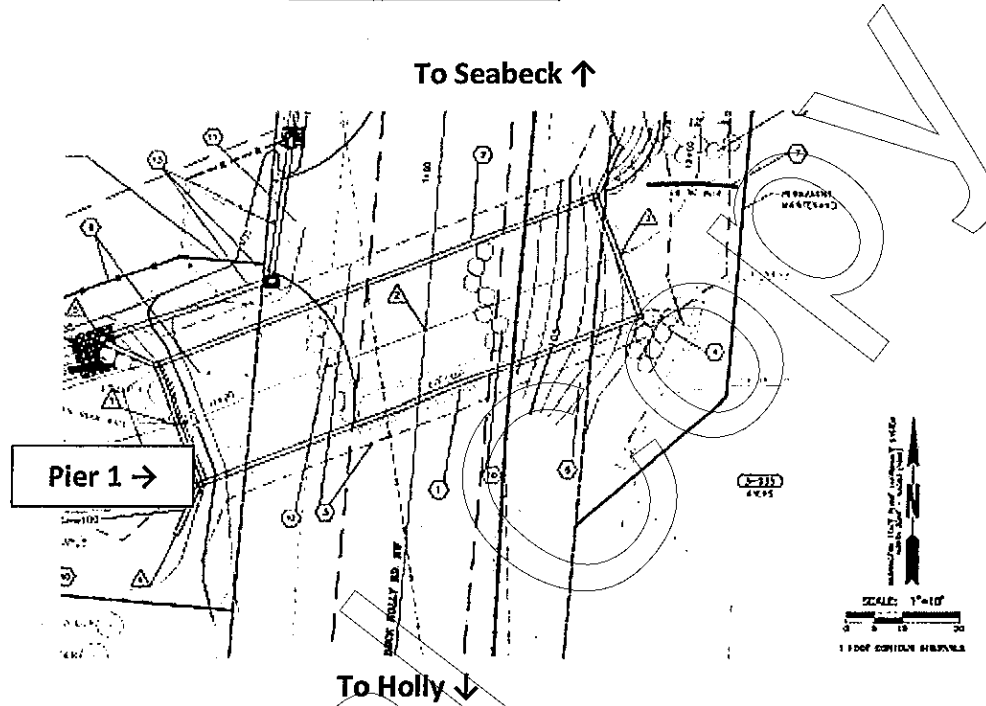


Bridge #33 (LOG RT. 11709 M.P. 0.82)

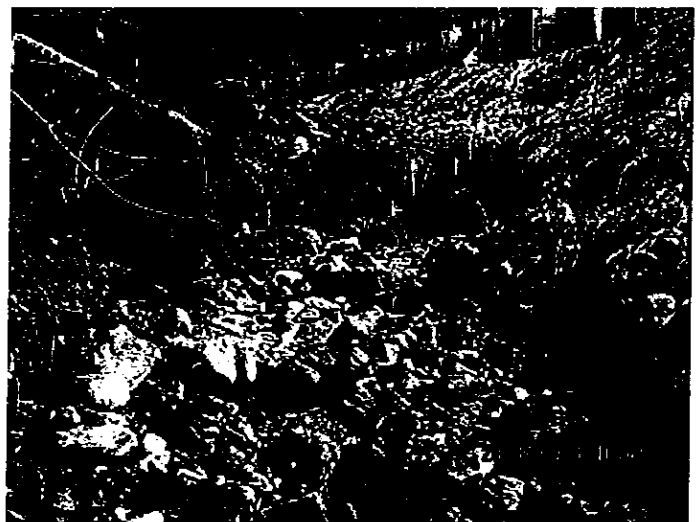
Seabeck Hwy @ Foley Lane

Last Inspection Date: February 1, 2013

Maintenance Report



Recommendations – New structure built 2010. All components are in good condition no defects found. Monitor off site flows near wing wall at SE corner.



Bridge #34 (LOG RT. 21320 M.P. 0.34)**Lake Helena @ Muck Fork Creek****Year Built 2011****Sufficiency Rating – 99.07****Last Inspection Date: January 29, 2013**

Superstructure – Precast pre-stressed voided slab: 21"x48"x52' single span with HL-93 design load. This structure has been designed in accordance with the requirements of the AASHTO LRFD Bridge Design Specifications, 2010. Significant moisture present on exterior beams outside edge from roadway runoff.

Substructure – Concrete abutment with W12x74 steel H-pile foundation approx. 50' in length. Elastomeric bearing pads and rip rap protection. Minor moisture at deck underside present. 3' section of backer rod hanging from underside of girders at 2nd seam from South side on East abutment.

Scour and Load Rating – Sargent Engineering conducted a safe load rating per FHWA requirements in May 2011.

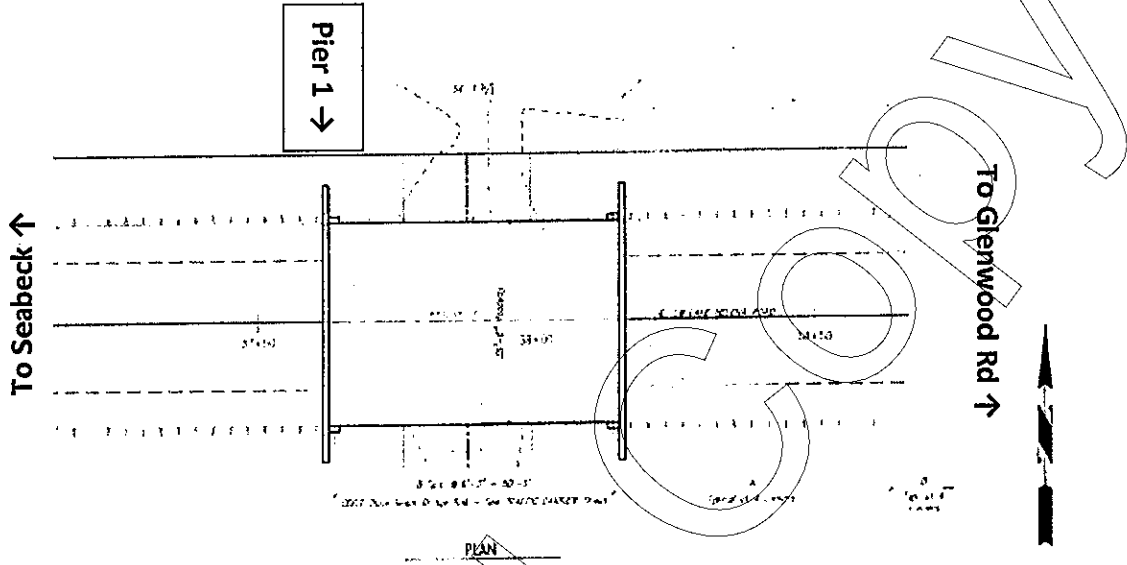
Scour has not yet been evaluated.



Bridge #34 (LOG RT. 21320 M.P. 0.34)

**Lake Helena @ Muck Fork Creek
Last Inspection Date: January 29, 2013**

Maintenance Report



Recommendations – Monitor beaver dam being built at inlet end.



Beaver Dam at Inlet End

Bridge #35 (LOG RT. 86685 M.P. 0.91)

S. Kingston Rd Bridge @ Carpenter Creek

Year Built 2011

Sufficiency Rating – 94.26

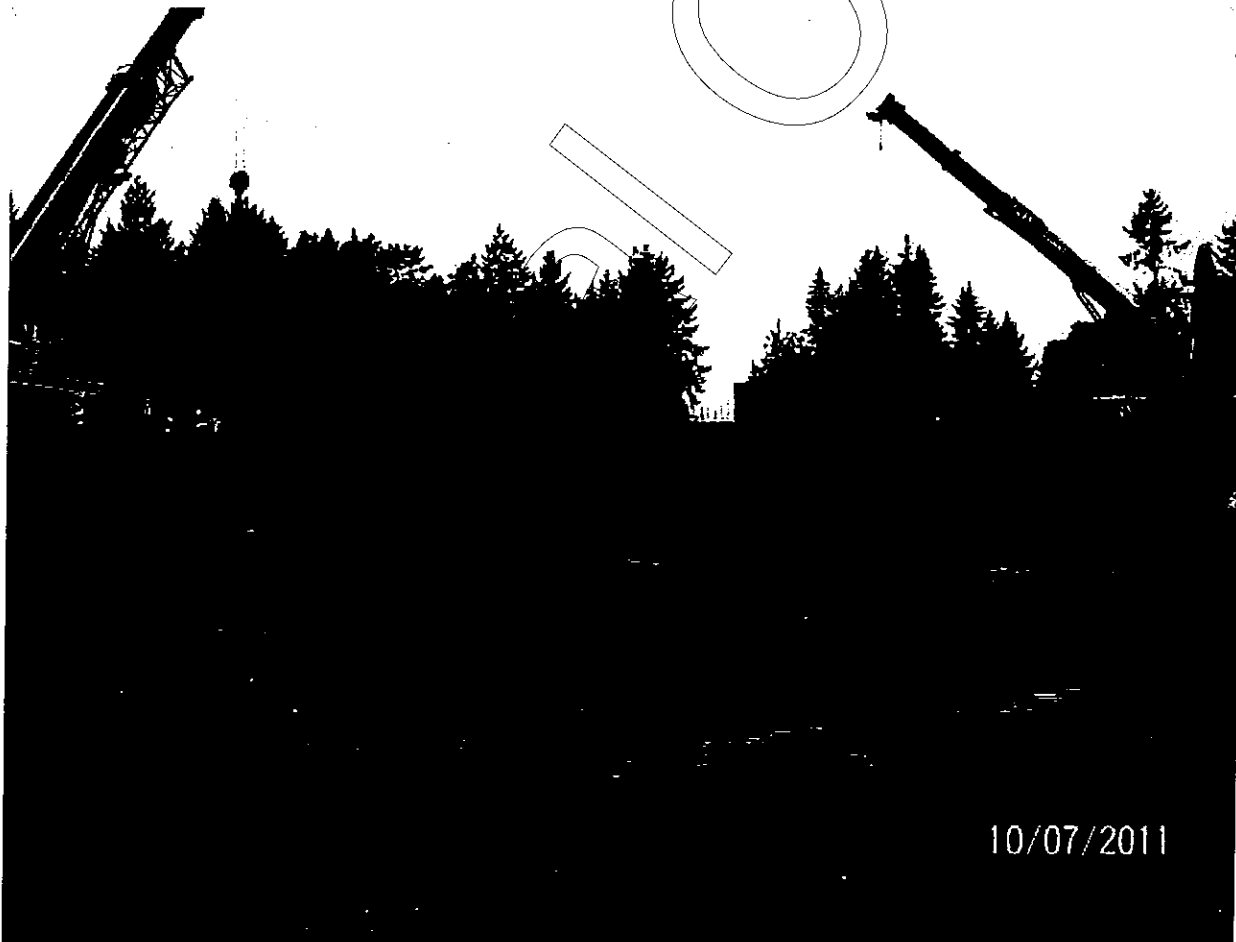
Last Inspection Date: January 31, 2013

Superstructure – Precast W41DG deck bulb tee girders with HL-93 design load. This structure has been designed in accordance with the requirements of the 2007 AASHTO LRFD Bridge Design Specifications and modified by WSDOT Bridge Design Manual. SE Sidewalk panel 4"x5" surface spall.

Substructure – Concrete abutment with HP14x89 steel H-pile foundation approximately 55' in length. Abutment protection consists of a 2' layer streambed cobbles and sediments with geo-textile fabric. North Abutment has scour behind beehive grate with exposed outfall pipe. Minor moisture evident at bearing pads.

Scour and Load Rating – Tetra Tech Engineering conducted a safe load rating per FHWA requirements in March 2012.

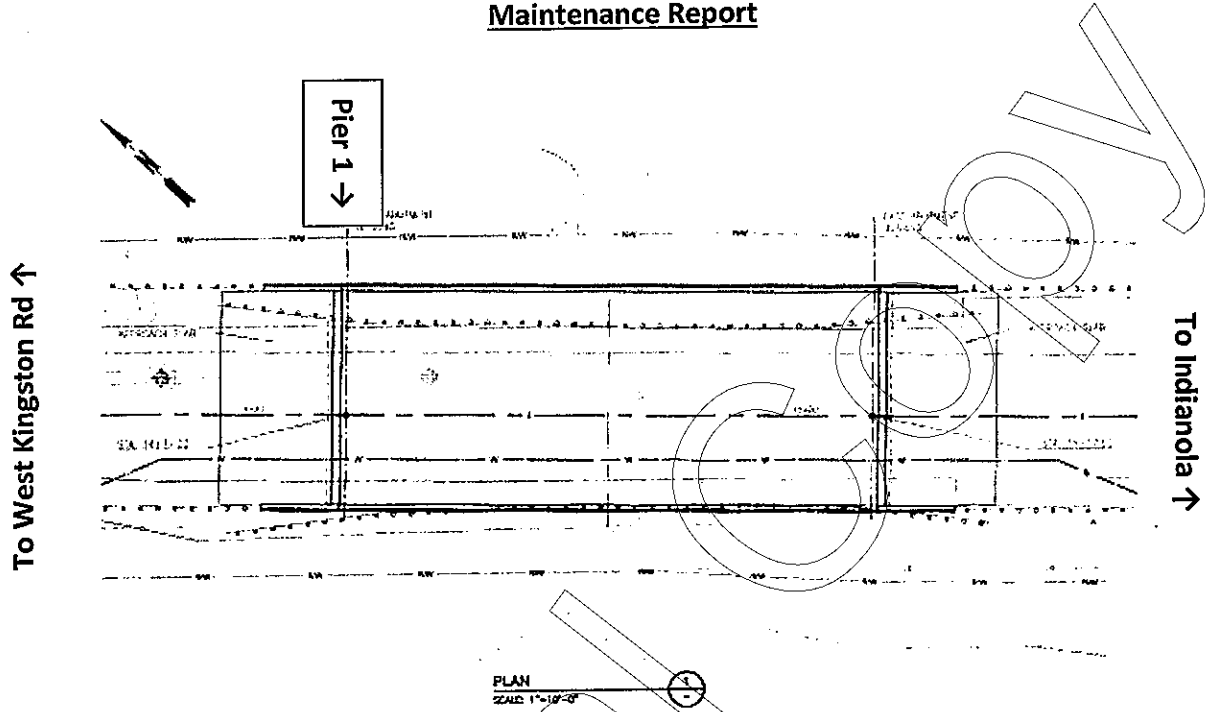
Scour has not yet been evaluated.



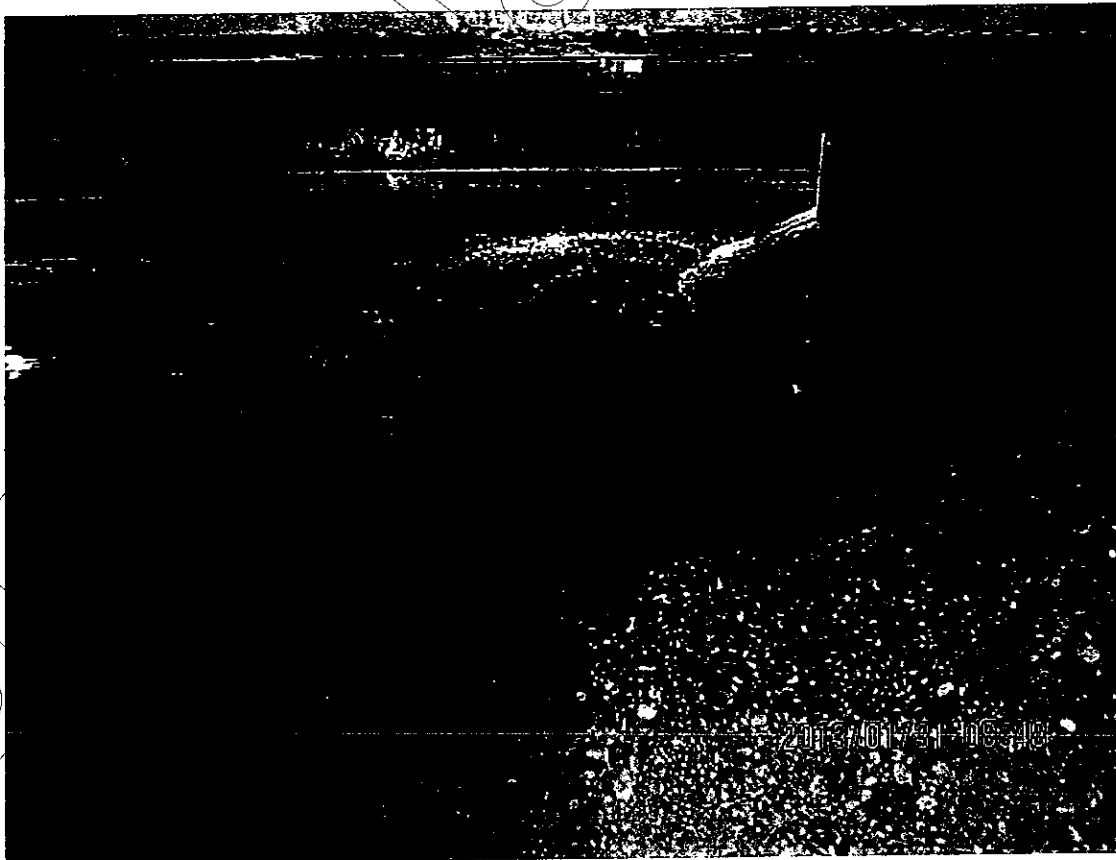
Bridge #35 (LOG RT. 86685 M.P. 0.91)

**S. Kingston Rd Bridge @ Carpenter Creek
Last Inspection Date: January 31, 2013**

Maintenance Report



Recommendations – New structure replacing a 10' wide box culvert. Monitor abutment slopes during higher tides. Address North abutment scour at beehive grate. Clean sidewalk area on East side.



Bridge #36 (LOG RT. 21240 M.P. 0.09)

Hunter Road Bridge @ Huge Creek

Year Built 2012

Sufficiency Rating – 86.18

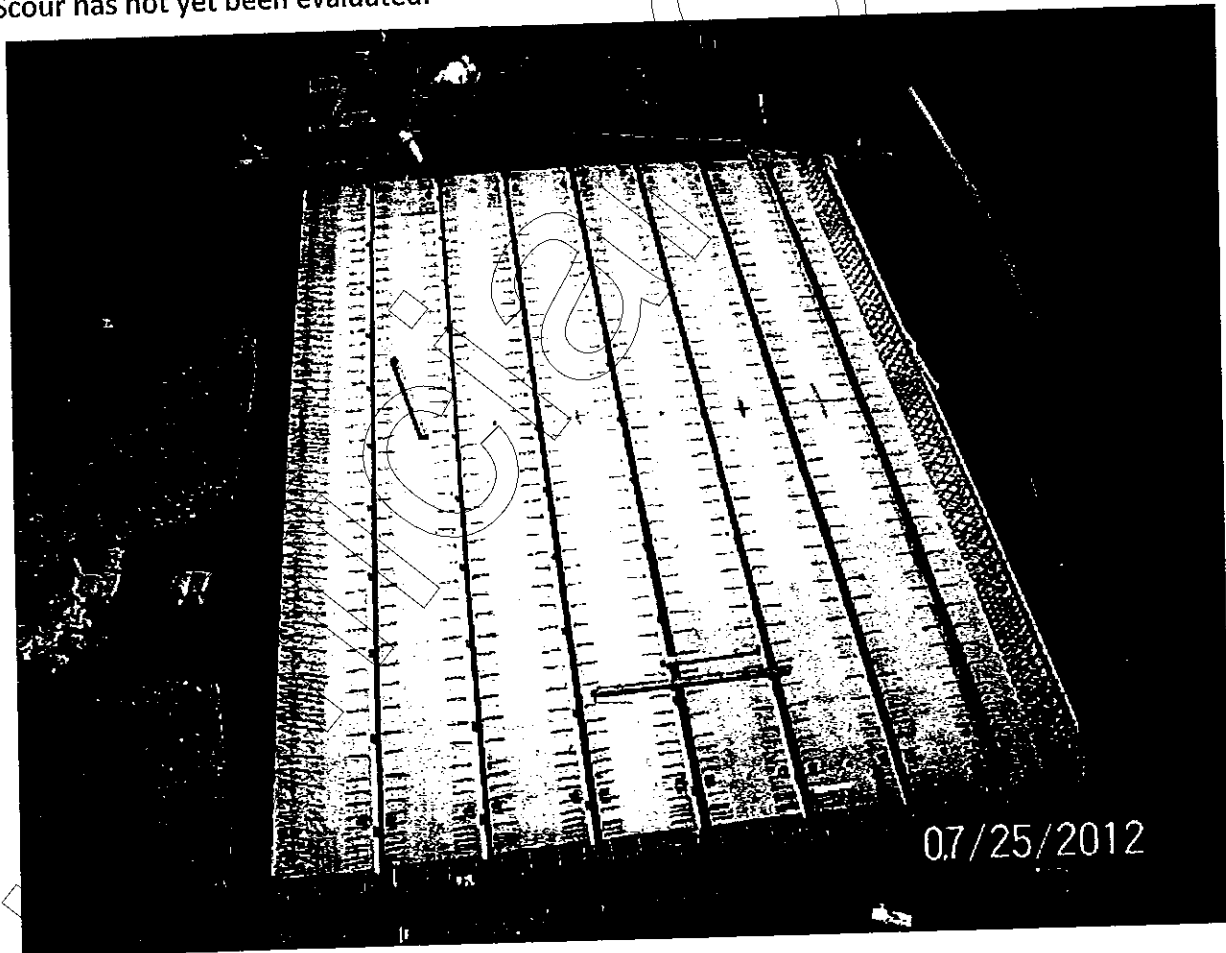
Last Inspection Date: January 29, 2013

Superstructure – Single span precast voided slab girders (45'x24"x48") with HL-93 design load. This structure has been designed in accordance with the requirements of AASHTO LRFD Design Specifications, 2010 and method per Manual for Bridge Evaluation (MBE). Monitor CB at SW corner for plugging from leaves and debris.

Substructure – Concrete reinforced abutment with 12 ¾" steel can piles driven to approximately 28'-35' in length. Elastomeric bearing pads and large rip rap protection.

Scour and Load Rating – Sargent Engineering conducted a safe load rating per FHWA requirements in October 2012.

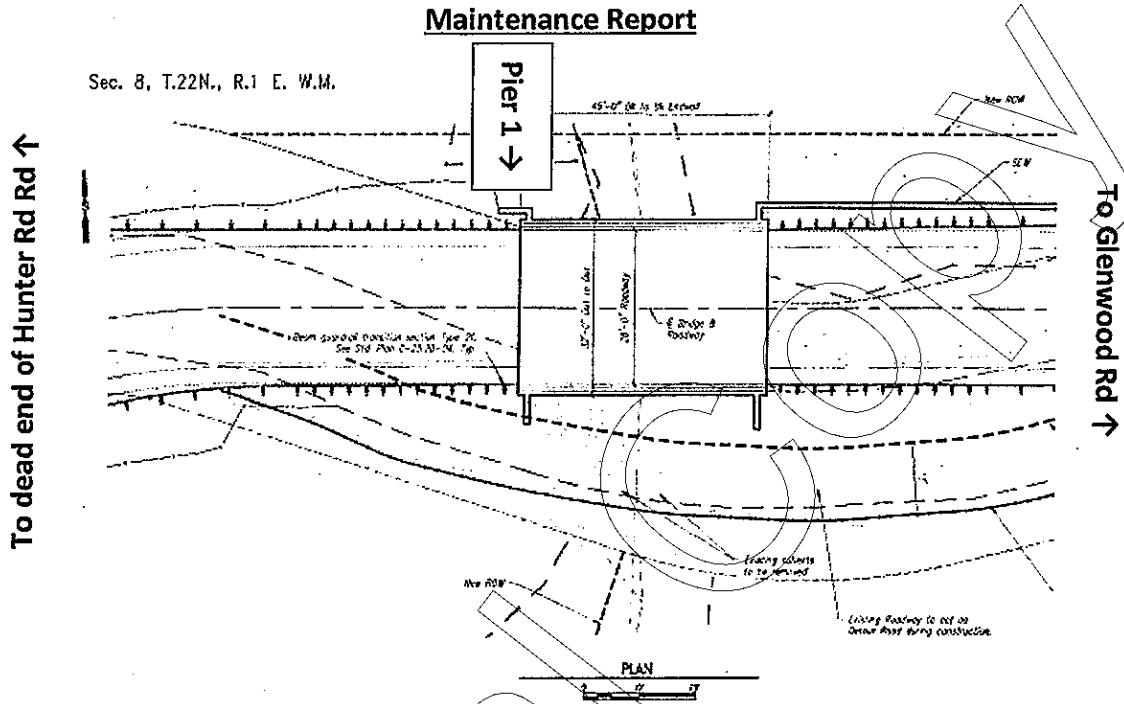
Scour has not yet been evaluated.



Bridge #36 (LOG RT. 21240 M.P. 0.09)

Hunter Road Bridge @ Huge Creek
Last Inspection Date: January 29, 2013

Maintenance Report



Recommendations – Monitor footing areas during high flow events. Monitor CB at SW corner for plugging. Monitor erosion area at SE quadrant over embankment slope.



Bridge #37 (LOG RT. 12880 M.P. 1.92)

Wildcat Lake Culvert @ Wildcat Creek

Year Built 2012

Sufficiency Rating – 99.93

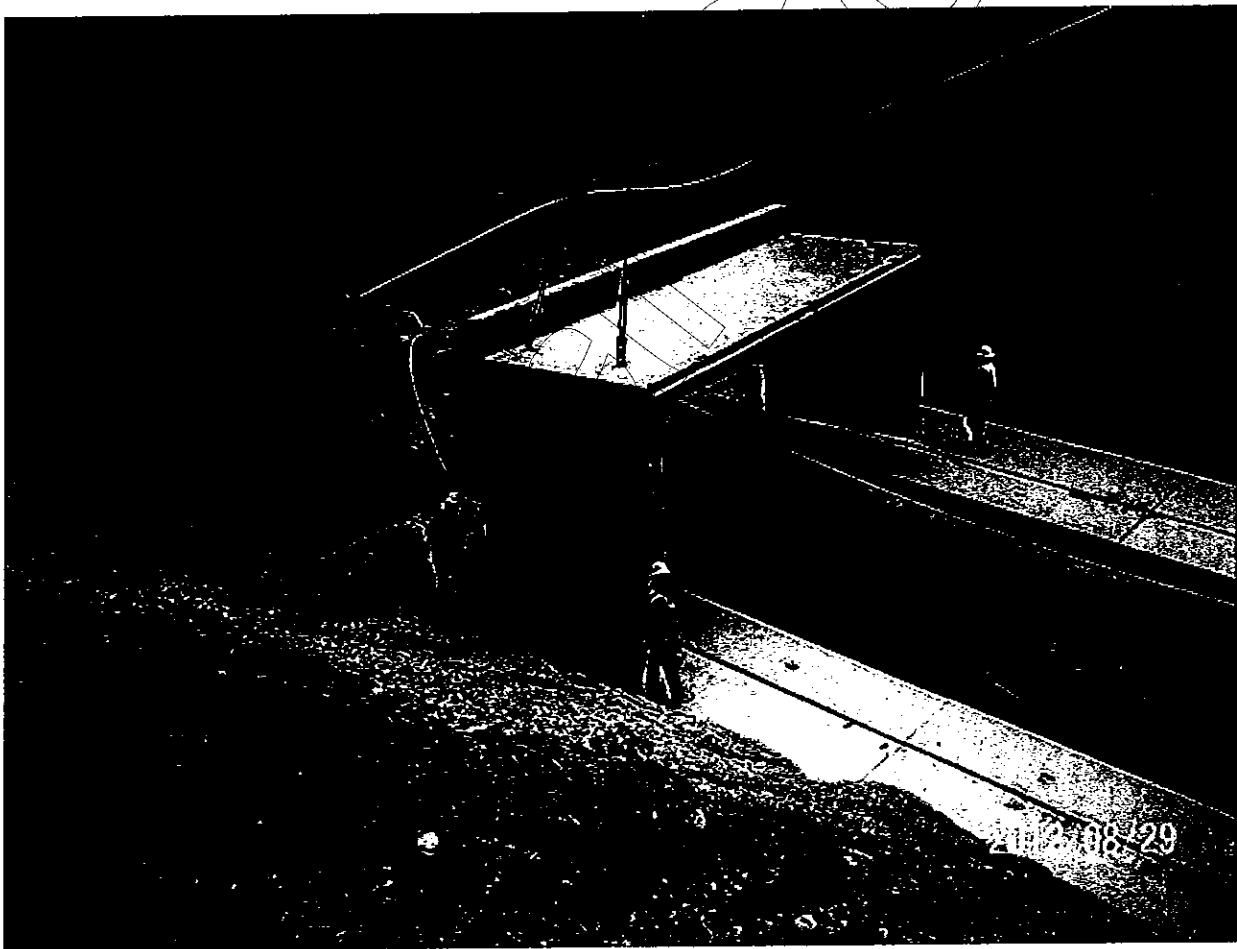
Last Inspection Date: February 19, 2013

Superstructure – Precast concrete 3 sided culvert with HL-93 loading: 85' in length with a 23' span and 9'10" of rise. This structure has been designed in accordance with the requirements of AASHTO-LRFD Bridge Design Specifications Fourth Edition, 2005 Interim Revisions. Components are all in new condition.

Substructure – Precast footing and wing walls with rebar reinforcement.

Scour and Load Rating – Tetra Tech Engineering conducted a safe load rating per FHWA requirements in November 2012.

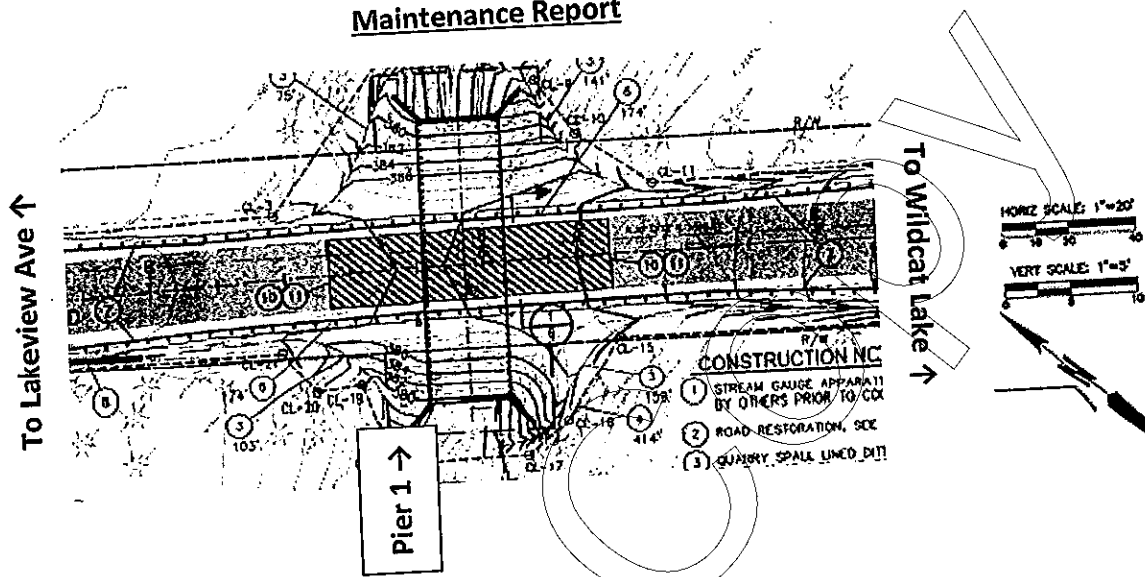
Scour has not yet been evaluated.



Bridge #37 (LOG RT. 12880 M.P. 1.92)

Wildcat Lake Culvert @ Wildcat Creek
Last Inspection Date: February 19, 2013

Maintenance Report



Recommendations – Monitor footing areas during high flow events and scour hole at inlet end (SE corner.)



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APPENDIX

Bridge Maintenance Report Log

On the following pages is a log of the bridge maintenance needed for repairs and monitoring of all Kitsap bridges. This is a copy for your records only. Any notes information shall be entered on the electronic version of this log available at:

G:\Roads\Bridge Maintenance Log

RESOLUTION 171 -2013
Resolution Adopting the 2014 Annual Road Construction Program

WHEREAS, the Annual Kitsap County Road Construction program for 2014 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 2014 Road Fund Preliminary Budget and,

WHEREAS, the Board has held a public hearing this 25 day of NOVEMBER 2013 at 5:30 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 2014 Annual Road Program as reviewed and evaluated, is hereby approved.

ADOPTED, this 25 day of NOVEMBER, 2013.

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



JOSH BROWN, Chair



CHARLOTTE GARRIDO, Commissioner

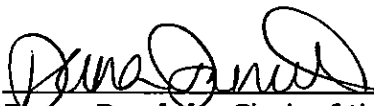


ROBERT GELDER, Commissioner



COPY

ATTEST:



Dana Daniels, Clerk of the Board

Unofficial

2014 ANNUAL ROAD CONSTRUCTION PROGRAM



Kitsap County Department of Public Works

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

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

Official Copy

KITSAP COUNTY 2014 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 \$31 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 programed dollars which are listed in the State DOT 6-year and biennial highway construction programs.

STP/ 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.

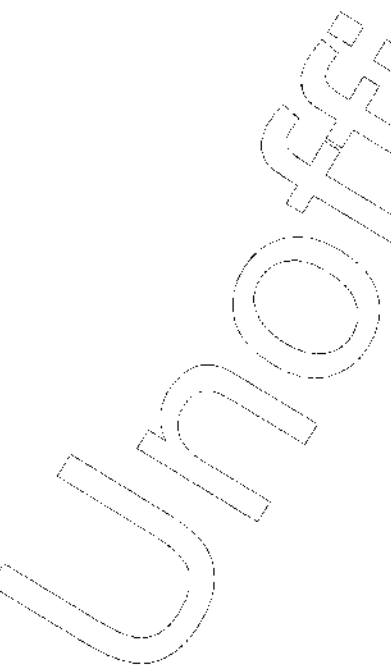
TBD It is the intent of the legislature to encourage joint efforts by the state, local governments, and the private sector to respond to the need for transportation improvements on state highways, county roads, and city streets. This is achieved by allowing cities, towns, and counties to establish Transportation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

EQUIPMENT RENTAL & REVOLVING FUND 2013 EQUIPMENT PURCHASES				
4021 PUBLIC WORKS WASTEWATER OPERATIONS	823	VAC TRUCK	1	\$ 360,000
		<u>4021 TOTAL</u>		\$ 360,000
4022 PUBLIC WORKS WASTEWATER MAINTENANCE	831 841	PICKUP 3/4T SERVICE TRUCK 1 1/2T	1 1	\$ 28,000 \$ 40,000
		<u>4022 TOTAL</u>		\$ 68,000
4023 PUBLIC WORKS WASTEWATER COLLECTIONS	588 847, 848 865 868	LOADER TRAILER, DUMP COMPRESSOR PICKUP 3/4T VAN TV	1 2 1 1 1	\$ 190,000 \$ 70,000 \$ 18,000 \$ 28,000 \$ 49,000
		<u>4023 TOTAL</u>		\$ 355,000
44011 PUBLIC WORKS SURFACE WATER MANAGEMENT	57 100	PICKUP 1T, W/SERVICE BOX VAN, MINI	1 1	\$ 46,000 \$ 30,000
		<u>44011 TOTAL</u>		\$ 76,000
5001 ER&R EQUIPMENT	177, 836 746	PICKUP 3/4T PICKUP 1/4T 4 WHEEL LIFT	2 1 1	\$ 60,000 \$ 22,500 \$ 42,000
		<u>5001 TOTAL</u>		\$ 82,500
5001A ER&R FUEL MANAGEMENT SYSTEMS		PHASE2 UPDATE STATIONS	1	\$ 650,000
		<u>5001A TOTAL</u>		\$ 650,000
16811 DEPARTMENT OF COMMUNITY DEVELOPMENT	735	PICKUP 1/4T	1	\$ 22,500
		<u>16811 TOTAL</u>		\$ 22,500

EQUIPMENT RENTAL & REVOLVING FUND 2013 EQUIPMENT PURCHASES				
9404 SHERIFF'S DEPARTMENT PATROL	1246	PICKUP 1/2T	1	\$ 35,000
	AS MEET	SEDANS, PERSUIT	14	\$ 560,000
		SUV, PERSUIT	2	\$ 88,000
	LOSS	SEDANS, PERSUIT	1	\$ 40,000
		<u>9404 TOTAL</u>		\$ 688,000
9421 JUVENILE DEPARTMENT	750	SEDAN (HYBRID/ELECT)	1	\$ 35,000
	903	VAN, 3/4T	1	\$ 38,000
		<u>9421 TOTAL</u>		\$ 73,000
9509 PARKS DEPARTMENT	1083	TRACTOR	1	\$ 24,000
		<u>9509 TOTAL</u>		\$ 24,000
TOTAL E R & R PURCHASES				\$ 5,025,500

RESOLUTION NUMBER 172-2013
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, 2014 through December 31, 2019 and,

WHEREAS, the Board of Kitsap County Commissioners has held a public hearing this 25 day of NOV, 2013,

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: 2013-2018”. 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 25 day of NOVEMBER, 2013.

COPY



BOARD OF COUNTY COMMISSIONERS
KITSAP COUNTY, WASHINGTON

Josh Brown

JOSH BROWN, Chair

Charlotte Garrido

CHARLOTTE GARRIDO, Commissioner

Robert Gelder

ROBERT GELDER, Commissioner

ATTEST:

Dana Daniels

Dana Daniels
Clerk of the Board

Capital Facilities Projects and Financing: 2014-2019

The table below shows the 2014-2019 CFP for solid waste facilities, which includes seven projects at a cost of \$3,700,000 for the six-year period.

Capital Facilities Projects and Financing 2014-2019 (All Amounts Times \$1,000)

SOLID WASTE							
COSTS/REVENUES	2014	2015	2016	2017	2018	2019	TOTAL
Capacity Projects							
1. Silverdale Recycling and Garbage Facility Improvements and Expansion							
Cost	75.0	800.0					875.0
Rev – Tipping Fees	75.0	800.0					875.0
2. North-end Household Hazardous Waste Facility							
Cost	50.0	200.0					250.0
Rev – Tipping Fees	50.0	200.0					250.0
3. Poulsbo Recycle Center Attendant's Booth							
Cost		100.0					100.0
Rev – Tipping Fees		100.0					100.0
4. Household Hazardous Waste Collection Facility Floor Repairs							
Cost		50.0					50.0
Rev – Tipping Fees		50.0					50.0
5. OVTS Improvements – Traffic Improvements, Construction & Demolition Diversion							
Cost	100.0	250.0	500.0	750.0			1,600.0
Rev – Tipping Fees	100.0	250.0	500.0	750.0			1,600.0
SUBTOTAL	225.0	1,400.0	500.0	750.0			2,875.0
Non-Capacity Projects							
6. Hansville Landfill Closure Operations							
Cost	65.0	65.0	75.0	65.0	65.0	65.0	400.0
Rev – Hansville Post-Closure Fund	65.0	65.0	75.0	65.0	65.0	65.0	400.0
7. Olalla Landfill Closure Operations							
Cost	100.0	65.0	65.0	65.0	65.0	65.0	425.0
Rev – Olalla Post-Closure Fund	100.0	65.0	65.0	65.0	65.0	65.0	425.0
SUBTOTAL	165.0	130.0	140.0	130.0	130.0	130.0	825.0

SUMMARY: COSTS AND REVENUES**COSTS**

Kitsap County Solid Waste Division

Proposed 6 Year Capital Facility Plan 2014 - 2019 Project Locations

Harperville Landfill Closure Operations
2014 - 2019 - Monitoring, Landfill Gas System Maintenance
2016 - MTCA Five Year Review

North-end Household Hazardous
Waste Facility
2014 - Siting, Design
2015 - Construction

Poulsbo Recycle Center Improvements
2015 - Attendant's Booth Replacement

Silverdale RAV Land Operations
2014 - Design
2015 - Traffic Flow Revisions, Expansion, Asphalt, Fencing

OVI
2014 - Design, Construction
2015 - Master Plan
2016 - Design, Begin Construction
2017 - Construction Complete

Household Hazardous Waste Collection Facility
2015 - Floor Repairs

2014 Capital Facility Construction
2015 Capital Facility Construction
2016 Capital Facility Construction
2017 Capital Facility Construction

Legend

Capital Projects

- ★ Improvements/Expansions
- ★ Closure Operations

Commissioner District

1
2
3

2014 Projects

Future Projects

Scale of Miles



RESOLUTION NUMBER 173-2013
Kitsap County Surface and Stormwater Management Program
Six-Year Capital Facilities Plan

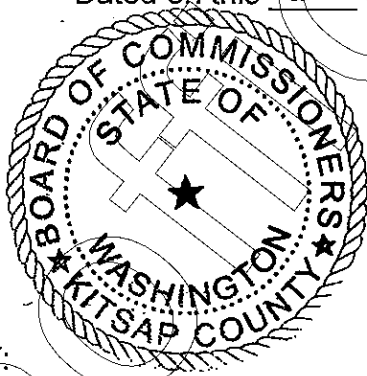
WHEREAS, in compliance with Kitsap County Code Chapter 12.36, the Kitsap County Department of Public Works/Surface and Stormwater Management Program (SSWM) has conducted an assessment of the County owned/operated municipal storm sewer systems and has developed a six-year comprehensive plan for financing municipal storm drainage improvements for the period of January 1, 2014 through December 31, 2019 and,

WHEREAS, in further compliance with said RCW, the Board of Kitsap County Commissioners has held a public hearing on the 25 day of NOVEMBER, 2013.

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: 2014-2019." 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 on this 25 day of NOVEMBER, 2013



BOARD OF COUNTY COMMISSIONERS
KITSAP COUNTY, WASHINGTON

COPY

Josh Brown

Josh Brown, Chair

Robert Gelder

Robert Gelder, Commissioner

Charlotte Garrido

Charlotte Garrido, Commissioner

ATTEST:

Dana Daniels

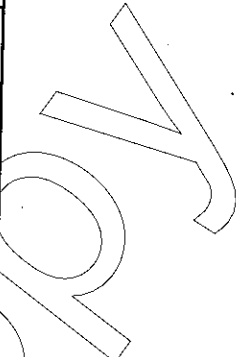
Dana Daniels
Clerk of the Board

Surface & Stormwater Management (SSWM) Program Capital Facility Plan (CFP) 2014-2019

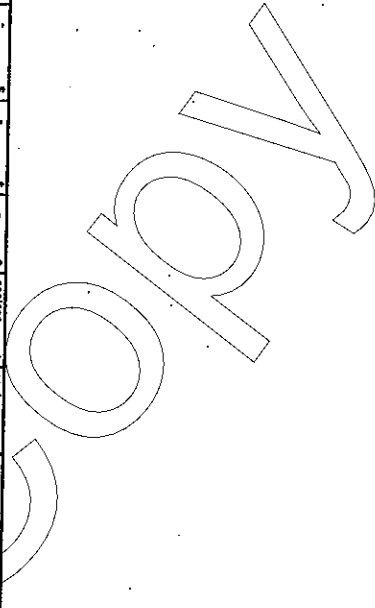
Stormwater (SSWM) Project
 -Stormwater & Roads Project
 -Stormwater & Parks Project
 -Stormwater & Sewer Project
 Road (RIP) Project w/SSWM Support

Project Type
 A. Drainage Planning
 B. Stormwater Treatment & Control Facility
 C. Fish Passage Culvert Replacement
 D. Floodplain Reclamation
 E. Stormwater Piping System
 F. Green Street Project

CFP #	Project #	PROJECT IDENTIFICATION	Project Type(s)	Project Manager	Project Design Team	PROJECT PHASE	Project Funding					Total Project Cost	Annual Budget					6-Year CFP Total				
							Stormwater	Roads	Sewer	Parks	Grants		2014	2015	2016	2017	2018		2019			
1	97003093	Dickerson Creek Culvert Replacement & Floodplain Restoration This project replaces two fish-passage barrier culverts (Taylor & David Roads) on Dickerson Creek and restores floodplain function in the critical salmon stream. Property Purchases Completed in 2012. Design & Permitting to be Completed in 2014.	C & D	Tim Beachy	NWHC	Design & Permitting \$ 400,000 Land Purchase \$ 450,000 Construction \$ 1,900,000 Total \$ 2,750,000	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 950,000	\$ 1,000,000	\$ 950,000	\$ -	\$ -	\$ -	\$ -	\$ 1,900,000	\$ 1,950,000		
2	97003096	Clear Creek Culvert Floodplain Restoration & Culvert Removal This project replaces two fish-passage barrier culverts and removes a section of Schild Road to restore floodplain function on Clear Creek. Design & Permitting to be Completed in 2013-14 Construction scheduled for 2014-16.	C & D	Chris May	NSD	Design & Permitting \$ 450,000 Land Purchase \$ - Construction \$ 2,600,000 Total \$ 2,950,000	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ 2,600,000	\$ 2,950,000		
3	97003118	Silverdale Stormwater Wq Retrofit This project is partially funded by an Ecology Stormwater Grant. The project will install multiple Tree-Box Filters along Silverdale Wq and Old Silverdale. In addition, a sand filter system will be constructed on Byron Street in Oak Town Silverdale. The project is designed to provide WQ treatment of stormwater discharging into Dyes Inlet. Klispas P&W Road-Engineering is providing design services for this project. SSWM is the lead for PW. Design & Permitting Completed in 2013 Construction scheduled for 2014-15	B	Chris May	KC-PW	Design & Permitting \$ 100,000 Land Purchase \$ - Construction \$ - Total \$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Includes \$395,000 in Ecology Grant Funding	
						Construction \$ 900,000 Total \$ 1,000,000	\$ -	\$ -	\$ -	\$ 325,500	\$ 900,000	\$ 950,000	\$ 1,000,000	\$ 1,000,000	\$ 150,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 900,000	\$ 900,000



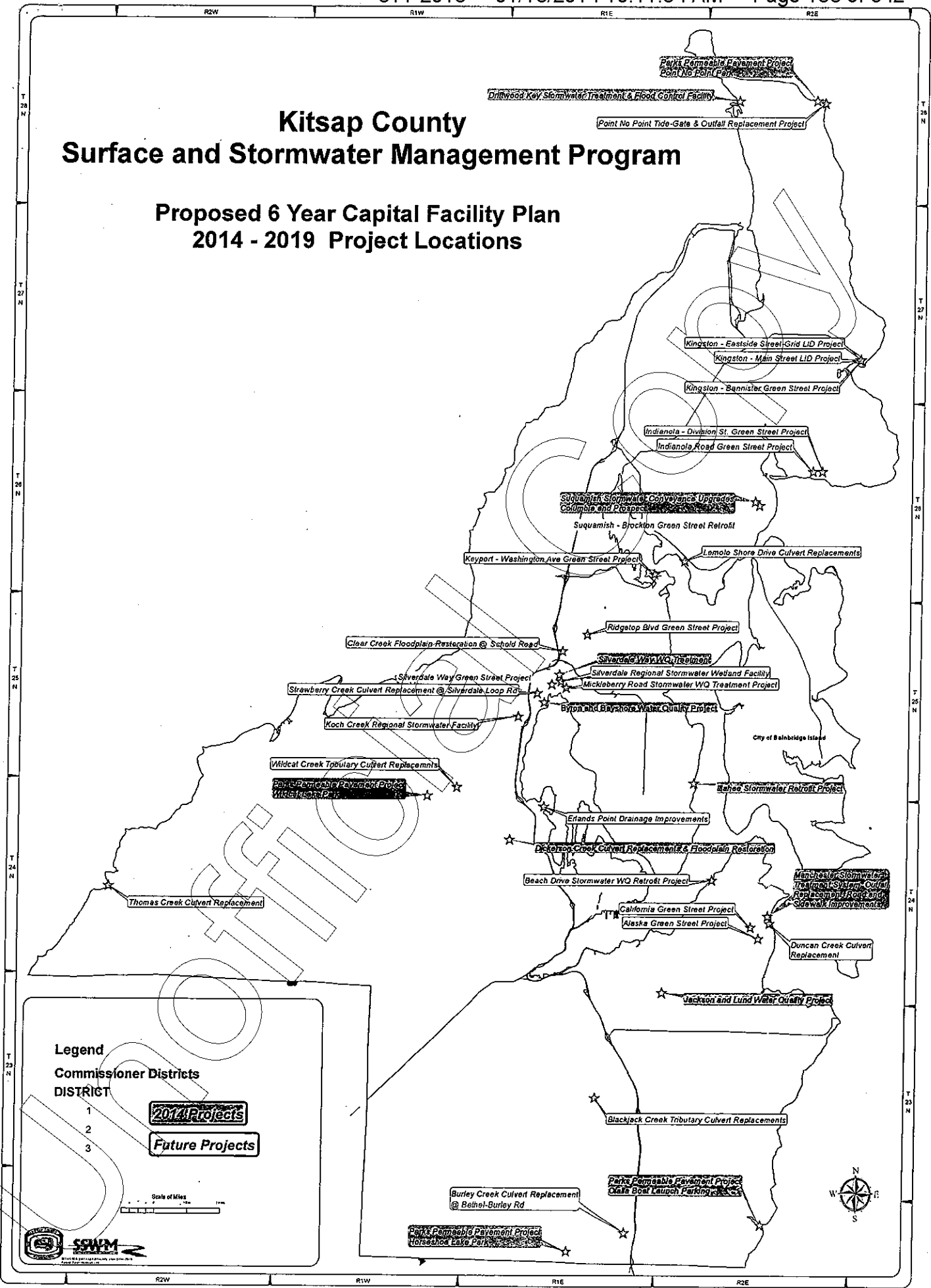
CFP #	Project #	PROJECT IDENTIFICATION	Project Types(s)	Project Manager	Project Design Team	PROJECT PHASE	Project Funding							Annual Budget					6-Year CFP Total						
							Stormwater	Roads	Sewer	Parks	Grants	Total Project Cost	2014	2015	2016	2017	2018	2019							
4	97003092	Driftwood Key Stormwater Treatment & Flood Control Facility This project will construct a WQ treatment and flood-control facility in north DWK and address local flooding on Canal Lane. The project will also include GSI components. Property Purchases Completed in 2012 Design & Permitting Completed in 2013	B & E	Bob Stoubbeck	NLO	Design & Permitting	\$ 75,000																		
							Land Purchase	\$ 125,000																	
5	97003088	Iltahoe Stormwater Treatment & Flow-Control Facility(s) This project is partially funded by an Ecology Stormwater Grant. The project will design and construct multiple stormwater facilities (WQ & Flow-Control) in the Iltahoe Creek watershed sub-watershed. The project will also include GSI components. Design & Permitting Completed in 2013	B & E	Chris May	Anchor	Construction	\$ 600,000					\$ 600,000													
							Total	\$ 800,000																	
6	97003126	Parks Parking Lots (4) Permeable Pavement Retrofit This project is partially funded by an Ecology Stormwater Grant. The project will design and construct 3 permeable pavement parking lots to replace existing impervious parking lots at Ojala Boat Ramp, Wadest Lake Park, Horseshoe Lake Park, and Point No Point (PNP) Park. These permeable parking lots will also include WQ treatment & GSI components. Parks is managing this project with funding support from SSMW. Design & Permitting Completed in 2013	B	Rob Carlton (Parks)	PMX	Construction	\$ 195,000					\$ 195,000													
							Total	\$ 290,000																	
							\$ 625,000	\$ 1,100,000	\$ 735,000	\$ 35,000	\$ 735,000	\$ 400,000	\$ 200,000	\$ 600,000	\$ 400,000	\$ 700,000	\$ 700,000	\$ 400,000	\$ 700,000	\$ 400,000	\$ 700,000	\$ 400,000	\$ 1,100,000	\$ 1,100,000	
							\$ 195,000	\$ 195,000	\$ 35,000	\$ 35,000	\$ 735,000	\$ 295,000	\$ 200,000	\$ 600,000	\$ 400,000	\$ 700,000	\$ 700,000	\$ 400,000	\$ 700,000	\$ 400,000	\$ 700,000	\$ 400,000	\$ 1,100,000	\$ 1,100,000	
							\$ 85,000	\$ 290,000	\$ -	\$ 35,000	\$ 735,000	\$ 295,000	\$ 200,000	\$ 600,000	\$ 400,000	\$ 700,000	\$ 700,000	\$ 400,000	\$ 700,000	\$ 400,000	\$ 700,000	\$ 400,000	\$ 1,100,000	\$ 1,100,000	



CFP #	Project #	PROJECT IDENTIFICATION	Project Type(s)	Project Manager	Project Design Team	PROJECT PHASE	Project Funding						Annual Budget					
							Stormwater	Roads	Sewer	Parks	Grants	Total Project Cost	2014	2015	2016	2017	2018	2019
15	97003085	Erlands Point Stormwater Drainage Improvement Project This project will address conveyance and local flooding problems in the Erlands Point drainage basin. Design & Permitting in 2014-15 Construction scheduled for 2018	E	Scott Murphy	KC-PW	Design & Permitting Land Purchase	\$ 50,000					\$ 25,000	\$ 25,000					\$ 50,000
						Construction Total	\$ 450,000 \$ 500,000					\$ 25,000	\$ 25,000			\$ 450,000 \$ 450,000		\$ 450,000 \$ 500,000
16	97003121	Ridgetop Blvd Green Street Retrofit	F	SSWM	KC-PW	Land Purchase	\$ 125,000	\$ 150,000				\$ 75,000	\$ 60,000					\$ 125,000
						Construction Total	\$ 1,000,000 \$ 2,350,000					\$ 325,000	\$ 3,850,000					\$ 500,000 \$ 500,000
						Design & Permitting Total	\$ 1,125,000 \$ 3,000,000					\$ 50,000	\$ 4,125,000					\$ 1,000,000 \$ 1,125,000
17	97003122	Silverdale Way Green Street Retrofit	F	SSWM	KC-PW	Land Purchase	\$ 60,000					\$ 50,000						\$ 50,000
						Construction Total	\$ 600,000 \$ 650,000					\$ 600,000	\$ 650,000					\$ 600,000 \$ 650,000
						Design & Permitting Total	\$ 200,000 \$ 200,000					\$ 200,000	\$ 200,000					\$ 200,000
18	97003074	Stuquennish - Brockton Green Street Retrofit Design & Permitting in 2016 Construction scheduled for 2017	F	Dick Daidaman	KC-PW	Construction Design & Permitting Land Purchase	\$ 1,300,000 \$ 1,500,000					\$ 300,000	\$ 300,000			\$ 1,000,000		\$ 1,900,000 \$ 1,500,000
						Construction Total	\$ 1,500,000 \$ 1,500,000					\$ 200,000	\$ 300,000			\$ 1,000,000		\$ 1,900,000 \$ 1,500,000
						Design & Permitting Total	\$ 150,000 \$ 150,000					\$ 150,000	\$ 150,000					\$ 150,000
19	97003129	Indianola Green Street Retrofit Design & Permitting in 2017 Construction scheduled for 2018	F	SSWM	HDR	Construction Total	\$ 750,000 \$ 900,000					\$ 750,000	\$ 900,000			\$ 750,000 \$ 750,000		\$ 750,000 \$ 900,000
						Design & Permitting Total	\$ 150,000 \$ 150,000					\$ 150,000	\$ 150,000					\$ 150,000

Kitsap County Surface and Stormwater Management Program

Proposed 6 Year Capital Facility Plan 2014 - 2019 Project Locations



Legend

Commissioner Districts

DISTRICT

1

2

3

2014 Projects

Future Projects

Scale of Miles
0 0.5 1.00



R2W

R1W

R1E

R2E

T 23 N

T 24 N

T 25 N

T 26 N

T 27 N

T 28 N

T 23 N

T 24 N

T 25 N

T 26 N

T 27 N

T 28 N



R2W

R1W

R1E

R2E

RESOLUTION NUMBER 174-2013
Kitsap County Public Works Sewer Utility
Six-Year Capital Facilities Plan 2014-2019

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, 2014 through December 31, 2019 and,

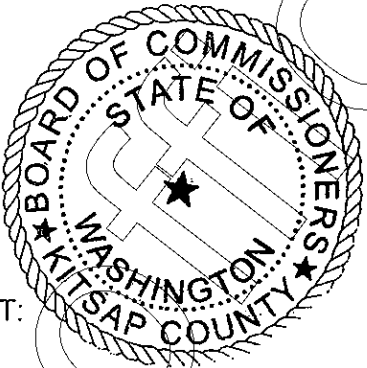
WHEREAS, in further compliance with said RCW, the Board of Kitsap County Commissioners has held a public hearing this 25th day of November, 2013,

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 four pages, 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: 2013-2018." 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 25 day of NOVEMBER, 2013.

COPY



BOARD OF COUNTY COMMISSIONERS
KITSAP COUNTY, WASHINGTON

Josh Brown

JOSH BROWN, Chair

Charlotte Garrido

CHARLOTTE GARRIDO, Commissioner

Robert Gelder

ROBERT GELDER, Commissioner

ATTEST:

Dana Daniels

Dana Daniels
Clerk of the Board



Kitsap County Sewer Utility Capital Facility Plan (CFP) 2014 - 2019

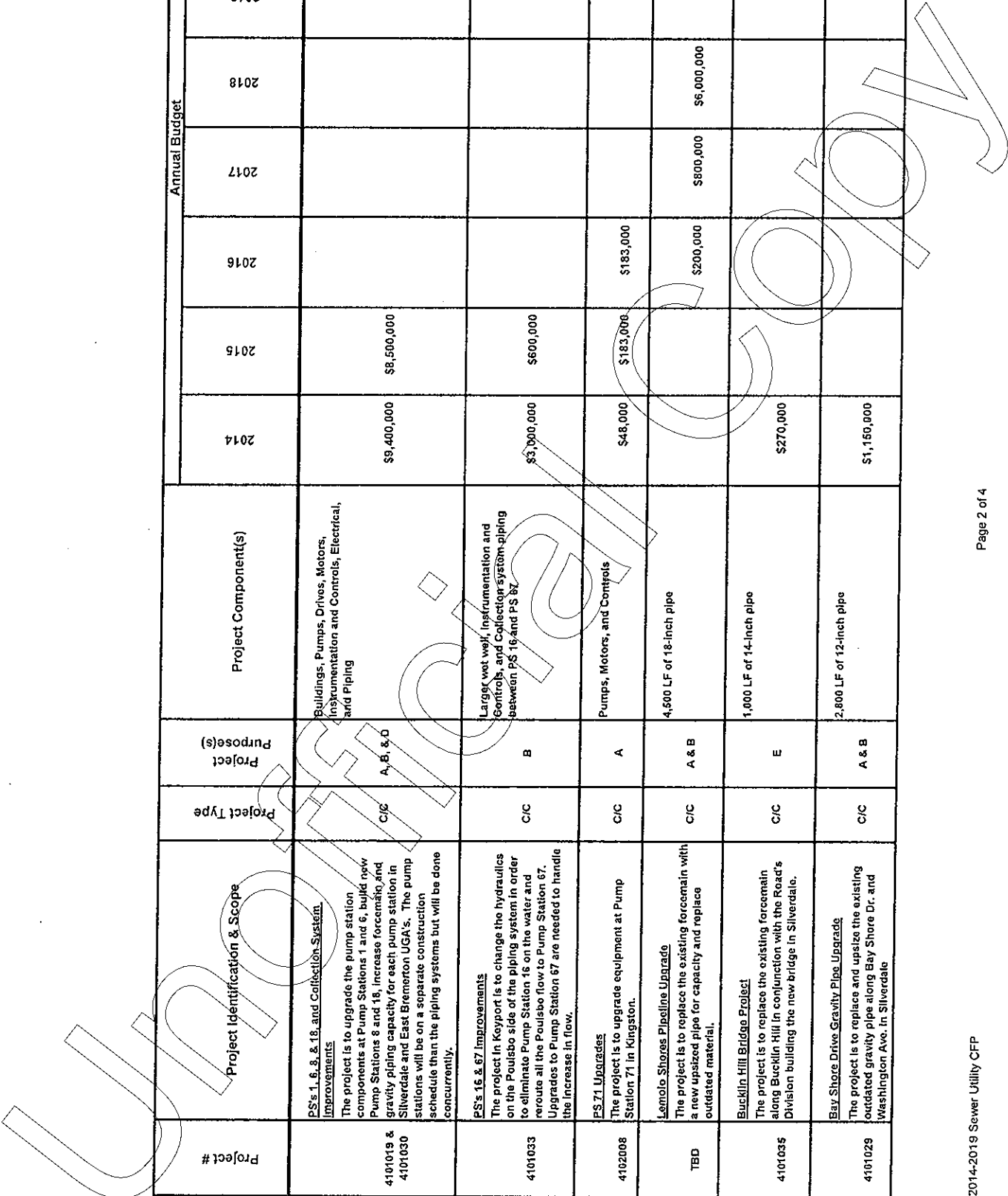
Project Type
 T - Treatment
 C/C - Collection and Conveyance

Project Purpose
 A. Capacity
 B. Outdated Infrastructure
 C. Water Quality / Water Resource
 D. Energy Efficiency
 E. Roads Div. Project

Table SS-3-1. Capital Facilities Projects and Financing 2014-2019

CFP #	Project #	Project Identification & Scope	Project Type	Project Purpose(s)	Project Component(s)	Annual Budget						6-Year CFP Total
						2014	2015	2016	2017	2018	2019	
1	4101032	CKTP Resource and Recovery The project add and upgrade a number of process components at the Central Kitsap Treatment Plant.	T	A, C & D	Tertiary treatment, Aeration basins, High efficiency blowers, Air diffusers, Sludge thickener, Co-Generation Facility, and Water System upgrades	\$14,800,000	\$3,750,000					\$18,550,000
2	4102007	KTP Water Reclamation and Reuse The project would upgrade the Kingstons Treatment Plant from secondary to tertiary treatment to provide reclaimed water for irrigation use.	T	C	Tertiary treatment facilities	\$250,000	\$250,000		\$3,000,000			\$3,500,000
3	4103004	STP Solids Handling Upgrades The project is to replace the outdated and inefficient solids handling process at the Suquamish Treatment Plant. The project will include upgrades to the obsolete instrumentation and controls software and hardware in order to run on current Windows operating system.	T	A, B, & D	Drum thickener, Waste activated sludge storage tank, Instrumentation and Controls, and Scada	\$1,300,000						\$1,300,000
4	4101034	CKTP Process and Facility Improvements The project is to upgrade the primary portion of the process, increase aeration capability, add additional secondary and sludge processing, and upgrades to the administration, laboratory, and maintenance buildings. at the Central Kitsap Treatment Plant.	T	A, B, & D	Primary sedimentation tanks, Aeration basins, Secondary clarifier, Digester, and Laboratory, Administration, and Maintenance Buildings			\$1,575,000	\$2,365,000	\$5,513,000	\$5,513,000	\$14,964,000

CFP #	Project #	Project Identification & Scope	Project Type	Project Purpose(s)	Project Component(s)	Annual Budget						6-Year CFP Total
						2014	2015	2016	2017	2018	2019	
5	4101019 & 4101030	PS's 1, 6, 8, & 18, and Collection System Improvements The project is to upgrade the pump station components at Pump Stations 1 and 6, build new Pump Stations 8 and 18, increase forcemain and gravity piping capacity for each pump station in Silverdale and East Bremerton LGAs. The pump stations will be on a separate construction schedule than the piping systems but will be done concurrently.	C/C	A, B, & D	Buildings, Pumps, Drives, Motors, Instrumentation and Controls, Electrical, and Piping	\$9,400,000	\$8,500,000					\$17,900,000
6	4101033	PS's 16 & 67 Improvements The project in Keyport is to change the hydraulics on the Poulsbo side of the piping system in order to eliminate Pump Station 16 on the water and reroute all the Poulsbo flow to Pump Station 67. Upgrades to Pump Station 67 are needed to handle the increase in flow.	C/C	B	Large wet well, instrumentation and controls, and collector system piping between PS 16 and PS 67	\$3,000,000	\$600,000					\$3,600,000
7	4102008	PS 71 Upgrades The project is to upgrade equipment at Pump Station 71 in Kingston.	C/C	A	Pumps, Motors, and Controls	\$48,000	\$183,000	\$183,000				\$414,000
8	TBD	Lemolo Shores Pipeline Upgrade The project is to replace the existing forcemain with a new upsized pipe for capacity and replace outdated material.	C/C	A & B	4,500 LF of 18-inch pipe			\$200,000	\$800,000	\$6,000,000		\$7,000,000
9	4101035	Bucklin Hill Bridge Project The project is to replace the existing forcemain along Bucklin Hill in conjunction with the Road's Division building the new bridge in Silverdale.	C/C	E	1,000 LF of 14-inch pipe	\$270,000						\$270,000
10	4101029	Bay Shore Drive Gravity Pipe Upgrade The project is to replace and upsized the existing outdated gravity pipe along Bay Shore Dr. and Washington Ave. in Silverdale	C/C	A & B	2,800 LF of 12-inch pipe	\$1,150,000						\$1,150,000

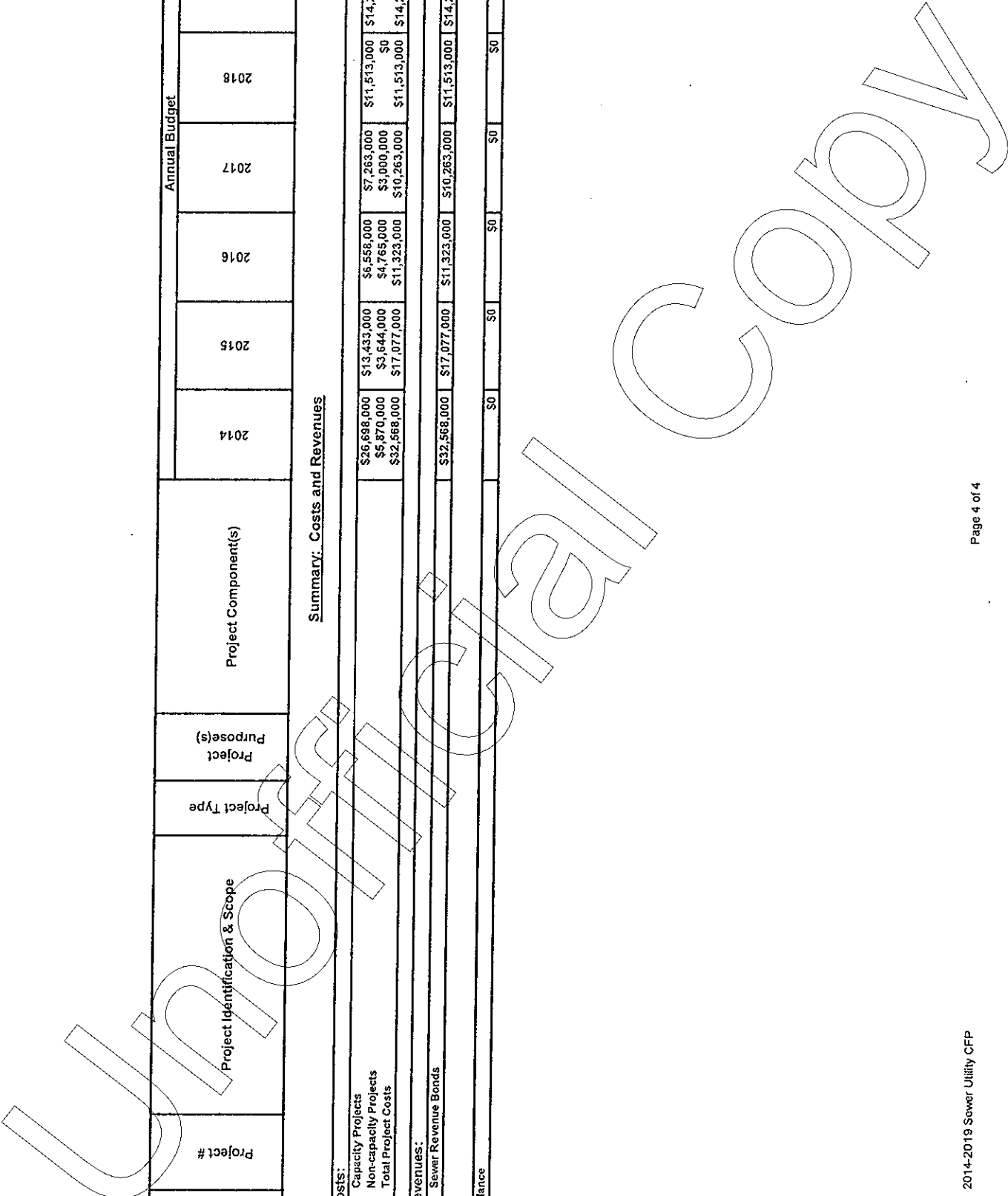


CFP #	Project #	Project Identification & Scope	Project Type	Project Purpose(s)	Project Component(s)	Annual Budget						6-Year CFP Total	
						2014	2015	2016	2017	2018	2019		
11	TBD	PS-4 and Collection System Improvements The project is to replace equipment and upsize the capacity at Pump Station 4 including collection system upgrades in Silverdale.	C/C	A & B	Pumps, Motors, Drives, Instrumentation and Controls, Structural elements, and Piping		\$1,000,000	\$4,600,000	\$4,100,000				\$9,700,000
12	TBD	PS-13 Upgrades The project is to replace equipment and upsize the capacity at Pump Station 4 including collection system upgrades in Silverdale.	C/C	B	Electrical, Pumps, Motors, and Instrumentation and Controls		\$500,000	\$3,500,000					\$4,000,000
13	4103002	Suquamish I & I Collection System Improvements The project is to replace outdated gravity piping in the NW quadrant of Suquamish to reduce inflow and infiltration flows into the collection system that use capacity at the treatment plant in Suquamish.	C/C	B	3,400 LP of 8-inch gravity pipe		\$2,100,000						\$2,100,000
14	4105002	PS's 45, 46, & 47 and Gravity Pipe Improvements The project is to rebuild Pump Stations 45, 46, & 47 in Manchester due to outdated infrastructure. The project includes replacing or upgrading the gravity pipe along the beach between the pump stations.	C/C	B	Pump station structures, Pumps, Motors, Electrical, Instrumentation and Controls, and Piping		\$994,000	\$1,265,000					\$2,459,000
15	4107001	NYC I & I Collection System Improvements The project is to replace outdated gravity piping in Navy Yard City to reduce inflow and infiltration flows into the collection system. The additional flows due to rain events in the winter overwhelm the pump stations.	C/C	B	8-inch to 12-inch gravity pipe (length to be determined)		\$50,000	\$1,300,000					\$1,350,000
16	TBD	CK Collection and Conveyance System Upgrades The projects are included in the Central Kitsap Facility Plan as future improvements to the collection and conveyance system.	C/C	A & B	Piping systems and Pump stations						\$8,700,000		\$8,700,000
Totals						\$32,568,000	\$17,077,000	\$11,323,000	\$10,263,000	\$11,513,000	\$14,213,000		\$96,957,000

CFP #	Project #	Project Identification & Scope	Project Type	Project Purpose(s)	Project Component(s)	Annual Budget						6-Year CFP Total
						2014	2015	2016	2017	2018	2019	

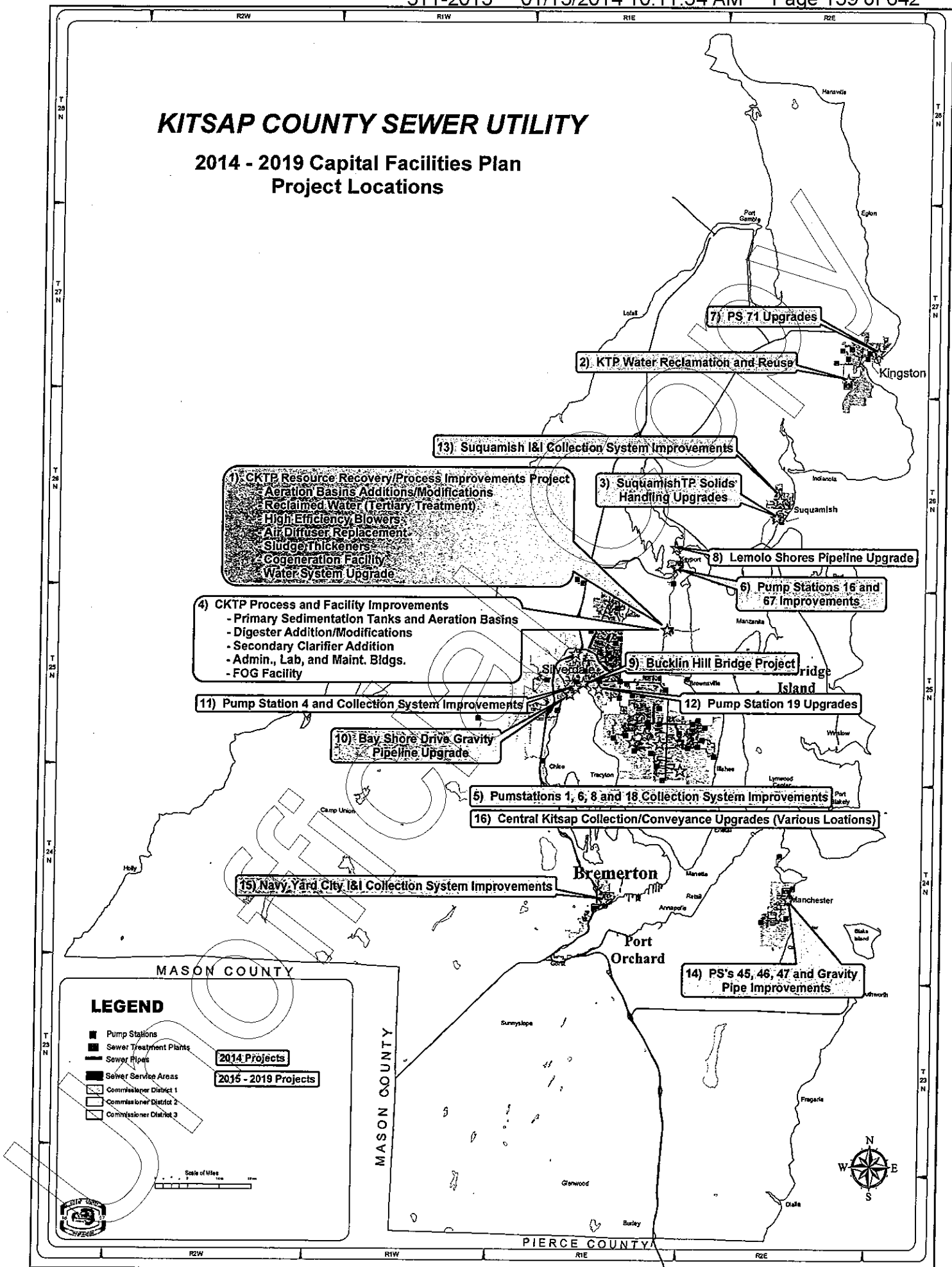
Summary: Costs and Revenues

Costs:												
Capacity Projects												
Non-capacity Projects												
Total Project Costs												
						\$26,688,000	\$13,433,000	\$6,558,000	\$7,263,000	\$11,513,000	\$14,213,000	\$79,678,000
						\$5,870,000	\$3,644,000	\$4,765,000	\$3,000,000	\$0	\$0	\$17,279,000
						\$32,568,000	\$17,077,000	\$11,323,000	\$10,263,000	\$11,513,000	\$14,213,000	\$96,957,000
Revenues:												
Sewer Revenue Bonds												
						\$32,568,000	\$17,077,000	\$11,323,000	\$10,263,000	\$11,513,000	\$14,213,000	\$96,957,000
Balance												
						\$0	\$0	\$0	\$0	\$0	\$0	\$0



KITSAP COUNTY SEWER UTILITY

2014 - 2019 Capital Facilities Plan Project Locations



RESOLUTION NUMBER 175-2013

**Resolution Adopting the 2014 through 2019
Six-Year Parks Capital Improvement Plan**

WHEREAS, the 2014 through 2019 Six-Year Parks Capital Improvement 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 2014-2019 Parks Capital Improvement Plan containing recommendations for Parks Capital Improvement projects and a financing plan was submitted to the Board of Kitsap County Commissioners for review as part of the 2014 Parks Capital preliminary budget, and;

WHEREAS, the Board has held a public hearing this 25 day of NOVEMBER, 2013 and consideration and review of the Parks 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 2014 through 2019 Parks Capital Improvement Plan as reviewed and evaluated, is hereby approved.

ADOPTED this 25 day of NOVEMBER, 2013.

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



Josh Brown
JOSH BROWN, CHAIR

Charlotte Garrido
CHARLOTTE GARRIDO, COMMISSIONER

Robert Gelder
ROBERT GELDER, COMMISSIONER

COPY

ATTEST:

Dana Daniels
Dana Daniels, Clerk of the Board

Kitsap County Parks Capital Facility Plan 2014-2019 Draft revised 11.6.13									
	Project	2014	2015	2016	2017	2018	2019	Total Cost	Category
1	NK Heritage Park - Acquisition	2,000,000						2,000,000	Acquisition
	Proposed Grant (s)	892,000						892,000	
	Partnership	608,000						608,000	
	Ending capital fund balance	500,000						500,000	
2	South Kitsap Regional Park	706,235						706,235	Renovation / Development
	Grant #08-1337D	288,417						288,417	
	Grant #12-1254D	132,500						132,500	
	Partnership	110,000						110,000	
	Ending capital fund balance	175,318						175,318	
3	Sustainable Projects - Fairgrounds	255,000						255,000	Renovation / Development
	D.O.E. Grant #G1100144	191,000						191,000	
	Ending capital fund balance	64,000						64,000	
4	Salsbury Point - ramp renovation	354,300						354,300	Renovation / Development
	Ending capital fund balance	177,150						177,150	
	RCO Grant # 11-1133	177,150						177,150	
5	Howe Farm - Barn Restoration	100,000						100,000	Renovation / Development
	Proposed Grant	30,000						30,000	
	Ending capital fund balance	70,000						70,000	
6	Illahee/Lost Continent- Phase II 170 ac	800,000				700,000		1,500,000	Acquisition
	Proposed Grant	500,000				500,000		1,000,000	
	Partnership	300,000				200,000		500,000	
7	Anderson Point	50,000	150,000					200,000	Renovation / Development
	Ending capital fund balance	50,000						50,000	
	Partnership/Grant		150,000					150,000	
8	Fairground Improvement	100,000						100,000	Renovation / Development
	Ending capital fund balance	30,000						30,000	
	In-kind services	20,000						20,000	
	Potential grant	50,000						50,000	
9	Security	70,000						70,000	Renovation / Development
	Ending capital fund balance	70,000						70,000	
10	Parking, Vehicle Management	75,000						75,000	Renovation / Development
	Ending capital fund balance	75,000						75,000	
11	Playground Equipment			200,000				200,000	Renovation / Development
	Impact Fees			200,000				200,000	
12	Gordon Field Artificial Turf #2					900,000		900,000	Renovation / Development
	Grant					200,000		200,000	
	Partnership(s)*					700,000		700,000	

Project Cost \$ 4,510,535 \$ 150,000 \$ 200,000 \$ - \$ 1,600,000 \$ - \$ 6,460,535

PROJECT REVENUES - SUMMARIZED	2014	2015	2016	2017	2018	2019	Totals
Grant (s)	\$ 2,261,067	\$ 75,000			\$ 700,000		\$ 3,036,067
Partnership (s)	\$ 1,018,000	\$ 75,000			\$ 900,000		\$ 1,993,000
In Kind Services	\$ 20,000						\$ 20,000
Impact Fees			\$ 200,000				\$ 200,000
Future Bond							\$ -
Ending Capital Fund Balance	\$ 1,211,468						\$ 1,211,468

\$ 4,510,535 \$ 150,000 \$ 200,000 \$ - \$ 1,600,000 \$ - \$ 6,460,535

Appendix A: Capital Facility Plan Amendments

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Appendix B: Gorst Sub-Area Plan and Associated Documents

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KITSAP COUNTY

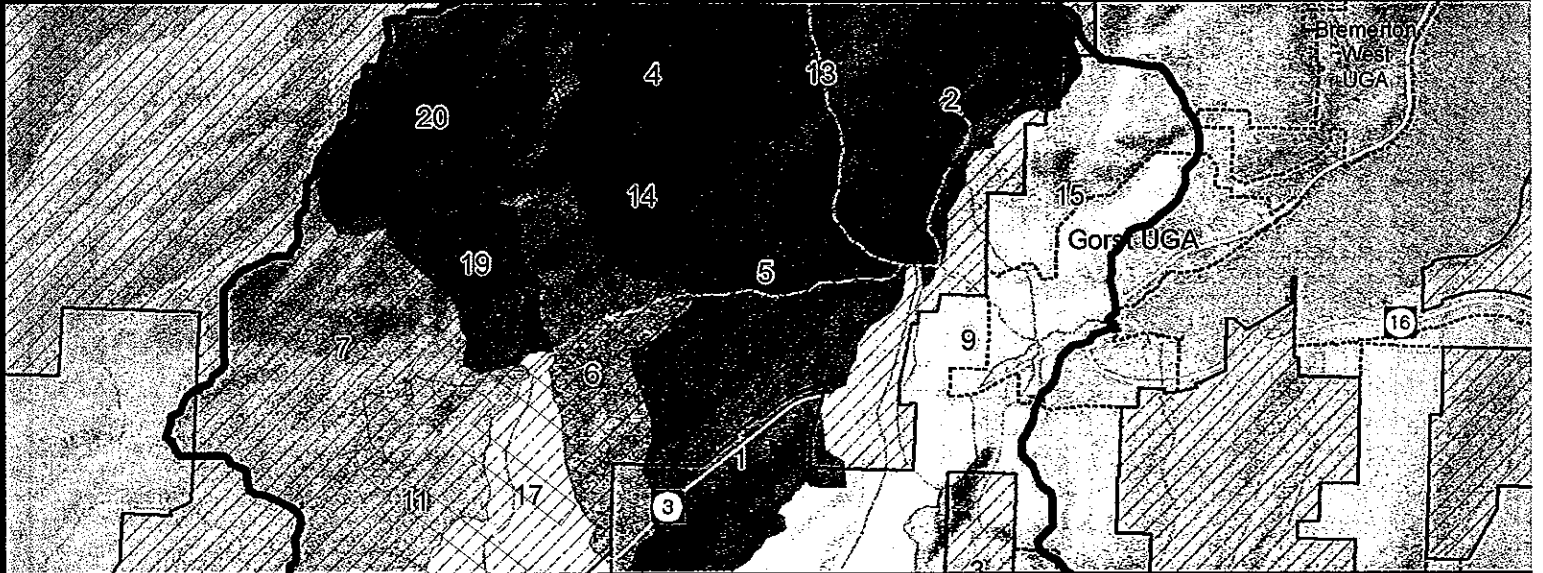


CITY OF BREMERTON

Volume 1: Gorst Creek Watershed Characterization & Framework Plan

Final Plan

Preferred Alternative - December 2013



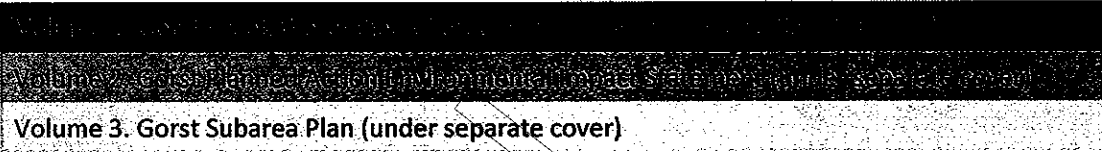
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VOLUME 1. GORST CREEK WATERSHED CHARACTERIZATION & FRAMEWORK PLAN

Final Plan

Part of a three-volume plan for Gorst



PREPARED FOR:

City of Bremerton, lead agency
Kitsap County

December 2013

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 Charlotte Garrido, Kitsap County Commissioner
 Jim McDonald, Bremerton City Council Representative
 Rob Purser, Suquamish Tribe Representative
 Greg Jose, Bremerton Planning Commission Representative
 Linda Rowe, Kitsap County Planning Commissioner Representative

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In addition to City of Bremerton, Kitsap County, and Suquamish Tribe staff below, following are Project Partners representatives:

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Dr. Dino Marshalonis, USEPA	Jan Brower, Kitsap County Health Department
Lynn Wall, US Navy	Grant Holdcroft, Kitsap Public Health District
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Mindy Roberts, WDOE	Shawn Dinkuhn, Sustainable Bremerton
Ann Dettelbach, WDOE	Pat & Cheryl Lockhart, Private Property Owner
Tim Quinn, WDFW	Gary Anderson, Property Owner Representative
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1. INTRODUCTION AND PURPOSE

Overview

The City of Bremerton and Kitsap County, in partnership with other state, federal, and tribal agencies, has developed a 20-year plan for the future of Gorst. The purpose of this cooperative planning effort has been to develop a land use plan that is based on the ecological values and functions of the Gorst Creek Watershed (see Figure 1-1). The preparation of a plan of this nature required significant up-front environmental analysis and careful consideration of the effects that land use decisions would have on the environment.

There are three documents that have been prepared for Gorst, and though they can be read separately, each document relies on the information contained in the others:

Volume 1. Gorst Creek Watershed Characterization & Framework Plan (this plan)

Based on the results of a Watershed Characterization Study prepared in 2012 and amended in 2013 studying water flow and habitat, this Gorst Creek Watershed Characterization & Framework Plan guides water quality, habitat, and land use plans and activities across the approximate 6,570-acre watershed. The Gorst Creek Watershed Characterization & Framework Plan provides a common set of goals, policies, and best management practices (see Chapters 6 and 7 in particular) intended for adoption and implementation by the City of Bremerton, which governs nearly two-thirds of the watershed in its city limits, and by Kitsap County, which governs unincorporated lands comprising over one-third of the watershed.

Volume 2. Gorst Planned Action Environmental Impact Statement (under separate cover)

The Gorst Planned Action Environmental Impact Statement (EIS) is an informational document that provides the City of Bremerton, Kitsap County, members of the public, and other agencies with environmental information, an evaluation of alternatives, and potential mitigation measures to minimize environmental impacts. The Gorst EIS analyzes the *No Action Alternative (Alternative 1)*, e.g. continuation of the City's and County's current Comprehensive Plans and development regulations applicable to the Gorst Creek Watershed and Gorst Urban Growth Area (UGA). The EIS also addresses two *Action Alternatives (Alternatives 2 and 3)* and a *Preferred Alternative* that vary land use patterns, particularly in the Gorst UGA; these alternatives consider increasing residential development and enhancing commercial development while promoting environmental restoration and protection. The Gorst EIS allows the City of Bremerton and Kitsap County to consider designating a planned action for some or all of the Gorst UGA. Designating a planned action streamlines environmental review for development proposals consistent with EIS mitigation measures that are adopted in a planned action ordinance.





Volume 3. Gorst Subarea Plan (under separate cover)


The Gorst Subarea Plan is a comprehensive 20-year plan that establishes the general patterns for future land use, transportation and other infrastructure needs in Gorst. The purpose of the Gorst Subarea Plan is to provide greater detail, guidance and predictability to future development within the Gorst UGA, while also protecting the environment.

While the Gorst Creek Watershed Characterization & Framework Plan referred to above analyzes the entire approximately 6,570-acre Gorst Creek Watershed, the Subarea Plan is intended only to address the future vision and development regulations for the Gorst UGA, which is approximately 335 acres in size. The UGA is currently under the jurisdiction of Kitsap County and assigned to the City of Bremerton as an annexation area, and the Subarea Plan will be adopted jointly by both jurisdictions.


FIGURE 1-1. GORST WATERSHED AND GORST UGA VICINITY MAP



 Watershed Boundary	 Railroad
 City Limits	 Major Highway
Gorst UGA	

 Date: September 2013
Source: Parametrix, Department of Natural Resources, BERK

N
0 1 2
Miles



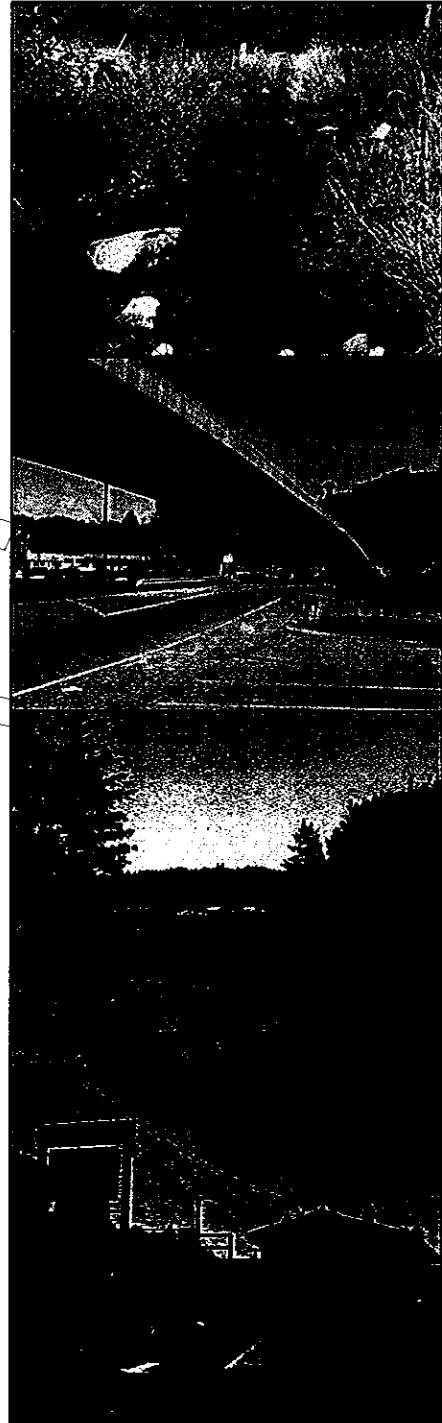
Environmental Quality

The 6,410-acre Gorst Creek Watershed is diverse with thousands of acres of intact forest land, miles of streams and acres of wetlands, recreation at the Gold Mountain Golf Course and Jarstad Park, as well as regional commercial uses along SR 3 and 16, and a swath of rural residential in between. Once known as Pleasant Valley, the Gorst area is often seen only from a driver's seat along SR 3 and SR 16 and remembered for traffic congestion and flooding. However, the Gorst Creek Watershed including the whole Gorst UGA is home for about 2,032 persons and 501 jobs while also sustaining abundant fish and wildlife. Gorst also offers outstanding views of Sinclair Inlet from higher elevations such as along Sherman Heights Road. The marine shorelines have been the subject of brownfield restoration and hopes for a shoreline recreation trail and ecological restoration. Gorst Creek supports a fish rearing facility managed by the Suquamish Tribe and Washington State Department of Fish and Wildlife.

The purpose of this Gorst Creek Watershed Characterization & Framework Plan is to: integrate scientific information about water and habitat processes with a land use vision to create a more sustainable, economically viable, low impact development pattern; mitigate, and prevent additional lowland flooding and stream surcharge; promote habitat preservation and restoration; and conserve lands important to the overall ecological health of the watershed and ultimately Puget Sound. The Watershed Characterization & Framework Plan provides goals and policies that guide more specific water quality, habitat, and land use actions across the watershed. A separate Gorst Subarea Plan focuses primarily on the Gorst UGA and associated land use, capital facility, and stormwater improvements.

Significant Ecological Conditions. The Gorst Creek Watershed feeds the headwaters of Sinclair Inlet in the Puget Sound. The Gorst Creek Watershed is ecologically significant for a number of reasons:

- Public ownership and management of forest land in the central portion of the watershed has protected water flow processes, which remain in relatively good condition, with respect to other portions of the landscape.
- Gorst Creek and its tributaries, including Sinclair Inlet at the mouth of Gorst Creek, support trout and anadromous salmonids and their habitat.
- The Gorst Creek Watershed is described as "one of the largest and most productive watersheds in the east WRIA-15 subregion" in the 2003 Kitsap Salmonid Refugia Report (May and Peterson, 2003).
- Jarstad Creek has the greatest value for salmonid conservation in the watershed (May and Peterson, 2003).



- Heins Creek rated “generally good” habitat conditions (May and Peterson, 2003).
- Gorst Creek, above river mile 1.0, rated 23rd of 95 salmonid refugia areas scored within Kitsap County (May and Peterson, 2003).
- The estuary (Sinclair Inlet) supports shellfish, waterfowl, shorebirds, great blue herons, and bald eagles. The Gorst Creek estuary is a major passageway and nursery for Puget Sound Chinook, Coho, and Chum salmon, along with Steelhead, and Sea-Run Cutthroat trout.
- Together with Washington State, the Suquamish Tribe co-manages a rearing facility on Gorst Creek and takes an active role in managing the natural resources within the watershed.
- The forested area that comprises the north and central portion of the Gorst Creek Watershed is publicly owned, and lies within a contiguous area that also contains Green Mountain and Tahuya State Forest. Taken together, this area comprises the largest open-space block in the Puget Trough Ecoregion of the Puget Sound Basin.

Haphazard Development Pattern and Degradation. While the overall watershed is largely undeveloped and forested, existing development is concentrated in the downstream areas around the mouth of Gorst Creek and along the shoreline of Sinclair Inlet. Having minimal land use and environmental regulations for decades, development in the Gorst UGA, and especially along the Sinclair Inlet shoreline has occurred haphazardly. Upland residential development and associated clearing and lack of stormwater management have impacted water quantity and quality in the lowlands. Commercial and industrial activities have maximized impervious pavement resulting in pollutant runoff directly into adjacent receiving waters.

Historically, Gorst Creek has not met fecal coliform standards. Sewers were installed in 2010 to address water quality concerns associated with fecal coliform. Sewers are also anticipated to make the developed land in the Gorst UGA more economically viable for redevelopment. Likewise, heavy traffic on State Routes 3 and 16 impacts the natural and built environment, but also may be attractive for future commercial development, with high traffic volumes creating an economically desirable location.

Planning Purpose and Objectives

Recently agencies have been addressing issues within Gorst. In 2010 the City of Bremerton, in coordination with Kitsap County, installed sewers in the Gorst UGA to reduce water quality contamination of Sinclair Inlet partially caused by failing septic systems. The United States Environmental Protection Agency (USEPA) and Kitsap County have invested resources to reclaim brownfields, which restored nearly 3,000 lineal feet of important saltwater shoreline and increased the recreation opportunities within Sinclair Inlet.

Though there has been some progress in improving Gorst, there is more to be accomplished. Gorst Creek does not meet all federal and state water quality standards. Fish passage barriers impede salmonids throughout the watershed. There is lowland flooding in the watershed, particularly in the UGA, as a result of upland deforestation. Traffic congestion hampers businesses, residents, and travelers.

Due to the importance of the Gorst area both environmentally and economically this interagency planning effort was undertaken. The objectives of this joint planning effort are to:

- Make Gorst a place where people want to live, shop and recreate,
- Protect water quality, habitat, and fish while fostering economic development,

GORST CREEK WATERSHED PLAN | INTRODUCTION AND PURPOSE

- Identify areas for development, restoration and protection based on science,
- Adopt a land use plan for Gorst, and
- Implement a long-range capital facilities plan for future utility services, public services, and transportation needs.

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2. GORST PLANNING PROCESS & OUTREACH

Planning Phases

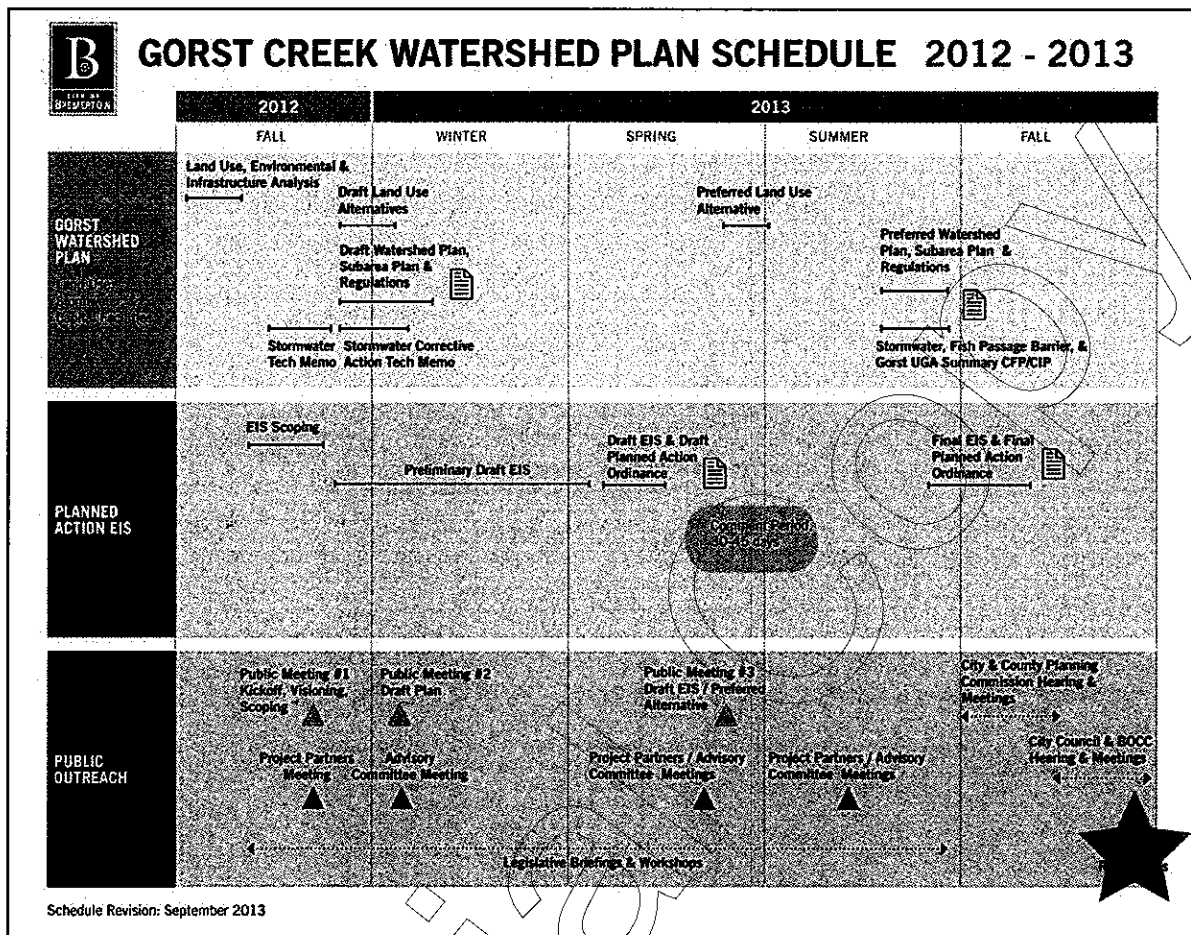
The opportunity to leverage assets and overcome challenges is not a chance that many communities are provided. Fortunately, the United States Environmental Protection Agency (US EPA) awarded a Watershed Management Assistance Program Grant to the City of Bremerton for the purposes of improving the future of Gorst through an inter-agency planning effort. Bremerton is working in partnership with Kitsap County, the Suquamish Tribe, and many other agency partners and stakeholders.

Watershed planning began in 2011 and continues through 2013. The planning process involves the following steps, with public and agency engagement occurring at each step:

1. Characterizing the Watershed (this Volume 1)
2. Developing Guiding Principles and Policies for Planning (see this Volume 1 for the Watershed and Volume 3 for the Gorst UGA)
3. Preparing Draft Plans for Land Use, Stormwater and Capital Facilities, focusing on the Gorst UGA (see Volume 3)
4. Evaluating Draft Plans and Alternatives in a Draft EIS (see Volume 2)
5. Developing a Preferred Plan and Final EIS (following a robust public comment opportunity)
6. Deliberating with legislative bodies at the City of Bremerton, Kitsap County, and Suquamish Tribe
7. Adopting the Plan

The Gorst Creek Watershed Characterization & Framework Plan encapsulates Steps 1 and 2 including watershed characterization and a statement of guiding principles, goals, and policies. The Watershed Characterization & Framework Plan then directs more specific plans such as the Gorst Subarea Plan, stormwater plans, and capital facility plans in Step 3. This Framework Plan and the more detailed subarea and infrastructure plans are the subject of an EIS per Step 4. Following evaluation in a Draft EIS, this Preferred Plan has been developed consistent with Step 5 and has been the subject of public meetings and hearings in fall 2013 consistent with Step 6. Action on the plan is anticipated by December 2013 as part of Step 7. Figure 2-1 illustrates the planning process conducted in 2012 and 2013.

Figure 2-1. Planning Process and Schedule



Public Outreach

This Watershed Characterization & Framework Plan was developed through coordinated efforts to engage the general public, public agencies and stakeholders, and elected and appointed officials. The efforts include technical outreach to project partners, guidance from elected and appointed officials as part of an advisory committee, and general public outreach and education through meetings, comment periods, and project website information. Major outreach efforts are highlighted below.

Project Partners

Gorst Creek Watershed Characterization and planning has benefited from the knowledge and expertise of agencies, organizations and individuals partnering to steer the technical analysis associated with the project, including:

- United States Environmental Protection Agency
- Washington State Department of Ecology
- City of Bremerton
- Kitsap County
- Port of Bremerton
- Sustainable Bremerton

- Suquamish Tribe
- Washington State Department of Fish and Wildlife
- City of Port Orchard
- Kitsap County Health District
- West Sound Watershed Council
- Gorst property owners, Pat and Cheryl Lockhart

Project partners have met several times to discuss analysis methods and review technical documents such as the Watershed Characterization Study (Appendices A and B).

Advisory Committee

An Advisory Committee, composed of representatives from Bremerton Planning Commission, Bremerton City Council, Bremerton Mayor, Kitsap County Planning Commission, Kitsap County Board of County Commissioners, and Suquamish Tribal Council, represents the interests of their respective bodies and convenes at key project milestones to address issues and concerns for Gorst Creek Watershed Plan. In January 2013, the Advisory Committee reviewed and provided direction on the range of Gorst UGA land use alternatives as well as overall watershed guiding principles. In June 2013, the Advisory Committee reviewed the Draft Plans and Draft EIS that evaluated the range of alternatives. In August 2013, the Advisory Committee provided direction on a preferred plan for the Gorst UGA and was briefed on public comments regarding this plan and related Gorst documents.

General Public Outreach

The City of Bremerton and partner Kitsap County have provided education and solicited citizen and agency input on the Gorst Creek Watershed Planning efforts. Each effort is described below.

Website. The City of Bremerton has established a project website <http://www.gorstwatershed.com/>. It includes information about the project, links to draft products, and a comment form.

Scoping comment period and workshop. Public, tribal, and agency comments were solicited by the City as lead agency in a 21-day written scoping period from October 15 to November 5, 2012. The City also held a public meeting on October 29, 2012 to ask about the vision for Gorst and about the EIS scope. Scoping notices and a meeting announcement were sent by mail to each property owner in the Gorst UGA, and to a list of federal, state, and local agencies and tribes. The City and County also sent these documents by email to lists of persons interested in planning issues in the city and county. The scoping notice was published in the Kitsap Sun on October 15, 2012 to notify any other persons having an interest in the project. About 37 persons participated in the scoping meeting and 14 persons or agencies submitted comments. A meeting exercise identified strengths, weaknesses, opportunities and threats. Below are some particular strengths and opportunities identified by citizens in Gorst:

Strengths

Central access, accessibility to highway, connected to rest of the County, Bremerton, Port Orchard

Views of the mountains and Sound

New sewer

Extensive shoreline

Nature, Habitat, and Wildlife: Wooded and forested, "green"; "blue" water, creek, inlet; wildlife, Eagles, deer, seals, etc.

Opportunities

Businesses and Places: More inviting businesses, local-serving, places people stop

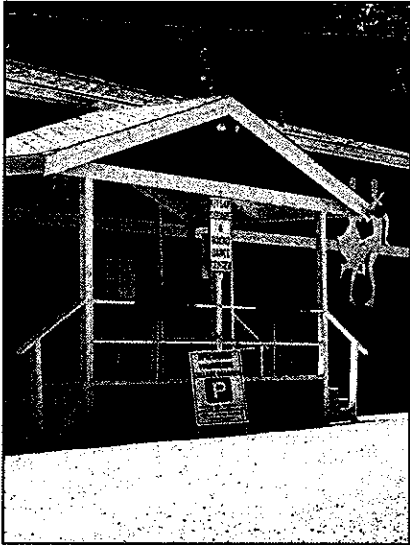
Transportation: Sidewalks, local trails and intra-county trails, bus to Bremerton ferry dock, frontage road (increase flow, spread of through traffic)

Parks, Open Space, and Recreation: Waterfront access/trail/park, beach/water access and signage, kayak launching point, more public land/park space

Beautification: Tree preservation, litter cleanup

Preliminary alternatives workshop. At a February 12, 2013 workshop, the City of Bremerton and Kitsap County asked public input about preliminary land use alternatives that should be evaluated in a draft subarea plan and EIS. A postcard meeting announcement was sent by mail to each property owner in the Gorst UGA. A flier was emailed to persons who had participated in prior Gorst scoping events in fall 2012, and also to persons indicating a general interest in county and city planning efforts. An article was published in the Kitsap Sun on February 7, 2013. The workshop focused on land use alternatives and

growth in the Gorst UGA.¹ Around 35-40 persons attended and provided input on the range of alternatives under consideration for the Gorst UGA. As a result of input, the alternatives were refined for study in the EIS.



Legislative meetings. On February 19, 2013, the Bremerton Planning Commission and Kitsap County Planning Commission met separately at their regular meetings to review the preliminary alternatives. Additional Planning Commission, City Council, and Board of County Commissioner meetings are planned later in the process to help identify a preferred alternative, refine and deliberate on the framework and subarea plans, and consider a planned action ordinance.

Draft Plan and Draft EIS Comment Period. The City of Bremerton as lead agency established a public comment period during which time public comments were encouraged regarding the Draft Watershed Characterization & Framework Plan, Gorst EIS, and Gorst Subarea Plan. A 45-day comment period extended from June 10 to July 24, 2013. Five public meetings were held during the comment period including a meeting in Gorst and two City and County Planning Commission meetings.

- Plan & EIS Overview: Kitsap County Planning Commission, June 18, 9:00 am
- Plan & EIS Overview: City of Bremerton Planning Commission, June 18, 5:30 pm
- Preferred Alternative Community Workshop, Gorst, June 20, 5:00 pm, Family Worship Center at 3649 W. Frontage Road
- Preferred Alternative Input: Kitsap County Planning Commission July 16, 9:00 am

Preferred Alternative Input: City of Bremerton Planning Commission July 16, 5:30 pm. The City in consultation with Kitsap County is issuing a Final EIS in fall 2013, providing responses to comments and addressing a Preferred Alternative. The Preferred Alternative includes elements from one or more alternatives studied in the Draft Subarea Plan and Draft EIS.

¹ Apart from the UGA, land use and zoning are not anticipated to change in the overall watershed, through some low impact development and stormwater standards may be applied in both urban and rural areas.

3. NATURAL AND BUILT ENVIRONMENT CONDITIONS

This section describes general landscape features such as vegetation and land alteration, critical areas, shorelines, land use, transportation and utilities.

Study Area

The Gorst Creek Watershed study area (see Figure 1-1) encompasses over 6,570 acres in the southeastern portion of Kitsap County including the creek's watershed and the Gorst UGA. About 56% (3,707) acres of the study area comprise Bremerton city limits. The unincorporated Gorst UGA contains about 335 gross acres (5%). About half of the Gorst UGA (174 acres) is contained in the creek's watershed, with the remainder along Sinclair Inlet and bluffs. Approximately 178 acres (3%) of the study area are in the McCormick Woods area of the City of Port Orchard, and there is another 42 acres of unincorporated UGA assigned to Port Orchard (1%). The unincorporated SKIA UGA equals about 104 acres, or 2% of the watershed (most of SKIA is incorporated into Bremerton). The balance of the watershed (34%), about 2,205 acres, consists of rural unincorporated land.

Natural and Sensitive Areas

Much of the upper watershed is forested particularly the land owned by the City for utility purposes. Altered landscapes include the Gold Creek Mountain Golf Course to the west and the Gorst UGA to the east. Areas along Sunnyslope Road and the South Kitsap Industrial Area (SKIA) are also developed with homes and businesses, as shown in Figure 3-1.

The study area contains all types of critical areas including wetlands, aquifer recharge areas, fish and wildlife habitat, flood hazard areas and geologically hazardous areas.

Figure 3-2 shows wetlands and streams. Figure 3-3 shows geologic and flood hazards. Figure 3-4 shows wellhead protection areas; these are associated with aquifer protection areas.

Both the County and City have adopted Shoreline Master Programs for lower Gorst Creek and the Sinclair Inlet. Kitsap County's shoreline regulations would apply until such time as the Gorst UGA is annexed. Figure 3-5 compares proposed shoreline designations of the City and County.

As locally adopted and proposed to the Washington State Department of Ecology, the City's shoreline buffer standards for the Sinclair inlet are greater than the County's, and the County's buffer standards for Gorst Creek are greater than the City's. See Volume 2 Gorst Planned Action EIS for a discussion of potential options for providing compatible shoreline standards and Volume 3 Gorst Subarea Plan, which identifies an approach to buffer management in the context of watershed characterization

What are critical areas?

According to the Growth Management Act, "critical areas" include the following areas and ecosystems: (a) Wetlands; (b) areas with a critical recharging effect on aquifers used for potable water; (c) fish and wildlife habitat conservation areas; (d) frequently flooded areas; and (e) geologically hazardous areas." (RCW 306.70A.030) The study area includes all of these critical areas.

What are shorelines?

Shorelines subject to the Shoreline Management Act include the marine waters of Puget Sound as well as rivers and streams with a mean annual flow over 20 cubic feet per second (cfs). Shorelines include uplands within 200 feet of the ordinary high water mark and associated wetlands, and floodways. In the study area, the Sinclair Inlet marine shoreline and Gorst Creek are subject to the Shoreline Management Act (RCW 90.58).

recommendations. Apart from these more prominent shorelines, the City and County regulate smaller streams and wetlands similarly.

Land Use and Growth

Gorst is named for the Samuel Gorst family who owned 160 acres on the north side of Gorst Creek. Samuel's son Vergne, one of 11 children, formed Gorst Air Transport that eventually became United Air Transport. The Gorst area was also known as Pleasant Valley, the name of the school district established in 1904. (Bartlett, 2010; the Kitsap Peninsula Visitor and Convention Bureau, 2013)

Though settled in the late 1800s, Gorst has remained a relatively small community. As of 2010, there are approximately 222 persons in the Gorst UGA and about 1,810 persons in the remainder of the watershed. There are about 237 jobs in the Gorst UGA and roughly 264 jobs in the rest of the watershed.

As noted above, much of the watershed is in a natural state. Some of it has low density rural residential uses. Regional commercial uses lie along Sinclair Inlet, such as a Subaru dealer and Mattress Ranch. Institutional uses can be found along State Route 3 such as a fire station and a church. Older service shops, storage, and light industrial are found in central Gorst close to highways. Single family residences lie along West Belfair Road and other secondary roads.

The Gorst Creek Watershed is managed according to Comprehensive Plans and zoning implemented by Kitsap County and the City of Bremerton. There are lands designated urban and rural. See Figure 3-6.

Three urban areas are included in the study area: 1) Bremerton City Limits, including areas known as the City Utility Lands and SKIA; 2) the Port Orchard City Limits, encompassing a master planned community called McCormick Woods; and 3) the Gorst UGA, including unincorporated land assigned to the City of Bremerton UGA.

Bremerton's City Utility lands are owned by the City and are for low intensity forestry purposes. City zoning shows the following intended activities (BMC 20.96.010): *"The intent of the city utility lands (CUL) zone is to preserve resource-related functions of land, and to protect watersheds and timberlands. The CUL zone is also intended to ensure healthy forest cover and provide habitat for wildlife. The zone will accommodate some limited commercial and recreational activities, which adhere to a high standard of environmental best management practices, and low impact development."*

The SKIA area is subject to its own subarea plan, adopted by the City in August 2012. The area is planned as industrial. The subarea plan encourages development to occur in a sustainable, energy efficient and environmentally protective manner.

The City of Port Orchard annexed the McCormick Woods land in 2012, with the exception of 3 parcels newly added by Kitsap County as a UGA territory in August 2012. These three parcels are for public use purposes and are anticipated to be annexed by the City of Port Orchard.

Prior to the Gorst Creek Watershed planning efforts, the Gorst UGA had been identified by Kitsap County as predominantly a commercial area (see Figure 3-6). It contains a mine designated in the Comprehensive Plan as Mineral Resource, and zoned as Industrial. The Gorst Subarea Plan (see Volume 3) has modified the land use designations to achieve a more complete community with greater residential uses and mixed uses.

Around the Gorst UGA "Urban Reserve" designations are potential locations for future UGA boundary increases, but in the meantime allow rural densities and some mineral resource activities. The balance of the study area is largely Rural Residential.

Transportation

Transportation systems consist primarily of local roads and collectors providing access to State Highways 3 and 16. In addition, an active rail line that connects the Puget Sound Naval Shipyard (PSNS) with the Bangor submarine facility and the Port of Shelton bisects the watershed from east to west.

From the north at Navy Yard City, SR 3 carries 44,000 Annual Average Daily Traffic (AADT), increasing to 73,000 AADT north of Gorst, and continuing on SR 16 to Port Orchard with 43,000 AADT. At Sam Christopherson Road SR 3 carries 67,000 AADT. The SR 3 signalized intersection with SR 16 Spur/Sam Christopherson Road operates at an overall rating of LOS E, and contains multiple movements that operate at LOS E or F. (WSDOT 2012)

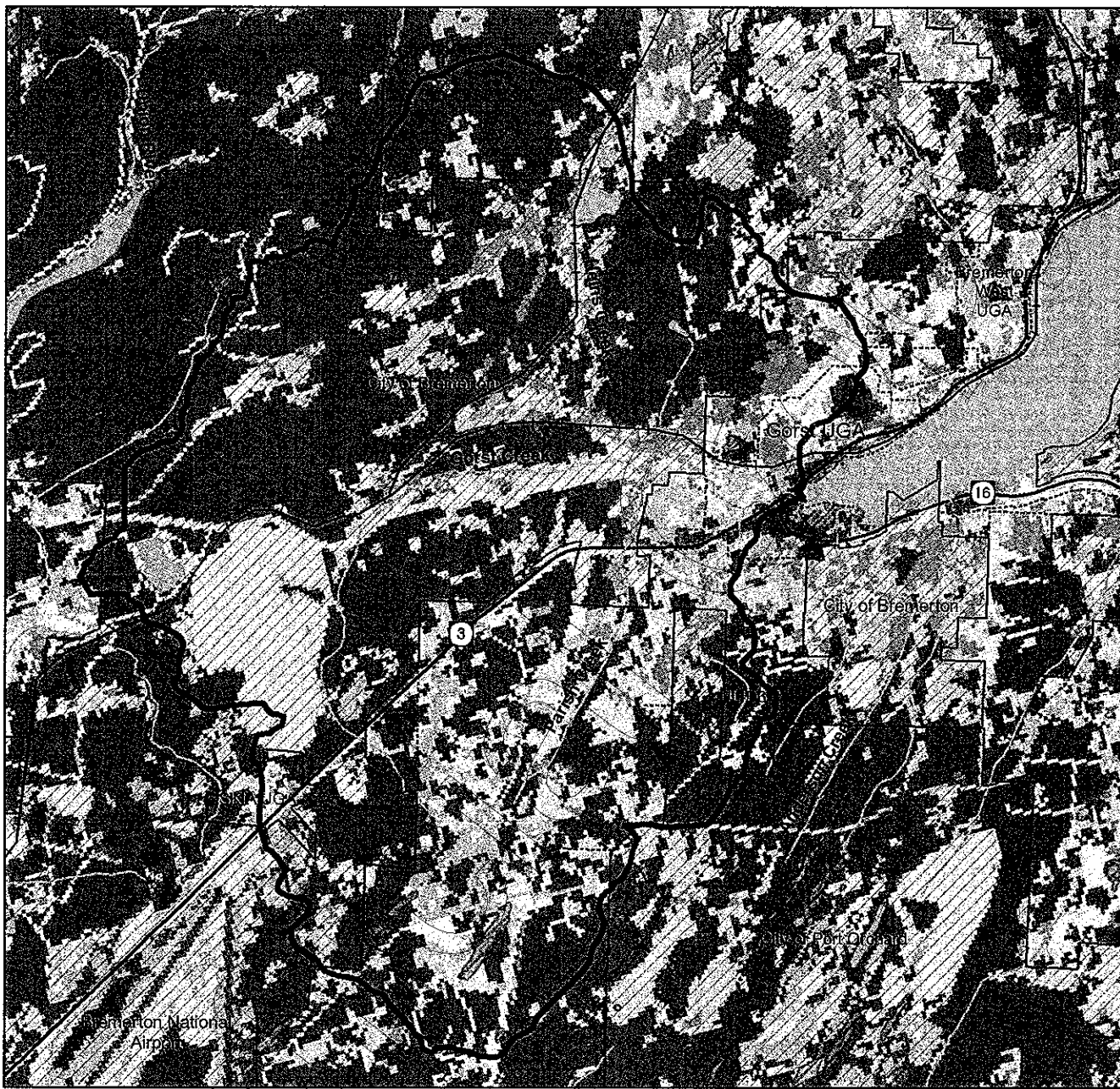
Utilities

Sanitary sewers are present in the Gorst UGA and required for master planned development in the Port Orchard city limits with the McCormick Woods development. A total of 125 residences and commercial properties have connected to the Gorst sewer system as of August 2011. (Parametrix, August 4, 2011) Planned sewer lines include a main on West Sherman Heights Road. Remaining sanitary facilities consist of onsite septic systems.

The City of Bremerton supplies drinking water to the Gorst UGA and portions of the SKIA UGA. The City of Bremerton partially supplies water to the McCormick Woods area.

Stormwater facilities consist primarily of roadside drainage ditches with culverts located at road crossings. Several of the culverts are fish passage barriers. Many of these are targeted for improvement as part of a Capital Improvement Plan developed in conjunction with a preferred plan for Gorst (see Section 2).

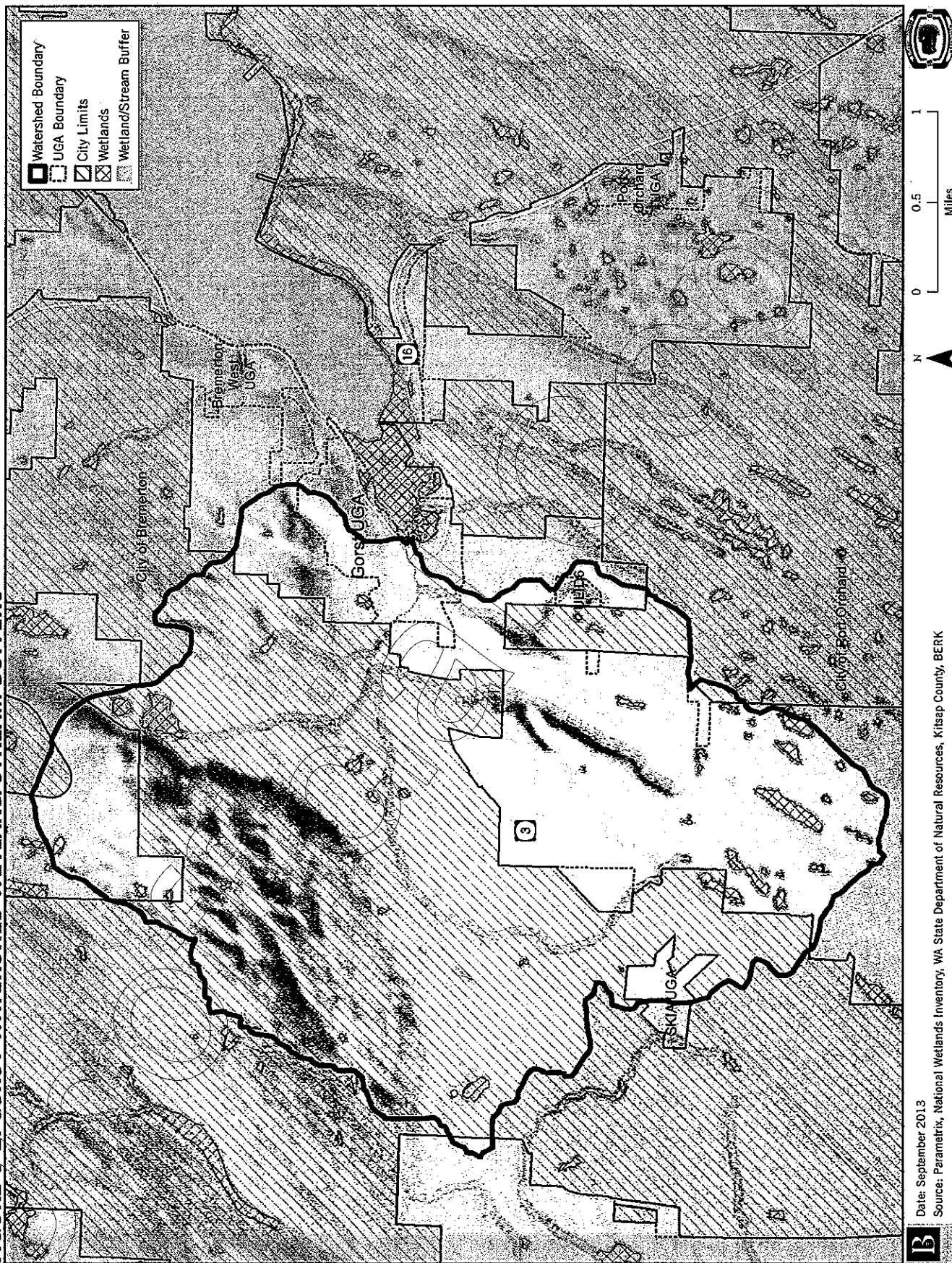
FIGURE 3-1. GORST CREEK WATERSHED: LAND COVER



Watershed Boundary	Land Cover	Developed, Medium Intensity	Mixed Forest
UGA Boundary	Open Water	Developed, High Intensity	Scrub/Shrub
City Limits	Perennial Ice, Snow	Bare rock, sand	Grasslands, herbaceous
Water	Developed, Open Space	Deciduous Forest	Pasture
Streams	Developed, Low Intensity	Evergreen Forest	Cultivated Crops
Wetland (WDFW/NWI)			

Date: September 2013
 Source: Parametrix, Department of Ecology, Department of Fish & Wildlife, USGS, BERK

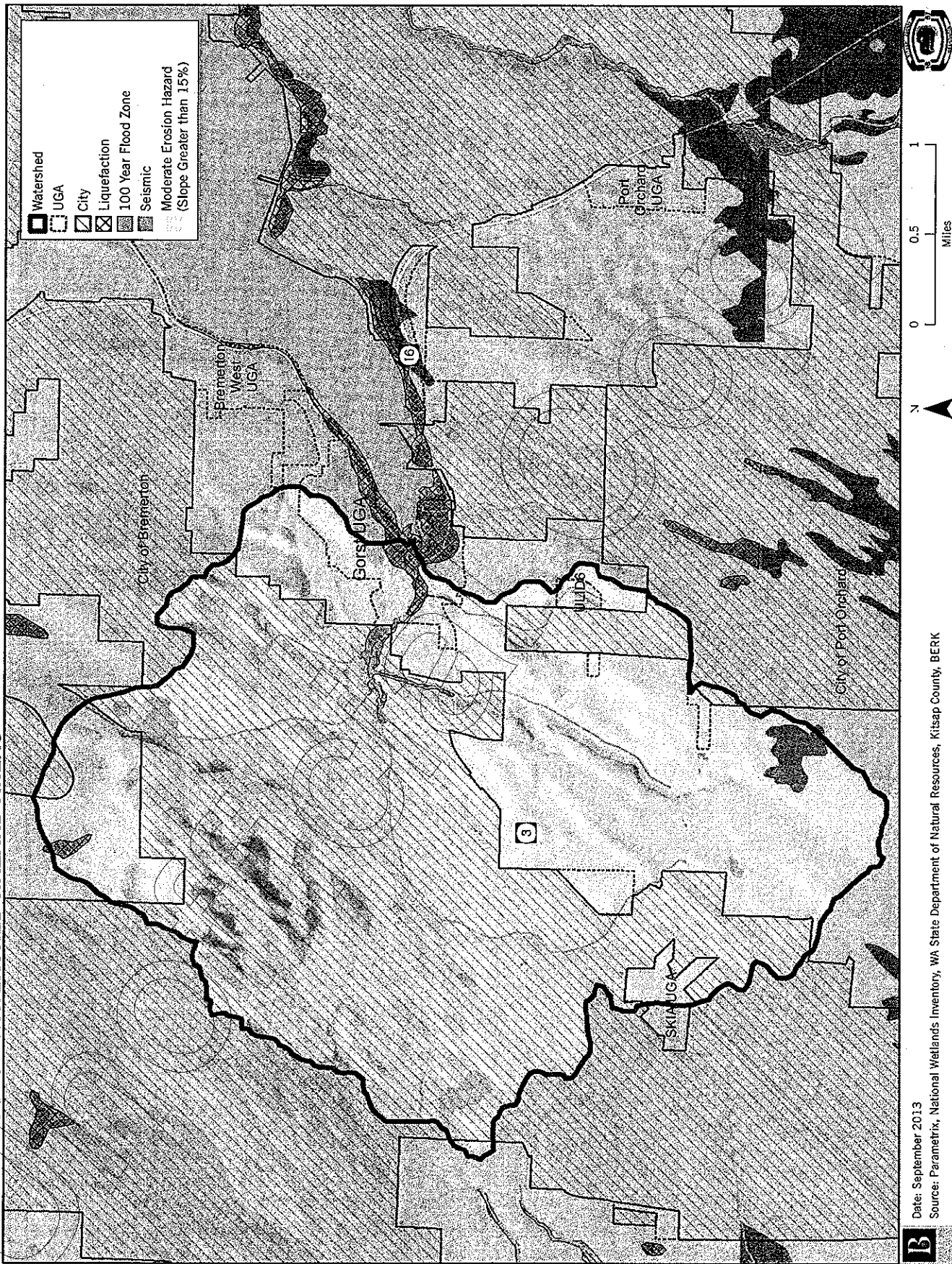
FIGURE 3-2. GORST WATERSHED WETLAND/STREAM BUFFERS



Date: September 2013
Source: Paramatrix, National Wetlands Inventory, WA State Department of Natural Resources, Kitsap County, BERK



FIGURE 3-3. GORST WATERSHED HAZARD AREAS



Date: September 2013
 Source: Parametrix, National Wetlands Inventory, WA State Department of Natural Resources, Kitsap County, BERK

FIGURE 3-4. GORST WATERSHED PLANNING AREA: WELLHEAD PROTECTION ZONES



- | | |
|--------------------|----------------------------------|
| Watershed Boundary | Wellhead Protection Zones |
| UGA Boundary | 1 Year Travel Time |
| City Limits | 5 Years Travel Time |
| Water | 10 Years Travel Time |
| Streams | |



Date: March 2013

Source: Parametrix, Department of Natural Resources, City of Bremerton, BERK

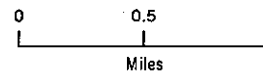


FIGURE 3-5. GORST: COMPARISON OF SHORELINE MASTER PROGRAM DESIGNATIONS

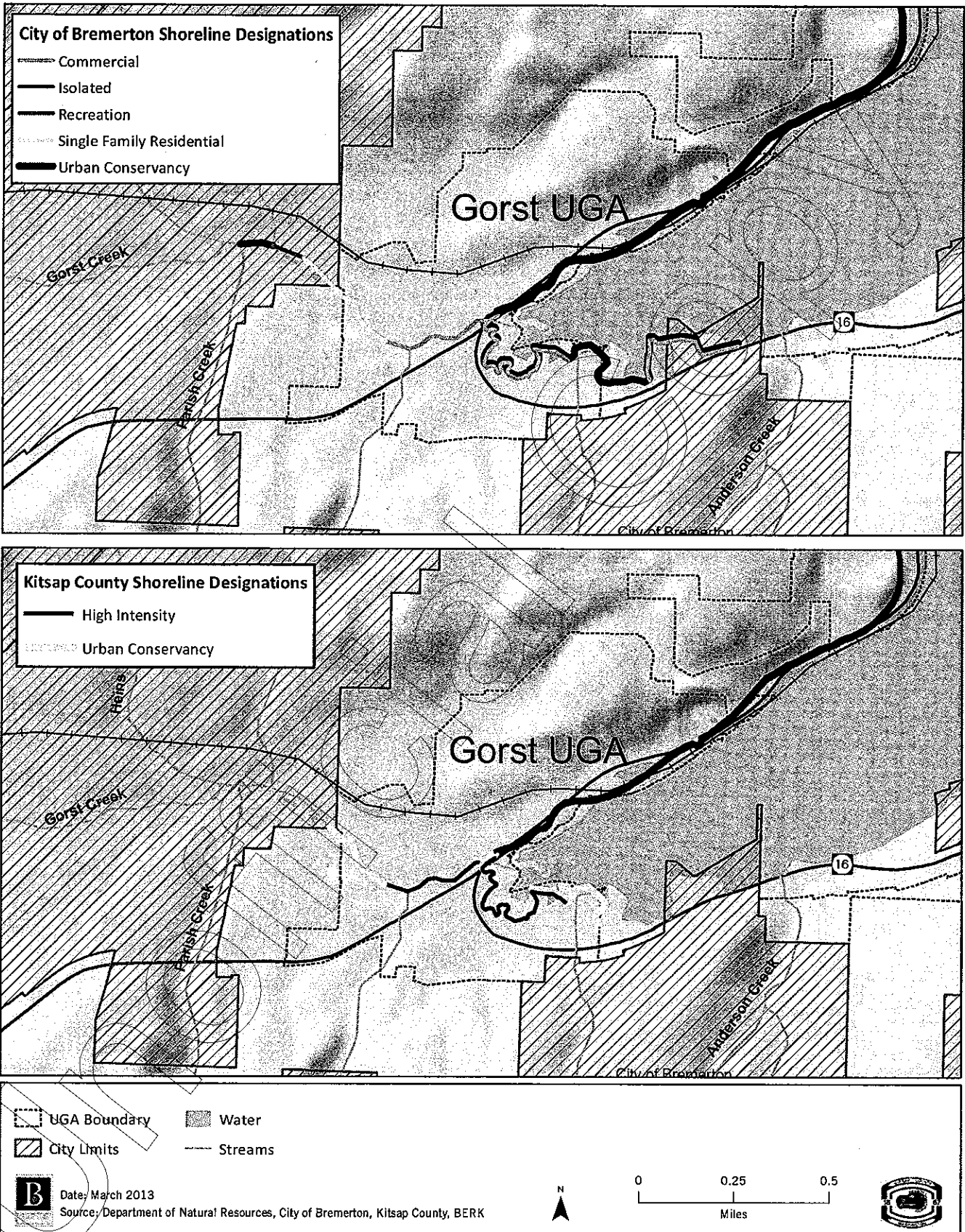


FIGURE 3-6. GORST WATERSHED PLANNING AREA: LAND USE



Legend		Landuse (City and County)		Industrial Industrial Park Mineral Resource Public Facility City Utility Lands Urban Reserve		Rural Protection Rural Residential Rural Commercial Rural Wooded Forest Resource Lands Watershed	
Watershed Boundary	City Limits	UGA Boundary	Water	Streams	Low Density Residential	Medium Density Residential	Medium/High Density Residential
High Density Residential	High Intensity Commercial Mixed Use						

Date: October 2013
 Source: Kitsap County, City of Bremerton, BERK

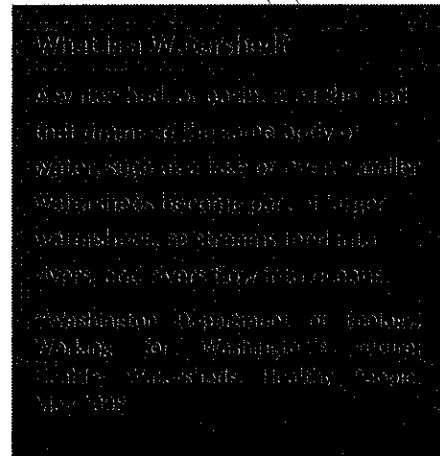
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4. WATERSHED CHARACTERIZATION

Overview

Local agencies, such as the City of Bremerton and Kitsap County, are responsible for land use planning and protection within the Gorst Watershed. The intent of watershed characterization is to inform future land use development with the combined analysis provided by watershed characterization (provided by the Washington State Department of Ecology [Ecology]) and local habitat area assessments (provided by Washington State Department of Fish and Wildlife [WDFW]). The Gorst Creek Watershed Characterization Study completed in 2012 and amended in 2013 (Appendix A) analyzes existing conditions of the watershed with respect to water flow and habitat. Watershed characterization, an analytical framework developed by Ecology, provides the basis for understanding the relative value of assessment units for water flow processes, water quality, and habitat within the Gorst Creek Watershed (Puget Sound Characterization, Stanley et al, in preparation, Ecology Publication #11-06-016 April 16, 2012).



What the Watershed Characterization Methods Do

Watershed characterization models operate at a coarse scale and are intended to be used as decision support tools. They provide information. They prioritize areas on the landscape for restoration, protection, conservation and development. Local governments may choose to base their land use regulations on consideration of this information, in combination with more specific information. In the case of Gorst, the City of Bremerton and Kitsap County are using the analysis to develop a science-based land use plan with water quality and habitat standards for the watershed and Gorst UGA.

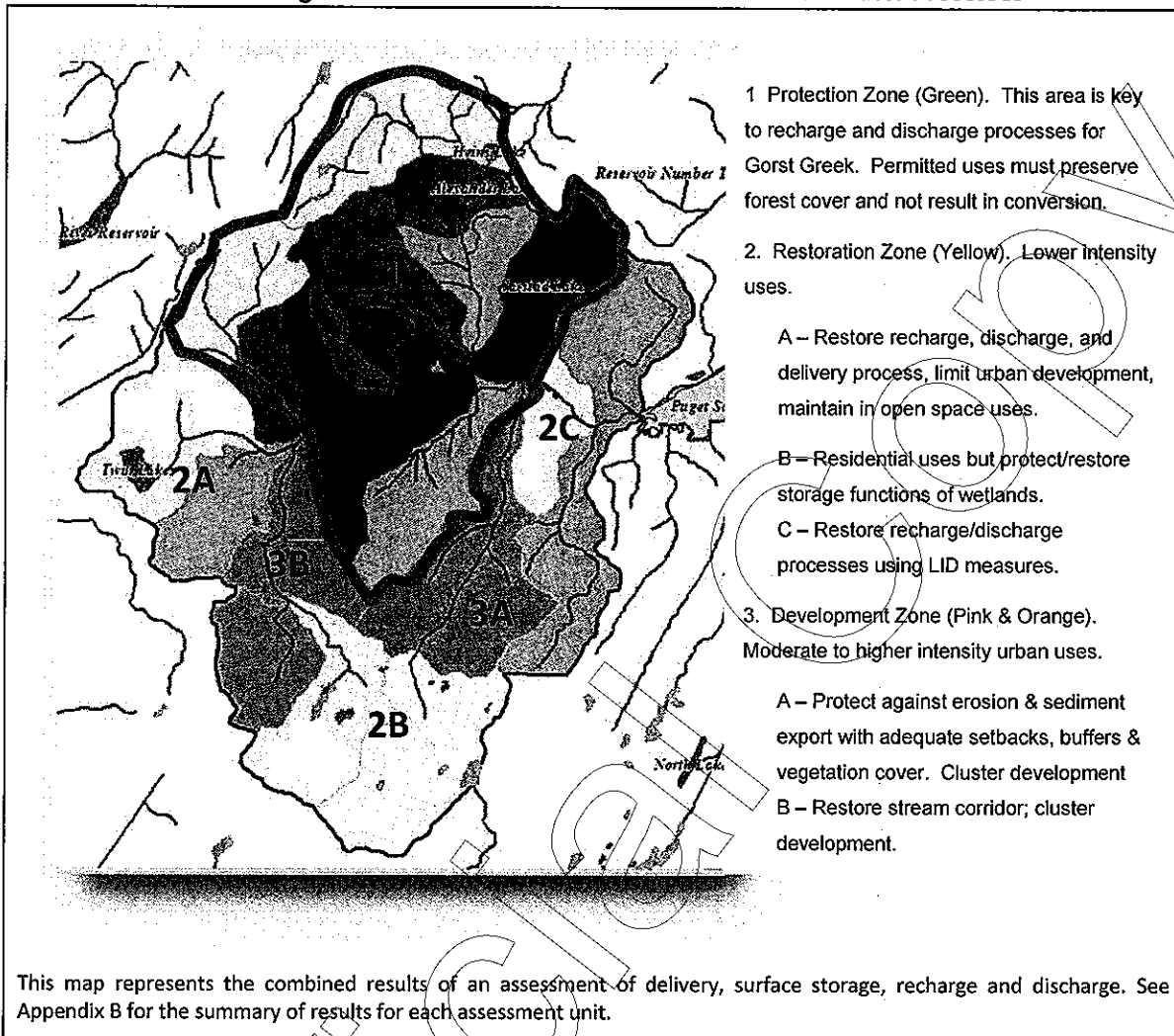
What the Watershed Characterization Methods Do Not Do

The methods do not provide sufficient detail to be used to support individual restoration or protection actions. Neither do the methods provide prescriptive measures for what constitutes restoration, protection, or development. Rather, they are intended to provide high level guidance as to the type of restoration or protection action that is appropriate in a given area. General guidance as to appropriate types of actions is provided within appropriate sections of the Watershed Characterization Study (Appendix A), but it is understood that this information will need to be supplemented with site-specific information.

Water Processes Characterization

Based on assessment results for individual water flow components (delivery, storage, recharge, and discharge) and sediment process, assessment units (AUs) were grouped into patterns that identify zones for restoration, protection, and development. Figure 4-1 presents the recommended management zones.

Figure 4-1. Watershed Characterization Results: Water Processes



Source: Washington State Department of Ecology in City of Bremerton, May 2012

The **Protection Zone** supports recharge, discharge and storage processes which are critical to sustaining a natural range of flows in Gorst Creek, including adequate low flows during summer and fall. The unique properties of the Gorst Creek recessional outwash deposits are a principal factor in this high rating for hydrologic importance. Because recharge and discharge processes are sensitive to development and would be significantly degraded by impervious surfaces, buildings, roads, and drainage infrastructure, such development should be restricted in this zone.

The **Restoration Zone** primarily supports storage processes and some recharge/discharge processes. This zone may be appropriate for development, but different actions in areas A, B, and C should be subject to the following provisions.

Area 2A: This area has moderate to moderate-high importance for storage and discharge and high importance for recharge. The delivery, recharge and discharge processes are degraded. Because of its location at the headwaters of Gorst Creek and importance for recharge, low intensity uses would be appropriate. This low intensity pattern is already set with the golf course, which likely has a lower impact upon recharge processes than higher intensity urban areas. However, restoration actions to improve recharge could be investigated,

including infiltration swales or galleries adjacent to the lower permeability fairways and greens. For the discharge process, restoration measures would include re-establishment of the natural hydrology of depressional and slope wetlands. Accomplishing this restoration may involve plugging ditches that either drain these wetlands or re-aligning ditches that intercept upslope water away from wetlands (e.g., roads intercepting shallow groundwater flow), thereby altering water flow processes downstream. The delivery process could be improved through the re-establishment of additional forest cover.

Area 2B: Restoration of storage processes is the highest priority for this area; recharge processes have lower importance due to the presence of till. Higher intensity development would be appropriate provided that storage processes are protected and restored. This effort would include re-establishing the natural hydrology of depressional wetlands by plugging ditches that drain them, removing fill and re-routing natural drainage patterns back into these depressional wetlands. In particular, protection and restoration of wetlands in the Parish Creek AU will protect the mid and lower portions of this watershed from erosion and sediment export.

Area 2C: Located in the lower portion of the watershed, this area is important for its recharge and discharge processes. Given that this area is already developed with urban uses, restoration may be limited to stormwater retrofit actions. However, restoration of in-stream alterations (removal of channel armoring, berms) and re-establishment of natural stream structure (i.e., reducing channelization in the lower reaches of the stream) may be appropriate given that upstream processes for the northern half of the watershed are relatively intact.

The **Development Zone** (pink and downstream orange AU adjacent to Sinclair Inlet) is suited for the highest intensity development (such as high density residential or commercial) provided appropriate measures for protecting streams, wetlands, and water quality are followed, including those for area 3A and 3B below.

Area 3A: The sediment model indicated that this AU had a high potential for export of sediment which would argue for protecting this area. However, the water-flow assessment shows this area as appropriate for higher intensity development, leading to an integrated measures that would reduce erosion and sediment export through clustering of development, adequate setbacks from steep slopes, restoration of suitable buffers, control of runoff through LID techniques and planting of cover designed to slow and infiltrate overland flows.

Area 3B: The sediment model indicated that this AU had a moderate potential for export of sediment. This area is shown as appropriate for higher intensity development for both the delivery, and surface storage subcomponent models for water-flow, although the corridor along Gorst Creek is shown as important for conservation for restoring and protecting surface storage, while the headwaters are shown as important for wetland restoration to protect the surface storage function. This area is capable of accepting higher intensity development provided that the stream corridors are maintained, development is clustered, and adequate setbacks from steep slopes, appropriately sized buffers, and runoff control as noted in Area 3A are followed.

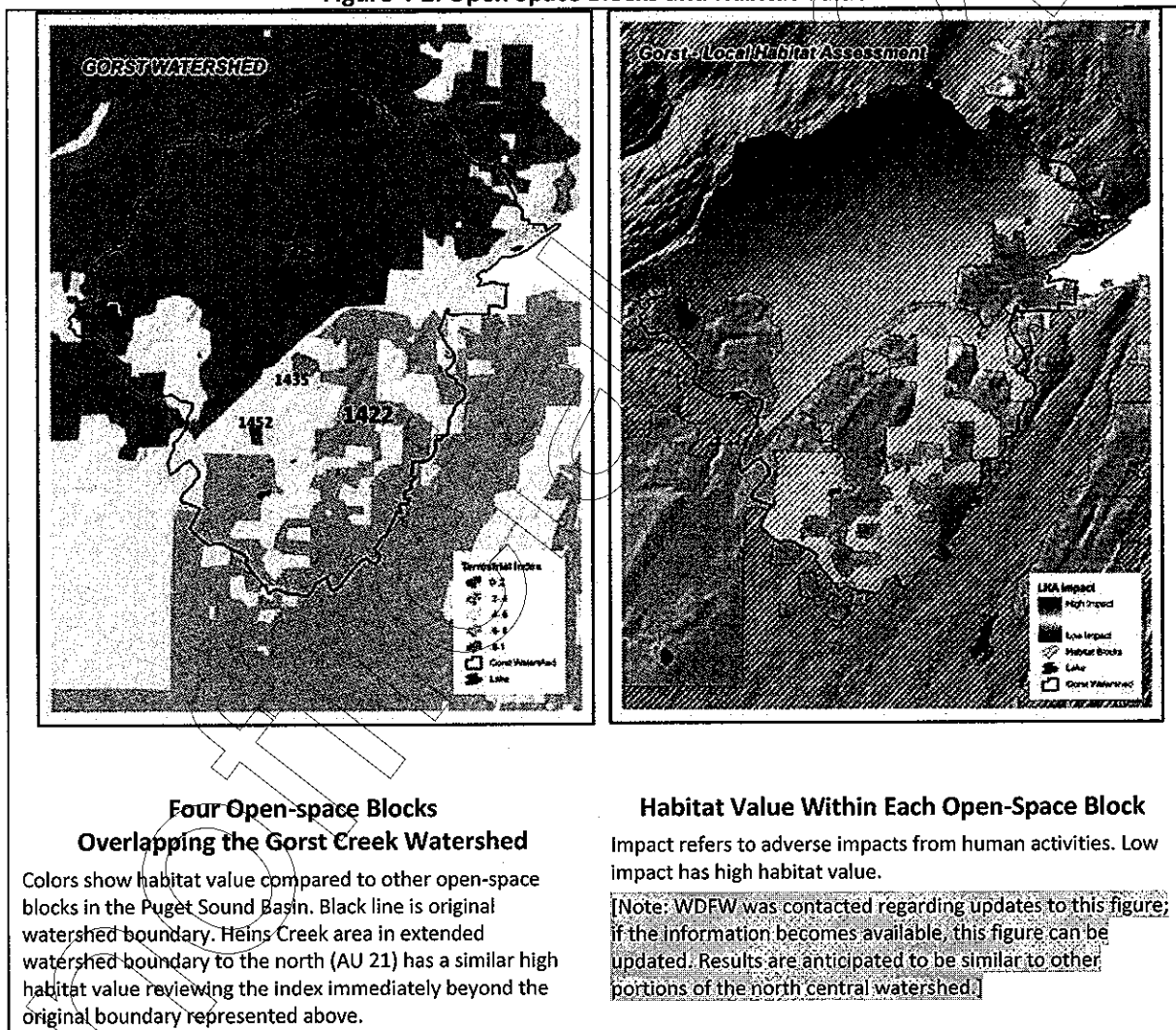
Fish and Wildlife Habitat Characterization

According to the WDFW assessment, the most important fish and wildlife habitats in the Gorst Creek Watershed are:

- The streams that support trout and anadromous salmonids;
- The estuary that supports waterfowl, shorebirds, great blue herons, bald eagles, juvenile salmon, and other species; and
- The large contiguous area of managed forest on the north side of the Gorst Creek Watershed that is owned and managed by the City of Bremerton.

The forest on the north side of the Gorst Creek Watershed is especially valuable for three reasons. First, it is protected in public ownership and lies in a large contiguous area of open-space that contains two other large tracts of publicly owned forest: Green Mountain and Tahuya State Forests. Relative to other open-space blocks in the Puget Trough Ecoregion, the size of this entire open-space block (106,400 acres) is exceptional—it is the largest open-space block in the Puget Trough Ecoregion of the Puget Sound Basin. For the conservation of wildlife, size matters. In fact, the area of contiguous habitat may be the single most important variable determining the long-term viability of wildlife populations (Diamond 1975; Soule and Simberloff 1986). Second, the large forested area on the north side covers roughly half of the Gorst Creek Watershed; therefore, this area has a significant beneficial effect on the freshwater habitats of trout and anadromous salmonids. And third, the beneficial effects of this forest sustain water flow and water quality processes within the watershed and contribute to the overall quality of habitats in the Gorst Creek estuary. See Figure 4-2.

Figure 4-2. Open Space Blocks and Habitat Value



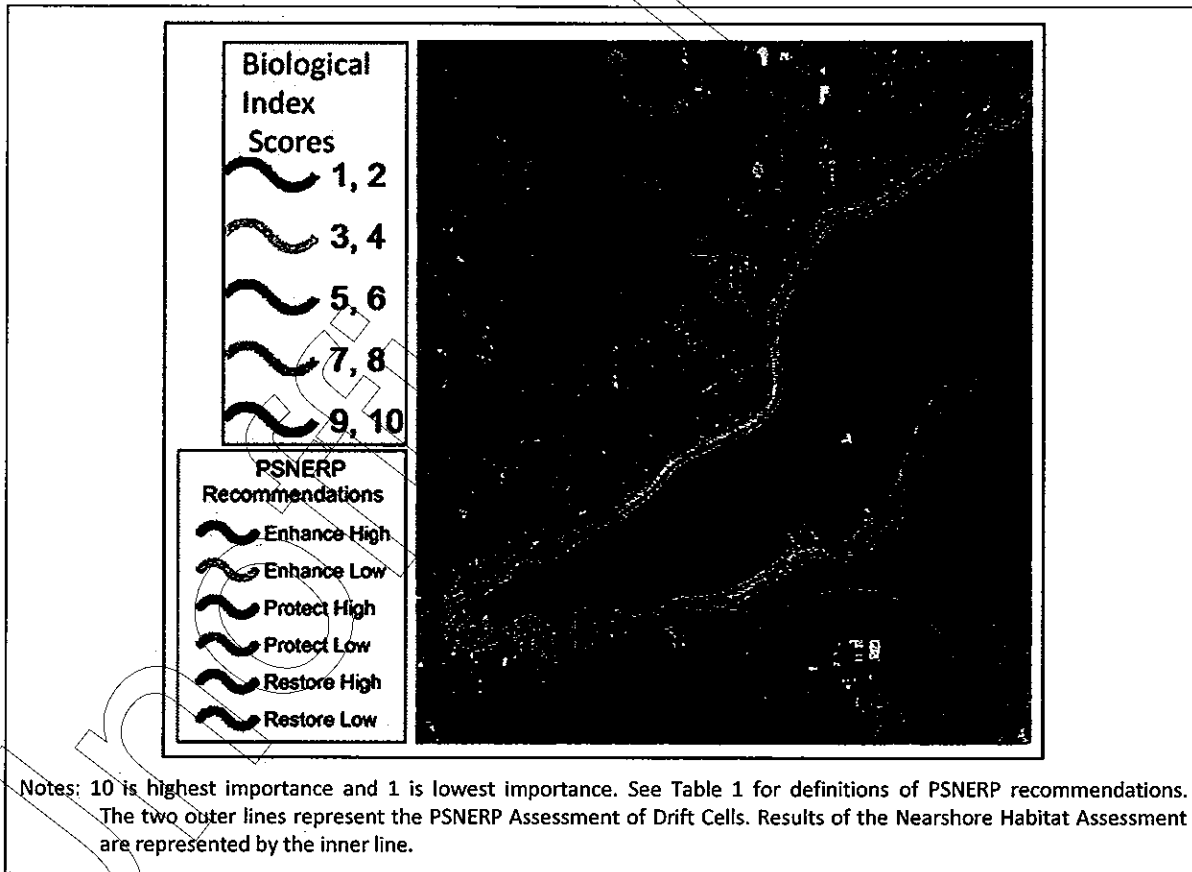
Source: Washington State Department of Fish and Wildlife in City of Bremerton et al., May 2012

The 2003 Kitsap Salmonid Refugia Report stated that without the rearing facility influence, portions of the Gorst Creek Watershed would likely qualify as class B refugia. Although this class B refugia has been altered from

natural conditions, at least some salmonid populations appear to be self-sustaining and resilient. Hence, the Kitsap Salmonid Refugia Report suggests that the Gorst Creek Watershed has the potential to contribute to the recovery of federally threatened Chinook and steelhead salmon. Gorst Creek may be too small for self-sustaining wild runs of Chinook or steelhead, but it could potentially support these species irregularly as a refuge. The Gorst Creek drainage was classified as a Tier 1 (high priority) watershed by the East Kitsap Peninsula Lead Entity (2004). Tier 1 is the highest priority for funding for salmon conservation and restoration through the Salmon Recovery Funding Board program. Future development in the watershed should not interfere with future efforts to restore in-channel and riparian habitats and build self-sustaining salmonid populations.

The current degraded condition of the estuary's shorelines belies the estuary's value for wildlife. Compared to other shorelines in the Central Puget Sound sub-basin, the 2 miles of marine shoreline along the Gorst Creek estuary have an average index score at the 65th percentile and portions of that shoreline scored even higher—at the 83rd percentile. The Puget Sound Nearshore Estuarine Restoration Project (PSNERP) gave their lowest recommendation for the drift cells in the estuary—"enhance low." See Figure 4-3. Shorelines given this recommendation have the lowest priority for restoration relative to other shorelines in Puget Sound. However, "enhance low" sites are places where strategic actions may enhance significant existing functions such as habitat for salmon, shellfish, and waterfowl. Although the Gorst Creek estuary does provide some wildlife habitat, the function and extent of that habitat is likely a shadow of its historical extent (see Collins and Sheikh 2005).

Figure 4-3. Results of the Nearshore Habitat Assessment and PSNERP's Assessment of Drift Cells



Source: City of Bremerton 2012

Restoration actions in the estuary could restore some wildlife habitat. Priority actions of greatest benefit to fish and wildlife should be assessed at a finer scale, looking at existing ecological processes that affect the estuary, and attempting to restore ecological structure and function at site-specific locations, given the degraded condition of the estuarine shoreline and nearshore processes overall. The *Sinclair Inlet Enhancement Opportunities* lists specific projects within the Inlet, which, if undertaken, would contribute to protecting and restoring ecosystem processes, structures, and functions of Sinclair Inlet, as well as reducing watershed pollution, and protecting and restoring sustainable fish and wildlife populations (Aquascape II) (NAVFAC Northwest 2010).

Integrated Results

Generally, the watershed characterization recommendation is to protect the north-central portion of the watershed, the tributaries, and the estuary, while allowing for additional growth and development in the south, and southeastern portions of the watershed, subject to existing protection measures and best management practices. A map of integrated water processes and habitat assessments is included in Figure 4-4.

Watershed boundaries used in the 2012 Watershed Characterization Study (see Appendix A) were based on Washington Department of Fish and Wildlife Salmon and Steelhead Habitat Inventory Assessment Program (SSHIA - 1995) work. As a result of public comment and evaluation by Ecology, WDFW, and City and County professionals, adjustments were made to move the watershed boundary north, and a new assessment unit for Heinz Creek was created. The results of the revised assessment (see Appendix B) have also resulted in a small shift in the management categories of the assessment units. This has not changed the integrated results of the assessment, which includes “protection” management categories for the northern portion of the watershed and restoration and development for the southern portion.

On city lands and UGA territory, the results show a mix of protection, restoration, and development:

- The City Utility Lands are generally considered to include areas of “Protection” and “Protection and Restoration.” As the City manages this land for municipal purposes and limited forestry it is likely that this area could be retained as a protected area.
- The Gold Creek Mountain Municipal Golf Course is shown for “Restoration,” with intentions for a comprehensive wetlands and water courses restoration plan.
- The SKIA area is considered to be in an area of development (AU 16). The SKIA Subarea Plan encourages development to occur in a sustainable, energy efficient, and environmentally protective manner.
- The Port Orchard UGA/McCormick Woods area is shown as part of a “Development and Protection” area (AU 3). Given the approved development agreement, it is unlikely that the results of the Watershed Characterization Study would influence any final remaining development phases in the area.
- The Gorst UGA is generally considered a “Development” area (AU 15), though one portion to the west is considered to be an area of Restoration (AU 9, Restoration 2C) where stream corridor restoration and a stormwater retrofit program are promoted.

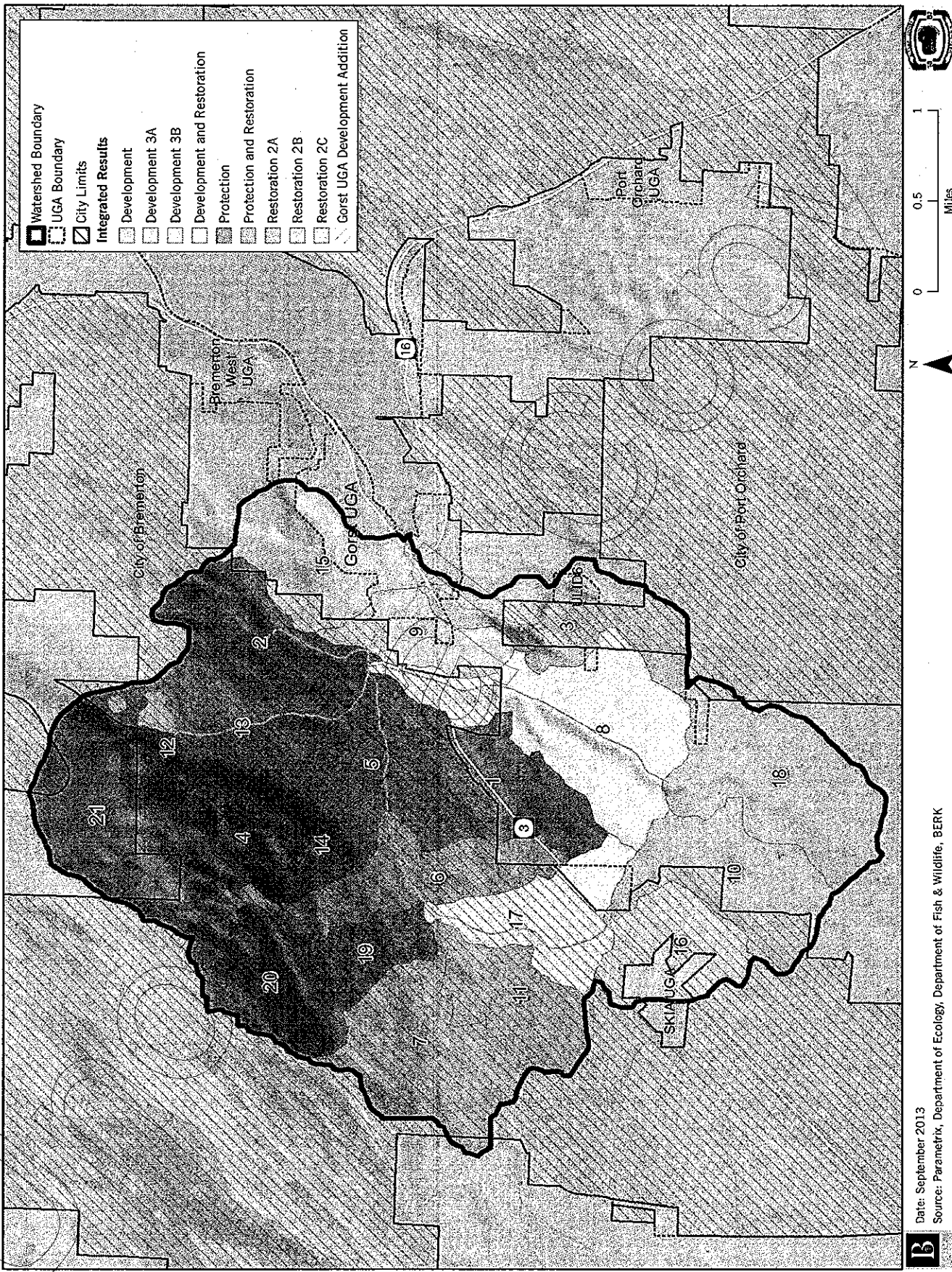
On remaining rural unincorporated areas, the results also show a mix of recommendations:

- Immediately along SR 3 in unincorporated Rural Residential lands (AU 1), there are some areas of “Protection” recognizing forested property.

- In the Heins Creek and Heins Lake area (AU 21) conservation is recommended due to its recharge functions and habitat value. This AU was added based on additional review of information as a result of the draft plan review process. The overall water flow results indicate that Heins Creek has a low importance for water flow and a low degree of degradation. This results in a management category of "Conservation" which suggests permitting land use activities that protect and maintain those water flow processes important to this AU. Measures to minimize impervious surfaces and erosion and transport of sediment downstream are recommended. A mineral resource operation is underway in a portion of the AU; however, numerous mitigation measures have been required by Kitsap County in order to protect critical areas and water quality to meet federal and state and local standards.
- West of Port Orchard UGA/McCormick Woods is an area of "Development" with performance standards (AU 8) to avoid erosion, promote infiltration, and habitat protection.
- The southern portion of the watershed (AU 10 and 18) shows areas of "Restoration" focusing on wetlands and streams.

There are two areas in the Gorst UGA to the north and south of Sinclair Inlet unaddressed in the Watershed Characterization Study as they are associated with the marine shoreline. These territories are highly disturbed with high amounts of clearing and impervious surfaces, are generally developed with commercial, residential, or mining operations, and are served with sewers, roads, and stormwater facilities. Figure 4-4 extends the "development" designation of AU 15 since to the two highly disturbed areas are likely to see more development.

FIGURE 4-4. GORST CREEK WATERSHED CHARACTERIZATION - INTEGRATED RESULTS



Date: September 2013
 Source: Parametrix, Department of Ecology, Department of Fish & Wildlife, BERK



5. WATERSHED MANAGEMENT CONCEPTS

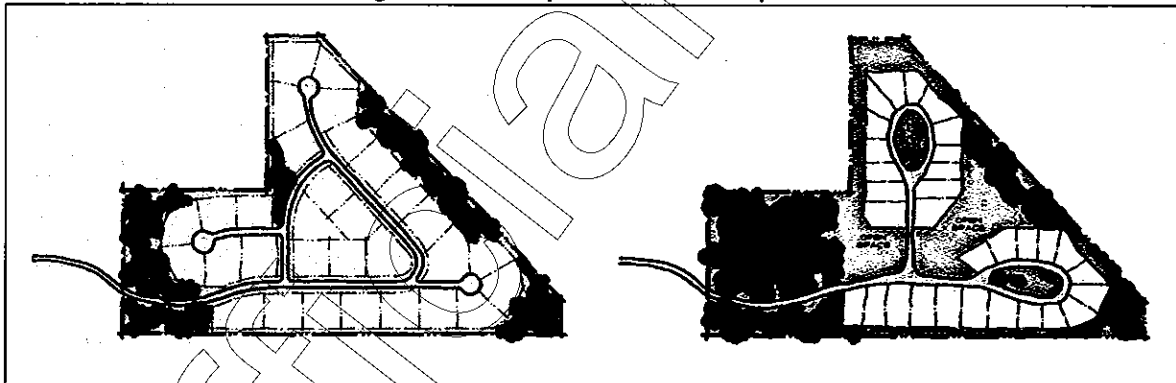
The Gorst Creek Watershed Characterization analysis provides more specific best management practices for each assessment unit (AU) presented in Chapter 4 (also see Appendix B). **Areas of protection** are generally identified for maintenance of forest cover, limited clearing, and minimal impervious surfaces. **Areas of restoration** are identified for re-establishment of habitat including forest cover, riparian areas, and wetlands. **Areas of development** are suitable for growth with appropriate measures such as methods to reduce erosion and sediment export and promote infiltration (adequate stream buffers, setbacks, reduced overland flow through infiltration and vegetation cover, clustering).

This chapter highlights some potential tools recommended through watershed characterization including clustered development, low impact development, and habitat restoration.

Clustered Development

Clustering refers to the grouping of residential lots in a relatively small percentage of a property in order to preserve the balance of the property for critical areas, pervious areas and open space. Typically the residential lot size is relatively small to allow an efficient arrangement of homes, access roads, and other associated features. Figure 5-1 shows an example clustered development. Clustering is promoted in best management practices (BMPs) for the southern and central areas of the watershed identified for development or restoration (AU's 8, 10, and 17; see Appendix B). These areas are largely unincorporated rural residential or associated with City Utility Lands.

Figure 5-1. Example Cluster Development



Source: Puget Sound Partnership 2012

Low Impact Development

Low impact development (LID) is an approach to land planning and stormwater management that:

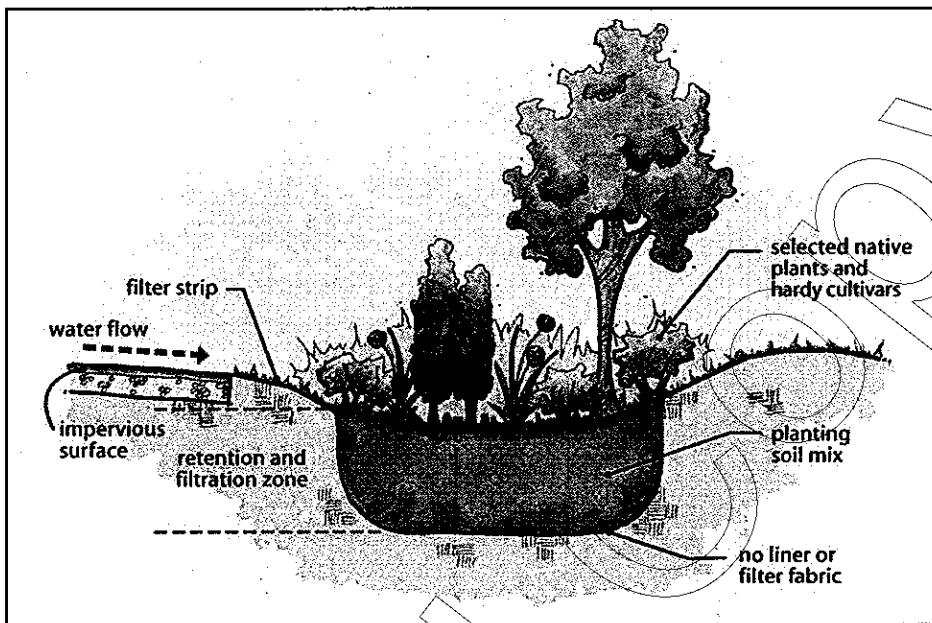
- Conserves natural features such as native soils and vegetation
- Protects and mimics pre-disturbance hydrologic processes such as infiltration, filtration, storage, evaporation, and transpiration, and
- Reduces and treats overland stormwater flow to more closely match forest or prairie conditions depending on the native setting.

The intent of the LID approach is to avoid physical, chemical or biological changes to streams, lakes, wetlands or other aquatic systems associated with development. (Puget Sound Partnership 2012)

Example biofiltration techniques are shown in Figure 5-2. Several AUs are identified for improved land

planning and stormwater management, and would benefit from implementation of LID practices (see Appendix B).

Figure 5-2. Biofiltration Techniques

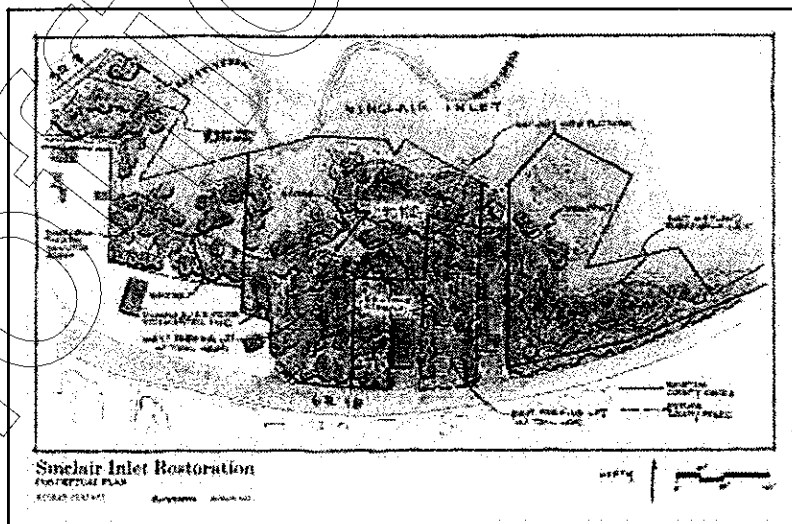


Source: AHBL 2005, Puget Sound Partnership 2012

Habitat Restoration

Habitat restoration refers to reestablishment or upgrading of impaired ecological processes or functions. The concept and implementation of habitat restoration is not new within the Gorst study area. There has been a restoration proposal along Sinclair inlet, and the future restoration at maturity is expected to look similar to Figure 5-3.

Figure 5-3. Sinclair Inlet Restoration

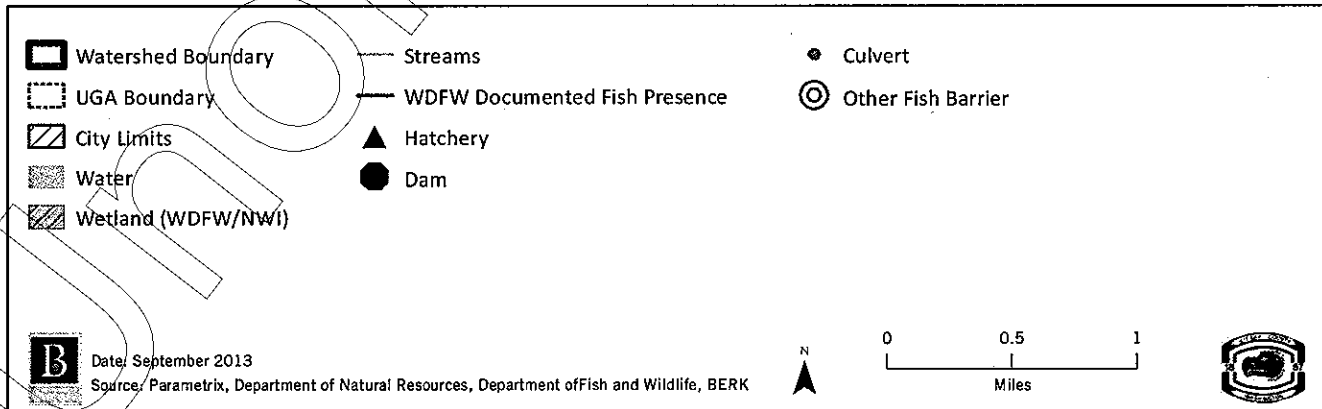
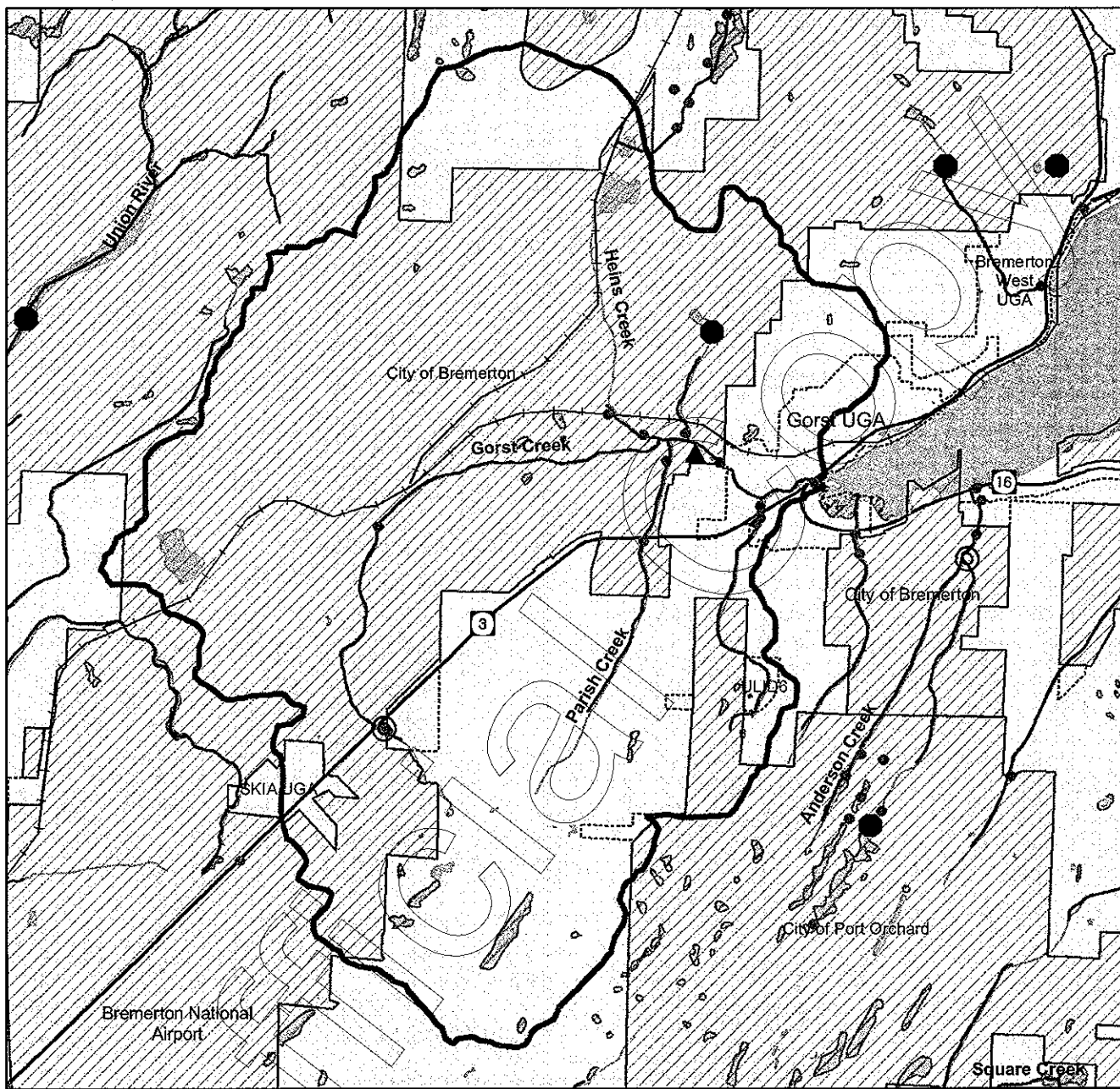


Source: Parametix in Kitsap County 2010

Within the Gorst Creek watershed additional areas of restoration are proposed including, water quality improvements, flood hazard reduction, and wetland restoration are identified. (See Appendix B recommendations for AU's 3, 6, 7, 9, 10, 11, 15, 17, 18.) In addition, the Watershed Characterization study has produced a map of fish passage barriers proposed for removal which will also be included in future capital plans to implement watershed recommendations. See Figure 5-4.

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FIGURE 5-4. GORST WATERSHED PLANNING AREA: FISH PASSAGE BARRIERS



6. GUIDING PRINCIPLES

Guiding Principles give direction on to how to protect water quality, habitat and fish while fostering sustainable development. They serve as the foundation on which to build Gorst Creek Watershed and Gorst UGA planning goals, policies and objectives and land use plans. The Guiding Principles below were developed by Project Partners based on watershed characterization results and vetted and amended through public scoping review and Advisory Committee input.

Community Vision & Economic Development

Make Gorst a place where people want to live, shop and recreate.

Facilitate development of economically valued land.²

Recognize environmental restoration as a tool that can support the local economy.²

Development Pattern

Identify and prioritize land that can be more intensely developed with less environmental consequences.

Promote green infrastructure for both new and existing facilities, such as by identifying areas to target for stormwater retrofits.

Support development incentives and evaluate options such as off-site mitigation, mitigation banking, and other tools where appropriate.

Environmental Protection

Identify and protect critical areas.

Prioritize areas to be protected and restored.

Protect and enhance water quality/quantity for fish and wildlife habitat as well as for human use.

Promote shoreline reclamation.

Urban Design, Land Use & Transportation

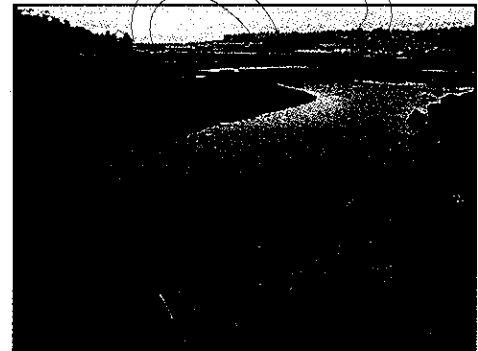
Create a cohesive and attractive urban character in the Gorst urban growth area (UGA) such as by improving building design, and creating and enhancing public spaces such as parks, trails, pedestrian corridors and streetscapes.

Allow an environmentally sustainable pattern of forestry, low density residential, small scale employment, and recreation uses in the rural areas of watershed.

Improve transportation mode choices including transit, bicycle, pedestrian, and autos, recognizing local as well as regional travel needs.

Promote interpretive art, signage, and public spaces that recognize cultural history and environmental features

Reduce collisions and improve safety.



² Such as by establishing land use plans that offer business and housing opportunities, and capital plans that incentivize shoreline reclamation and amenities such as open space and recreation, community design, and streetscapes.

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7. WATERSHED GOALS, POLICIES & OBJECTIVES

Based on Guiding Principles and the Watershed Characterization Study, following are Goals and Policies intended to direct more specific actions by the City of Bremerton and Kitsap County, as well as the Suquamish Tribe, state, and federal agencies.

Habitat Goals and Policies

Goal WS 1. Protect and restore fish and wildlife habitat in the Gorst Creek Watershed.

- Policy WS-1. Protect habitat, critical areas, and shorelines consistent with the land use and environmental recommendations of this Watershed Characterization & Framework Plan.
- Policy WS-2. Coordinate County and City shoreline and critical area regulations in the Gorst Creek Watershed to provide adequate protection and incorporate best management practices based on the Watershed Characterization Study.
- Policy WS-3. Promote habitat restoration such as fish passage barrier removals, wetland and stream restoration, and shoreline reclamation. Seek grants and public-private partnerships as well as develop incentives to accomplish restoration. Allow off-site mitigation, mitigation banking, and other tools where appropriate.
- Policy WS-4. Reduce flood hazards through infrastructure improvements and stormwater management.
- Policy WS-5. Apply vegetation management, clearing and grading, and implement stormwater rules that minimize erosion and protect water quality and habitat.

Stormwater Goals and Policies

Goal WS 2. Protect and enhance water quality/quantity for fish and wildlife habitat as well as for human use.

- Policy WS-6. Implement tailored stormwater standards for the Gorst Creek Watershed including low impact development standards in areas of development, restoration and protection.
- Enhanced water quality standards consistent with the Sinclair Inlet TMDL ([Total Maximum Daily Load] USEPA 2012) should be required throughout the watershed. Reduction of impervious surfaces and onsite treatment of stormwater should be required in accordance with BMPs specified in the 2012 Stormwater Management Manual for Western Washington (Ecology 2012), or its equivalent or successor, with a preference for infiltration to reduce fecal coliform.
 - Wherever practicable, new development and redevelopment should incorporate low impact development measures such as infiltration. Where impractical, stormwater detention may be allowed.
 - New development and redevelopment should incorporate low impact development techniques to mitigate and reduce flood impacts.
- Policy WS-7. Minimize clearing and promote stormwater management in the upper and middle portions of the watershed to reduce impacts to the lower watershed.

- Policy WS-8. Promote green infrastructure for both new and existing facilities, such as by identifying areas to target for stormwater retrofits.
- Policy WS-9. Provide incentives and regulations that reduce impervious surfaces, promote natural and distributed stormwater techniques, and incorporate native and naturalized vegetation.
- Policy WS-10. Allow no additional direct and untreated discharge to streams and marine water bodies in association with development and redevelopment. Apply vegetation management, clearing and grading, and stormwater rules that minimize erosion and protect water quality and habitat.
- Policy WS-11. In 2014, the City of Bremerton and Kitsap County shall consider SUSTAIN model analysis to develop means and methods to implement the most effective low impact development standards in the Gorst Urban Growth Area and Gorst Creek Watershed. The results shall be considered for adoption through resolutions or ordinances consistent with agency procedures.

Land Use and Growth Goals and Policies

Goal WS 3. Promote sustainable development and conservation in the Gorst Creek Watershed.

- Policy WS-12. Implement watershed management standards for areas of protection, restoration, and development consistent with this Framework Plan as conceptualized in Figure 4-4. Gorst Watershed Assessment Units: Integrated Results.
- Policy WS-13. Maintain forest cover and limit land clearing and impervious areas on lands identified for protection in this Watershed Characterization & Framework Plan.
- Policy WS-14. Encourage clustering of rural development to protect critical areas, provide open space, reduce land disturbance, and minimize potential sediment export impacts.
- Policy WS-15. Focus urban growth in UGA boundaries where most land is considered suitable for development. Ensure development meets appropriate land use environmental performance standards.
- Policy WS-16. Determine UGA boundary expansions based on locations suited to development consistent with this Watershed Characterization & Framework Plan, in addition to considering growth trends, service areas, and growth management plans.
- Policy WS-17. Implement incentives for development that promote reclamation, restoration and protection through the Gorst Subarea Plan.
- Policy WS-18. Work with federal, state, and local agencies to implement transportation improvements to manage congestion.
- Policy WS-19. Improve safety and circulation, and improve transportation mode choices including transit, bicycle, pedestrian, and automobiles.
- Policy WS-20. Implement the Gorst Subarea Plan to facilitate economic development, particularly with minimized environmental consequences while also creating a cohesive and attractive urban character.
- Policy WS-21. Celebrate the cultural history in the watershed through interpretive displays and events. Protect sensitive cultural resources from disturbance.

Policy WS-22. Develop measurable objectives to implement this Watershed Characterization & Framework Plan, and monitor results in conjunction with the Kitsap County and Bremerton Comprehensive Plan Updates set by the Growth Management Act. Measurable objectives should address the amount of habitat that is restored or protected, change in impervious area and forest cover, progress achieving marine and freshwater quality standards, and others.

Measurable Objectives

Based on the Watershed Characterization Study and this Framework Plan, the following objectives are proposed for periodic evaluation by Kitsap County and the City of Bremerton, and supported by Project Partners. Such an evaluation is proposed in conjunction with the County and City Growth Management Act and Shoreline Management Act review cycles, generally every eight years. As a result of monitoring, the County and City may modify goals, policies, and implementation strategies to achieve desired outcomes. It is recognized that the Gorst Watershed conditions may take time and resources to address given the decades of haphazard development patterns and environmental degradation; however, incremental improvements are possible with sustained efforts and commitments.

Table 7-1. Proposed Measurable Objectives – Gorst Creek Watershed

Desired Outcome	Indicators	Benchmarks
Water quality and physical conditions of streams, lakes, and marine waters are maintained or improved.	Water quality results.	Water quality monitoring results show increased consistency with Clean Water Act and Sinclair Inlet TMDL. Reduction in erosion and sedimentation in watershed streams.
	The amount of effective impervious area in watershed.	No net increase in effective impervious area in catchment that is directly connected to stream channels.
Flood events are managed and reduced in severity.	Lowland flooding extent and location.	Reduction in drainage infrastructure deficiencies.
Plant, animal, and aquatic habitat areas and wetlands are protected and restored.	Fish presence in watershed streams.	Increased miles of stream accessible to fish.
	The amount of forest cover present within watershed.	No net loss of forest cover within riparian buffers along streams in watershed. No net loss of forest cover necessary to protect water flow processes (e.g. recharge).
	The total acres of wetlands.	No net loss of wetland acres. Increased acres of restored wetlands. Net increase in restored acres of wetlands in Restoration Areas 2A, B and C of the Watershed Characterization Study.

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**APPENDIX A.
WATERSHED CHARACTERIZATION STUDY**

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GORST CREEK WATERSHED CHARACTERIZATION REPORT

Prepared for



And



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And

Washington Department of Fish and Wildlife

CITATION

City of Bremerton. 2012. Gorst Creek Watershed
Characterization Report. Washington Department of
Ecology and the Washington Department of Fish
and Wildlife in collaboration with Parametrix,
Bellevue, Washington. May 2012.

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ACRONYMS

AU	Assessment Unit
BMP	best management practice
DNR	Washington State Department of Natural Resources
EIS	environmental impact statement
EPA	U.S. Environmental Protection Agency
GIS	geographic information system
LID	Low Impact Development
PHS	Priority Habitats and Species
PSAMP	Puget Sound Ambient Monitoring Program
PSNERP	Puget Sound Nearshore Ecosystem Restoration Project
SMP	Shoreline Master Program
UGA	Urban Growth Area
WAC	Washington Administrative Code
WDFW	Washington Department of Fish and Wildlife
WRIA	Water Resource Inventory Area

EXECUTIVE SUMMARY

The Gorst Creek Watershed Characterization project analyzes existing conditions of the watershed with respect to water flow and habitat. Watershed Characterization, an analytical framework developed by the Department of Ecology, provides the basis for understanding the relative value of assessment units for water flow processes, water quality, and habitat within the Gorst Creek Watershed (Stanley et al, in preparation, 2011). Local agencies, such as the City of Bremerton and Kitsap County, are responsible for land use planning and protection within the watershed. The intent of this report is to inform future land use development with the combined analysis provided by watershed characterization and local habitat area assessments (provided by Washington Department of Fish and Wildlife). Based on this analysis, local jurisdictions can plan to accommodate future growth in a way that preserves, protects, and restores natural systems, habitats, and species, while at the same time identifying areas that are more suitable for additional development and growth. Protecting and restoring areas that are important to maintaining water flow and habitat will save time and money in the long-run, as fully functioning natural systems contribute significantly to reduced flooding and erosion, and support water flows and water quality important to people, wildlife, and aquatic species within the watershed. Additionally, understanding where to develop at the least environmental cost, creates certainty for both local jurisdictions seeking to accommodate growth, and for developers seeking to minimize time and costs associated with permitting development.

WHAT THE METHODS DO:

Watershed characterization models operate at a coarse scale and are intended to be used as decision support tools. They provide information. They prioritize areas on the landscape for restoration, protection, conservation and development. Local governments may choose to base their land use regulations on consideration of this information, in combination with more specific information. In the case of Gorst, the City of Bremerton intends to use the analysis provided in this report to develop a number of zoning and development alternatives which will be further analyzed in a programmatic Environmental Impact Statement on the Gorst Creek Watershed.

WHAT THE METHODS DO NOT DO:

The methods do not provide sufficient detail to be used to support individual restoration or protection actions. Neither do the methods provide prescriptive measures for what constitutes restoration, protection, or development. Rather, they are intended to provide high level guidance as to the type of restoration or protection action that is appropriate in a given area. General guidance as to appropriate types of actions is provided within appropriate sections of the report, but it is understood that this information will need to be supplemented with site specific information.

WHY GORST CREEK IS IMPORTANT:

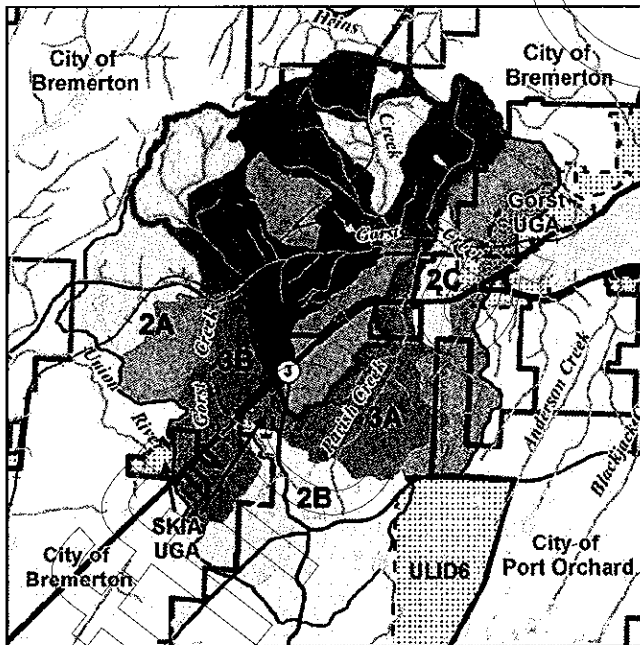
The Gorst Creek watershed is significant for a number of reasons:

- Public ownership and management of the forest land in the central portion of the watershed has protected water flow processes, which remain in relatively good condition, with respect to other portions of the landscape.
- Gorst Creek and its tributaries, including Sinclair Inlet at the mouth of Gorst Creek, support trout and anadromous salmonids and their habitat.
- The Gorst Creek watershed is described as “one of the largest and most productive watersheds in the east WRIA-15 subregion” in the 2003 Kitsap Salmonid Refugia Report (May and Peterson, 2003).

- Jarstad Creek has the greatest value for salmonid conservation in the watershed (May and Peterson, 2003).
- Heins Creek rated 'generally good' habitat conditions (May and Peterson, 2003).
- Gorst Creek, above river mile 1.0, rated 23rd of 95 salmonid refugia areas scored within Kitsap County (May and Peterson, 2003).
- The estuary (Sinclair Inlet) supports waterfowl, shorebirds, great blue herons, bald eagles, and is an important rearing and refuge area for juvenile Chinook salmon.
- The forested area that comprises the north and central portion of the Gorst Creek watershed is publicly owned, and lies within a contiguous area that also contains Green Mountain and Tahuya State Forest. Taken together, this area comprises the largest open-space block in the Puget Trough Ecoregion of the Puget Sound Basin.

While the Gorst Creek watershed contains significant natural resources, it is also an area which is anticipated to develop over the next several decades. Applying the results of watershed characterization yields the following map:

Watershed Management Zones



1. Protection Zone (Green). This area is key to recharge and discharge processes for Gorst Creek. Permitted uses must preserve forest cover and not result in conversion.

2. Restoration Zone (Yellow). Lower intensity uses.

A – Restore recharge, discharge, and delivery process, limit urban development, maintain in open space uses.

B – Residential uses but protect/restore storage functions of wetlands.

C – Restore recharge/discharge processes using LID measures.

3. Development Zone (Pink & Orange). Moderate to higher intensity urban uses.

A – Protect against erosion & sediment export with adequate setbacks, buffers & vegetation cover. Cluster development

B – Restore stream corridor; cluster development.

These results are overlain onto the habitat assessment, in Section 3.3 of this report. Generally, the recommendation is to protect the north central portion of the watershed, the tributaries, and the estuary, while allowing for additional growth and development in the south, and southeastern portions of the watershed, subject to existing protection measures and best management practices. Specifics on the integrated results are provided in Table 3-3, Section 3.3 of this report. These results provide high level guidance which will be used by the City of Bremerton to inform land use development alternatives in a programmatic Environmental Impact Statement as the City seeks to establish the groundwork for planning for growth, while at the same time protecting and conserving the significant natural resources of the Gorst Creek Watershed.

1. WHAT IS THE GORST CREEK WATERSHED CHARACTERIZATION PROJECT?

The Gorst Creek watershed characterization project represents a collaborative effort by state, federal, and local agencies and the Suquamish Tribe to use an integrated and holistic approach to watershed planning that benefits not only Gorst Creek but also provides long-term benefits to the region by creating a template to accommodate growth while restoring, protecting, and conserving existing natural resources which contribute to the quality of life in the region. The Puget Sound region's population has doubled from 2 million to 4 million since 1960, and is expected to reach 6.3 million by 2030 (OFM, 2007).

The intent of this report is to lay the ground work to accommodate additional growth while identifying areas within which key ecological processes and habitats that should be restored, protected, and conserved. By understanding where these processes occur on the landscape, and identifying areas within which more development can be accommodated with minimal harm to underlying ecological processes, patterns for development can be established that both accommodate projected growth, and restore, protect, and conserve the natural resources of the region. The focus of this report is the Gorst Creek watershed, a tributary to the Puget Sound. The Gorst Creek watershed is partially located within the City of Bremerton's Urban Growth Area (UGA), and partially within Kitsap County (Figure 1-1 shows a vicinity map, Map 2-1 shows UGAs within the project area).

Growth projections for Kitsap County indicate a projected increase of nearly one hundred thousand residents between 2010 and 2030 (OFM, 2007). Existing transportation infrastructure within the watershed includes state highways 3 and 16, which intersect along the shores of Sinclair Inlet at the mouth of Gorst Creek. These major transportation corridors convey traffic from Seattle, Tacoma, and Olympia to the Kitsap Peninsula and its major Navy facilities including Bangor, Keyport, and the Puget Sound Naval Shipyard.

Growth projections for Kitsap County indicate a projected increase of nearly one hundred thousand residents between 2010 and 2030 (OFM, 2007). Based on regional planning efforts:

- Approximately 20% of the new population is allocated to Bremerton city limits and its UGAs;
- A similar 21% of new population is allocated to Port Orchard city limits and the UGA
- Rural areas of the county are expected to absorb 24%.

Thus growth and development is anticipated over the next several decades in the Gorst Creek watershed to accommodate projected population increase. Growth in the Bremerton and Port Orchard city limits is anticipated on private lands. While the Gorst UGA by itself is expected to have a small share of new population growth (less than 1%) given its regional commercial focus, there is opportunity for more urbanization and land alteration according to County and City plans. Further development in unincorporated rural areas is also expected outside of the UGA and within the watershed.

As a significant waterbody in the watershed, Gorst Creek contains significant natural resources and supports runs of Chinook (*Oncorhynchus tshawytscha*) (supported by hatchery production), coho (*O. kisutch*), chum (*O. keta*), steelhead (*O. mykiss*), and sea-run cutthroat trout (*O. clarki clarki*). The Suquamish Tribe co-manages the hatchery on Gorst Creek and takes an active role in managing the natural resources within the watershed. The tribe harvests shellfish from Sinclair Inlet.

Implementing the recommendations of this report is anticipated to contribute to restoring and protecting Gorst Creek, Sinclair Inlet, and the natural resources which rely on the water flow and water quality of this watershed. By analyzing this information, the City of Bremerton and its partners can base future growth on an integrated approach to protecting and restoring ecological processes and habitat within the watershed, while integrating stormwater design and retrofits with green infrastructure to accommodate more development in those areas that are less sensitive to development.

1.1 HOW DOES THIS STUDY RELATE TO REGIONAL GOALS?

Significant technical analyses have already occurred, both in the Gorst Creek Watershed and in Kitsap County, as well as at the state, federal, and tribal level. Broad regional goals relating to environmental protection and development have been established at all levels of government. At the federal level, the U.S. Environmental Protection Agency (EPA) has developed a Strategic Plan for the Puget Sound. This project provides the basis for a planning framework to analyze a variety of growth scenarios (via a programmatic Environmental Impact Statement), as well as to prioritize projects that would improve and restore water quality on a watershed basis, and facilitate ecosystem-scale protection and restoration, in compliance with a number of goals articulated in EPA's Strategic Plan.

At the state level, the project is responsive to several goals identified by the Puget Sound Partnership in their Action Agenda. Specifically, those goals are: "to protect intact ecosystem processes, structures, and functions" and "to restore ecosystem processes, structures, and functions". In addition, the project is supported both by the Department of Ecology, the primary author of the watershed characterization analysis, and the Washington Department of Fish and Wildlife, the primary author of the fish and wildlife habitat assessment within the report. The Washington Salmon Recovery Funding Board (SRF Board) identified Gorst Creek as a priority area for Chinook restoration.

At the County level, the 2003 Kitsap Salmonid Refugia report (May and Peterson, 2003) also identified the creek as being of important regional significance. In addition, Kitsap County identified the following goals in its LID Initiative (2008): "protect water quality, preserve wetland and stream functions, encourage aquifer recharge, and provide cost-effective stormwater management". In response, this characterization will further inform analysis of existing stormwater infrastructure (in a separate technical memorandum) such that the siting of new facilities or stormwater retrofits complements the naturally occurring processes related to water flow within the watershed.

The Suquamish Tribe identified tribal goals in the Suquamish Tribal Resource Management (2008). The Gorst Creek Watershed Characterization Project can help achieve tribal goals in that, if the report recommendations are followed, and result in the protection and restoration of the most important areas for habitat and water flow, these actions would support the stated Tribal goals of providing the greatest diversity of species and habitats for wildlife on forest lands; providing long-term protection of habitat productivity for wild fish stocks; protecting the water quality needs of people, fish, and wildlife; and ensuring sustainable growth (Treaty Indian Tribes in Western Washington 2008).

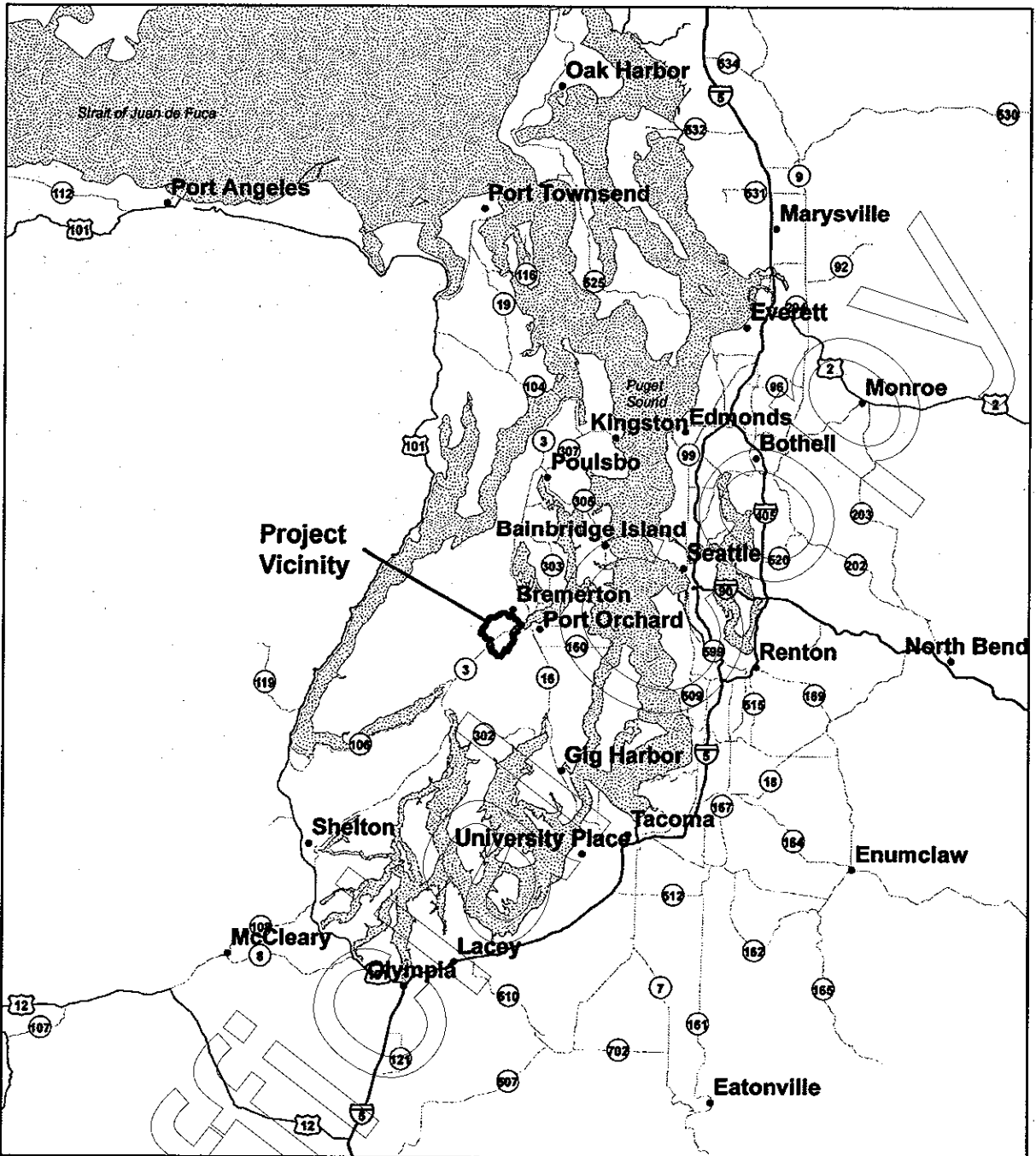
City of Bremerton and Kitsap County: The information in this report will add to the City of Bremerton and Kitsap County's progressive use of best available science to inform local development regulations and ordinances, such as Critical Areas Ordinances, Shoreline Master Program updates, and Stormwater and Growth Management Comprehensive Plans including a Gorst UGA Subarea Plan that has been initiated through the current planning process.

1.2 WHAT IS THE SPECIFIC PURPOSE OF THIS REPORT?

This report creates a road map to achieve the regional and local goals identified above. The City of Bremerton and its stakeholders will develop growth scenarios premised on this report. Alternatives will be developed and analyzed in a programmatic environmental impact statement (EIS). Local land use will be premised on science-based understanding of protecting and restoring watershed processes and fish and wildlife habitat, while targeting new development and redevelopment towards less environmentally sensitive areas, and applying specific stormwater best management practices (BMPs), including LIDs to specific areas identified through this process.

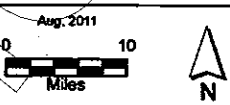
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**Gorst Creek Watershed Characterization
City of Bremerton**

Vicinity Map
Figure 1-1



Data Sources: Kitsap County, Washington Department of Transportation.

Legend

- Gorst Creek Watershed / Project Boundary
- Interstate Route
- US Route
- State Route
- City

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2. WHAT IS WATERSHED CHARACTERIZATION?

Watershed Characterization refers to a GIS-based decision support tool that has been developed for the entire Puget Sound and its contributing drainages by the Washington Department of Ecology (Ecology) and its partner agencies, including the Puget Sound Partnership, Washington Department of Fish and Wildlife, and the Federal Environmental Protection Agency. The model can be scaled to analyze all of the drainages within the Puget Sound, or just one, as in the case of the Gorst Watershed Characterization Report. Application of the Watershed Characterization model provides information to support watershed planning for federal, state, and local agencies in the region. The primary focus of the model presented in this report is water flow. Models to assess water quality and fish and wildlife habitat are currently in process (Stanley et al. in preparation; Wilhere et al. in preparation).

The water flow assessment is based on the major watershed-scale hydrologic processes that naturally contribute to and affect stream flows; the subcomponents of the water flow process include an analysis of surface water delivery, storage, discharge, and recharge capacity (Stanley et al, 2010). The watershed characterization framework presumes an understanding of the iterative dynamics between ecosystem process, structure, and function. The underlying assumptions of these concepts are that ecosystems are influenced by the broad physical and chemical fluxes (the driving PROCESSES) of water, nutrients, sediment, heat, and organic material. In turn, these processes (such as river flow) lead to STRUCTURE (such as trees in a floodplain, as well as oxbows that provide off-channel salmonid-rearing habitat) and FUNCTION (habitat formed by both process, in this case river flow, and structure (vegetation and geomorphology) of these environments).

The intent of the water flow assessment is to understand the condition of these water flow processes across a given landscape, and to guide land use development actions so that these watershed-scale processes may be maintained or restored. The watershed therefore defines the unit of analysis for the water flow process. While the watershed characterization model can be run for the entire Puget Sound, it can also be scaled to subareas of interest, such as the Gorst Creek Watershed. Utilizing a different scale allows a user to focus on regionally significant issues (at the Puget Sound scale) or locally significant issues (at the subarea scale, such as the Gorst Watershed, which encompasses a roughly 20-square-mile area).

While fish habitat adapts easily to the scale of watershed analysis, wildlife are not constrained to watersheds. Terrestrial wildlife habitats exist across a landscape irrespective of watershed boundaries. The unit and method of analysis for terrestrial wildlife therefore differ from the approach used to characterize water flow processes.

While the methods and approach for each assessment are described in more detail in this report, the fundamental purpose of both analyses is to inform land use planning questions:

- 1) Where on the landscape should land use management efforts be focused?
- 2) What types of actions will be most effective to restore, protect and conserve?
- 3) Where should more development be sited?

In addition to providing information on water flow processes and fish and wildlife habitat in the Gorst Creek watershed, a separate technical report analyzes baseline stormwater conditions in the watershed. The combined analysis of water flow, habitat, and existing stormwater infrastructure actions are intended to identify areas for protection, and areas for more development, and thus support sustainable development within the Gorst Creek Watershed.

2.1 HOW WAS THE GORST CREEK WATERSHED CHARACTERIZED?

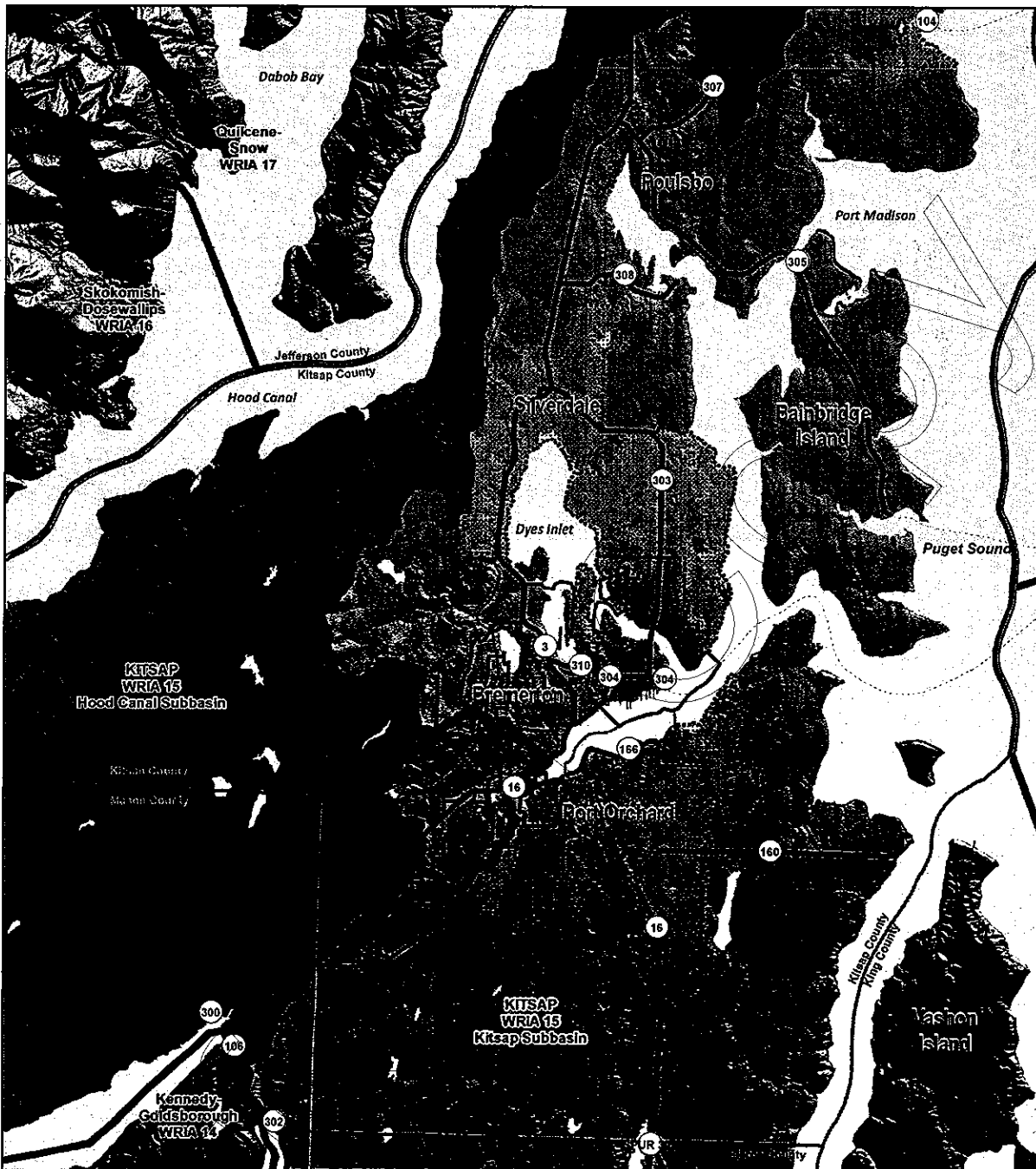
Application and analysis of the Gorst Creek Watershed Characterization is undertaken by a project team from the Department of Ecology. The initial step involves identifying the geographic area upon which the analysis will be run, and selecting GIS map units that correspond to the area of interest. The GIS model brings together the attributes that contribute to water flow in the landscape. The subcomponents of the water flow model include models for water delivery, surface storage, recharge, and discharge. More information on the model is found in *The Puget Sound Characterization Methods, Models and Analysis* (Stanley et al, 2009).

2.1.1 Project Area

The Gorst Creek watershed encompasses a portion of the City of Bremerton's city limits and UGA, a small portion of the Port Orchard city limits, and unincorporated Kitsap County on the western side of Puget Sound, in the central portion of Kitsap County, (Map 2-1). The project area lies within Water Resource Inventory Area (WRIA) 15, which encompasses all of Kitsap County and portions of Mason, Pierce, and King Counties (Vashon Island). Bremerton is located in the eastern portion of WRIA 15, or the East Kitsap Watershed, and most of the area comprises numerous small drainages flowing directly into Puget Sound (Map 2-2).

2.1.2 Watershed Description

The watershed covers approximately 7,000 acres in the southwestern portion of Kitsap County (Map 2-3). Approximately 3,000 acres are forested land owned by the City of Bremerton; approximately 3 percent of the remaining 4,000 acres include commercial, industrial, and residential zoned land developed with buildings and other impervious surfaces (Map 2-4). The watershed boundary and current zoning are shown on Map 2-5. The conditions in the upper Gorst Creek Watershed are largely undeveloped, with low levels of impervious surfaces, and wetland complexes in the headwaters that provide moderate to high functions, including floodwater retention, water quality, and habitat functions (Map 2-3). Gorst Creek drains into Sinclair Inlet. At the mouth of Gorst Creek is an estuary that has been degraded by shoreline armoring, fill, removal of shoreline vegetation, and the poor water quality of Gorst Creek. More detailed information on the existing conditions of the watershed are found in the Inventory and Characterization Technical Memorandum, also prepared for this project (City of Bremerton, May 2011).



**Gorst Creek Watershed Characterization
City of Bremerton**

**Regional Context
Map 2-1**

Aug. 2011



Data Sources: Kitsap County, City of Bremerton, Washington Department of Natural Resources, Washington Department of Ecology, Washington Department of Transportation.

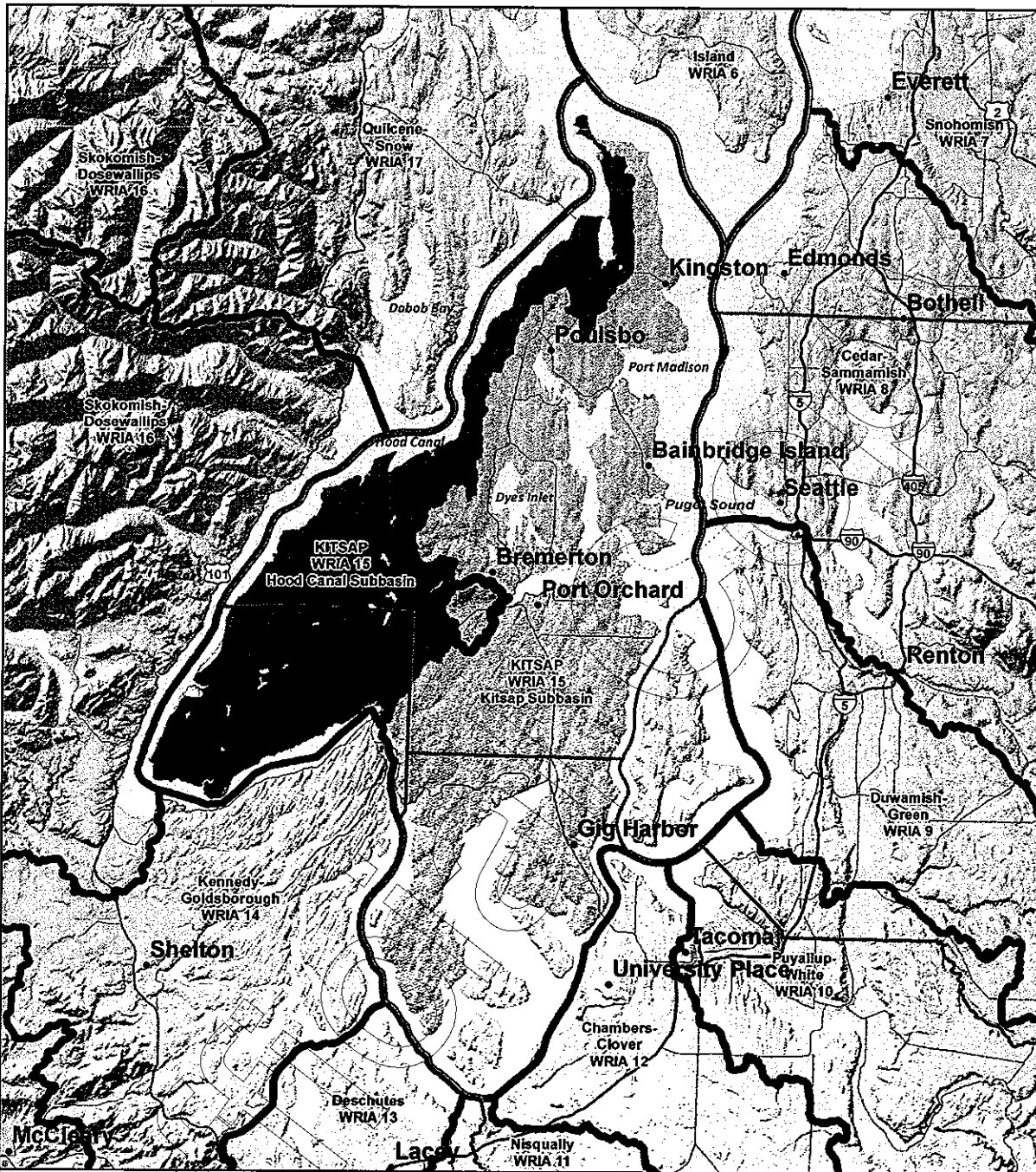
Legend

- Gorst Creek Watershed
- Project Boundary
- County Boundary
- Water Resource Inventory Area (WRIA)
- City of Bremerton
- City of Port Orchard
- Railroad
- State Route
- Urban Growth Area
- Waterbody
- WRIA 15 Subbasins (Hydrologic Unit Code (HUC) Subbasin)
- Hood Canal
- Kitsap



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**Gorst Creek Watershed Characterization
City of Bremerton**

Puget Sound WRIs
Map 2-2

Aug, 2011



Data Sources: Kitsap County, City of Bremerton, Washington Department of Natural Resources, Washington Department of Ecology, Washington Department of Transportation.

Legend

- Gorst Creek Watershed / Project Boundary
- County Boundary
- Water Resource Inventory Area (WRIA)
- Interstate Route
- US Route
- State Route
- Waterbody
- WRIA 15 Subbasins (Hydrologic Unit Code (HUC) Subbasin)
- Hood Canal
- Kitsap



CITY OF BREMERTON

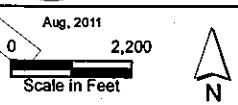
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**Gorst Creek Watershed Characterization
City of Bremerton**

**Gorst Creek Watershed/Planning Area
Map 2-3**



Data Sources: Kitsap County, City of Bremerton, Washington Department of Natural Resources, Washington Department of Transportation, Washington Department of Fish and Wildlife (WDFW), National Wetland Inventory (NWI).

Legend

- Gorst Creek Watershed / Project Boundary
- Urban Growth Area
- City of Bremerton
- City of Port Orchard
- Road
- Railroad
- Stream
- Wetland (WDFW/NWI)
- Waterbody

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KITSAP COUNTY



CITY OF BREMERTON

Volume 3: Gorst Subarea Plan

Final Plan

Preferred Alternative - December 2013



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VOLUME 3. GORST SUBAREA PLAN

Final Plan

Part of a three-volume plan for Gorst

Volume 1. Gorst Creek Watershed Characterization & Framework Plan (under separate cover)

Volume 2. Gorst Creek Watershed Characterization & Framework Plan (under separate cover)

PREPARED FOR:

City of Bremerton, lead agency
Kitsap County

December 2013

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1. INTRODUCTION AND PURPOSE

Overview

The City of Bremerton and Kitsap County, in partnership with other state, federal, and tribal agencies, has developed a 20-year plan for the future of Gorst. The purpose of this cooperative planning effort has been to develop a land use plan that is based on the ecological values and functions of the Gorst Creek Watershed in southeast Kitsap County (see Figure 1-1). The preparation of a plan of this nature required significant up-front environmental analysis and careful consideration of the effects that land use decisions would have on the environment.

There are three documents that have been prepared for Gorst, and though they can be read separately, each document relies on the information contained in the others:

Volume 1. Gorst Creek Watershed Characterization & Framework Plan (under separate cover)

Based on the results of a Watershed Characterization Study prepared in 2012 and amended in 2013 studying water flow and habitat, the Gorst Creek Watershed Characterization & Framework Plan guides water quality, habitat, and land use plans and activities across the approximately 6,570-acre watershed. The Gorst Creek Watershed Characterization & Framework Plan provides a common set of goals, policies, and best management practices intended for adoption and implementation by the City of Bremerton, which governs nearly two-thirds of the watershed in its city limits, and by Kitsap County, which governs unincorporated lands comprising over one-third of the watershed.

Volume 2. Gorst Planned Action Environmental Impact Statement (under separate cover)

The Gorst Planned Action Environmental Impact Statement (EIS) is an informational document that provides the City of Bremerton, Kitsap County, members of the public, and other agencies with environmental information, an evaluation of alternatives, and potential mitigation measures to minimize environmental impacts. The Gorst EIS analyzes the *No Action Alternative (Alternative 1)*, e.g. continuation of the City's and County's current Comprehensive Plans and development regulations applicable to the Gorst Creek Watershed and Gorst Urban Growth Area (UGA). The EIS also addresses two *Action Alternatives (Alternatives 2 and 3)* and a *Preferred Alternative* that vary land use patterns, particularly in the Gorst UGA; these alternatives consider increasing residential development and enhancing commercial development while promoting environmental restoration and protection. The Gorst EIS allows the City of Bremerton and Kitsap County to consider designating a planned action for some or all of the Gorst UGA. Designating a planned action streamlines environmental review for development proposals consistent with EIS mitigation measures that are adopted in a planned action ordinance.






Volume 3. Gorst Subarea Plan (this document)

This Gorst Subarea Plan is a comprehensive 20-year plan that establishes the general patterns for future land use, transportation and other infrastructure needs in Gorst. The purpose of this plan is to provide greater detail, guidance and predictability to future development within the Gorst UGA, while also protecting the environment.

While the Gorst Creek Watershed Characterization & Framework Plan referred to above analyzed the entire 6,570-acre Gorst Creek Watershed, this Subarea Plan is intended only to address the future vision and development regulations for the Gorst UGA, which is approximately 335 acres in size. The UGA is currently under the jurisdiction of Kitsap County and assigned to the City of Bremerton as an annexation area, and this Subarea Plan will be adopted jointly by both jurisdictions.

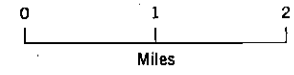
FIGURE 1-1. GORST WATERSHED AND GORST UGA VICINITY MAP



- | | |
|--|---|
|  Watershed Boundary |  Railroad |
|  City Limits |  Major Highway |
|  Gorst UGA | |

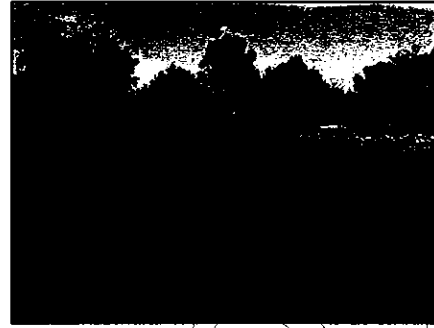


Date: September 2013
Source: Parametrix, Department of Natural Resources, BERK



The Importance of Gorst

The Gorst community is located on Sinclair Inlet between Bremerton and Port Orchard (see Figure 1-1). Two highways converge in Gorst, SR 3 and SR 16. A railroad also traverses the area and connects the Puget Sound Naval Shipyard with the Bangor submarine facility and the Port of Shelton. Through Gorst, county residents, commuters, and military personnel travel to major job centers in the County including Downtown Bremerton and the Puget Sound Naval Shipyard, Bremerton National Airport and associated South Kitsap Industrial Area, and others. From the north at Navy Yard City, State Route 3 carries 44,000 Annual Average Daily Traffic (AADT), increasing to 73,000 AADT north of Gorst, and continuing on SR 16 to Port Orchard with 43,000 AADT. (WSDOT 2012)







In addition to being strategically located between major population and job centers in Kitsap County, the Gorst area contains regionally significant environmental resources. The approximately 6,570-acre Gorst Creek Watershed (see Figure 1-2) is diverse with thousands of acres of intact forest land, miles of streams and acres of wetlands. Much of the forested area that comprises the north and central portion of the Gorst Creek Watershed is publicly owned, and lies within a contiguous area that also contains Green Mountain and Tahuya State Forest. Taken together, this area comprises the largest open-space block in the Puget Trough Ecoregion of the Puget Sound Basin. The estuary (Sinclair Inlet) supports shellfish, waterfowl, shorebirds, great blue herons, and bald eagles. The Gorst Creek estuary is a major passageway and nursery for Puget Sound Chinook, Coho, and Chum salmon, along with Steelhead, and Sea-Run Cutthroat trout. Gorst Creek supports a fish rearing facility managed by the Suquamish Tribe and Washington State Department of Fish and Wildlife.

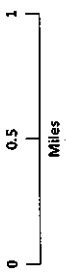


Prior to modern land use and environmental standards, development in Gorst has occurred haphazardly. There is commercial development along shorelines and state routes and residences along secondary roads. Past development has had environmental impacts to both the saltwater shoreline as well as the creek drainages within the watershed. There has been little revitalization in Gorst over the decades, which is likely due to a lack of sewer infrastructure and traffic congestion (see Figure 1-3 for UGA development patterns).

FIGURE 1-2. GORST WATERSHED AERIAL



 Watershed Boundary
 UGA Boundary
 City Limits
 Gorst UGA Parcels





 Date: September 2013
 Source: Kitsap County Assessor 2012, WA State Department of Ecology, BERK

FIGURE 1-3. GORST UGA AERIAL



Date: April 2013
Source: DigitalGlobe, Kitsap County Assessor 2012, BERK



Recently agencies have been addressing issues within Gorst: In 2010 the City of Bremerton, in coordination with Kitsap County, installed sewers in the Gorst UGA to reduce water quality contamination of Sinclair Inlet partially caused by failing septic systems. The United States Environmental Protection Agency (USEPA) and Kitsap County have invested resources to reclaim brownfields, which restored nearly 3,000 lineal feet of important saltwater shoreline and increased the recreation opportunities within Sinclair Inlet.

Though there has been some progress in improving Gorst, there is more to be accomplished. Gorst Creek does not meet all federal and state water quality standards. Fish passage barriers impede salmonids throughout the watershed. There is lowland flooding in the watershed, particularly in the UGA, as a result of upland deforestation. Traffic congestion hampers businesses, residents, and travelers.

Due to the importance of the Gorst area both environmentally and economically this interagency planning effort was undertaken. In particular, this Gorst Subarea Plan will help:

- Establish the 20 year vision for the Gorst UGA,
- Protect water quality, habitat, and fish while fostering economic development,
- Establish areas for development, restoration and protection based on science, and
- Provide a long-range capital facilities plan for future utility services, public services, and transportation needs.

Gorst UGA Governance

Gorst is dominated by a highway corridor, and from this corridor the uses in the area appear to be only commercial activities. However, off the corridor there is a small long-standing residential community, named for the Gorst family that settled there in 1888. Over one hundred years later, Kitsap County designated the most densely developed area of Gorst as an "urban growth area" (UGA).

Through Kitsap County's Growth Management Act (GMA) planning efforts, in consultation with the City of Bremerton and the Kitsap Regional Coordinating Council, the Gorst UGA was associated with the City of Bremerton in 2008, which means that the unincorporated UGA is someday expected to annex to the City of Bremerton.

The City is the logical municipal service provider to Gorst. Due to significant public health concerns regarding failing septic systems in the area, the City of Bremerton has invested resources to extend sewer service to the area. The City also provides water service to the Gorst UGA. The transportation system is also an important link where SR 3 and SR 16 provide entry into southern Bremerton.

The City of Bremerton's Comprehensive Plan introduction notes the following about Gorst:

"At Gorst, where two State highways meet, Port Orchard is behind the traveler and the focus is ahead to Bremerton. Gorst is the real entry to Bremerton."

The City anticipates that in the near term the area could become part of Bremerton city limits in accordance with State laws and procedures regarding annexation.

The Kitsap Countywide Planning Policies call for joint planning for UGA's and the need to recognize unique community needs in subarea plans. The Gorst subarea plan is the first joint planning effort for a subarea plan between the City of Bremerton and Kitsap County, and it will be considered for adoption by both jurisdictions.

What does the future hold for Gorst?

With the presence of memorable views of Puget Sound, the recent availability of sewers, the promise of recreation opportunities on public lands along Sinclair Inlet, presence of fish and wildlife at the estuary, the potential for commercial economic growth, and opportunities to add housing and new residents, Gorst is poised to become a more desirable place where people want to live, shop, and recreate.



Given Gorst's assets, its assorted commercial and residential pattern, and the potential to accommodate new growth, the question is asked: "What can Gorst become?" This Subarea Plan and its associated EIS examined alternatives for the future of the Gorst UGA. The Draft Plan and Draft EIS reviewed the following alternative visions:

- Vision 1: A small highway-oriented commercial and industrial center.
- Vision 2: A well-designed Regional Commercial Center.
- Vision 3: A Complete Community.

These three visions tested *a range* of land use and growth options in the UGA.

A Preferred Alternative was identified after public outreach and comment opportunities on the Draft Subarea Plan and Draft EIS concluded in summer 2013 (see Chapter 3). The Preferred Alternative is largely based on Vision 3 but includes selected elements of Visions 1 and 2. The Preferred Alternative vision is:

- Preferred Vision: Gorst becomes a complete and sustainable community.

The Draft and Preferred alternatives are compared in a Final EIS available under separate cover (Volume 2) in fall 2013. See Chapters 3 and 5 of this Subarea Plan for additional information on the planning process and the alternatives.

2. COORDINATED WATERSHED PLANNING

This Gorst Subarea Plan relies on scientific analysis of the watershed through a Watershed Characterization Study. See Volume 1, Gorst Creek Watershed Characterization & Framework Plan, for the full study.

Local agencies, such as the City of Bremerton and Kitsap County, are responsible for land use planning and protection within the Gorst Watershed. The intent of watershed characterization is to inform future land use development with the combined analysis of water flow and habitat. Watershed characterization, an analytical framework developed by the Washington State Department of Ecology (Ecology), provides the basis for understanding the relative value of assessment units for water flow processes, water quality, and habitat within the Gorst Creek Watershed (Puget Sound Characterization, Stanley et al, in preparation, Ecology Publication #11-06-016 April 16, 2012).

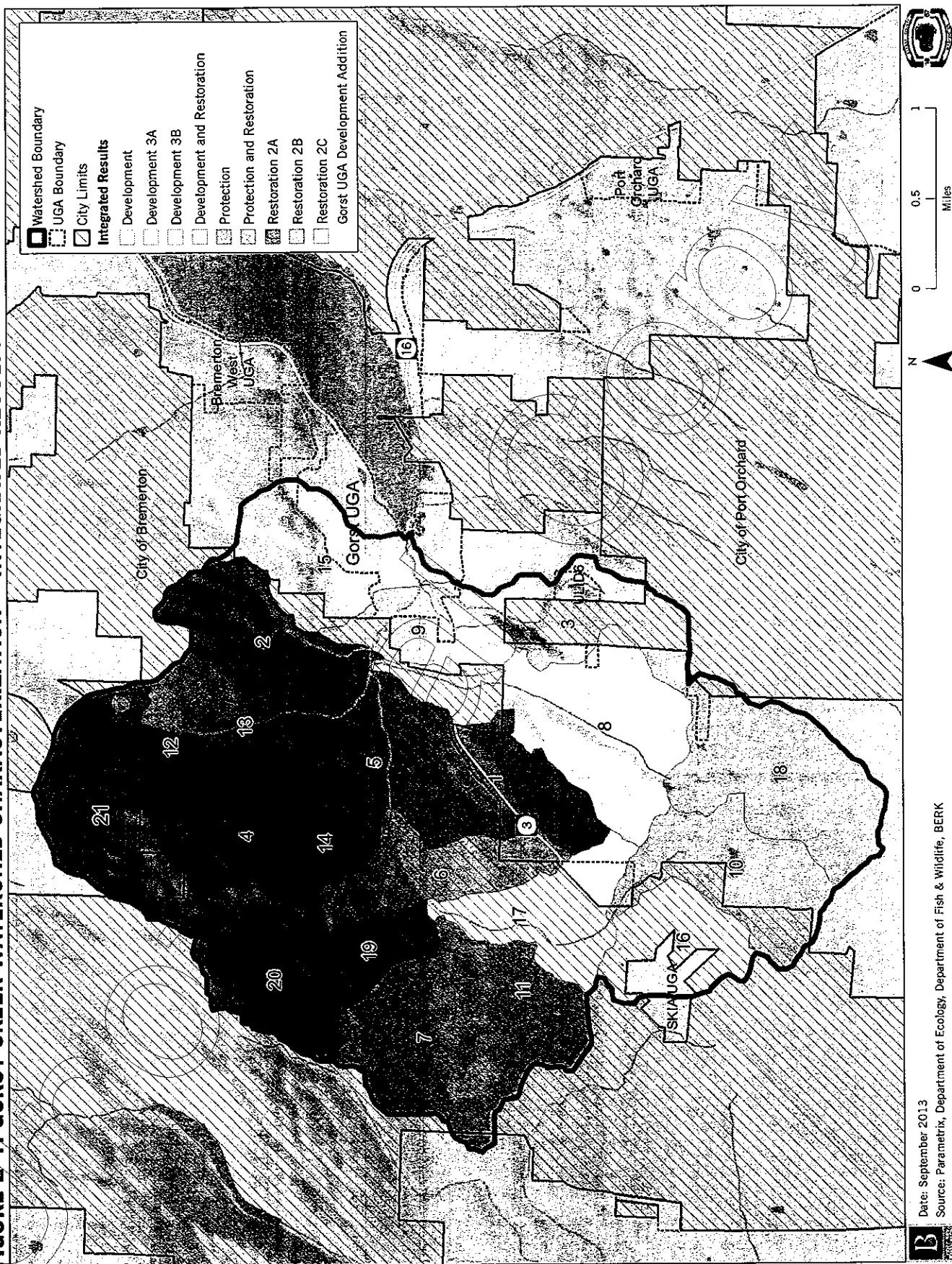
Based on assessment results for individual water flow components (delivery, storage, recharge, and discharge) and sediment process, as well as habit functions, assessment units (AUs) were grouped into patterns that identify zones for restoration, protection, and development. See Figure 2-1.

The **Protection Zone** supports recharge, discharge and storage processes which are critical to sustaining a natural range of flows in Gorst Creek, including adequate low flows during summer and fall. The unique properties of the Gorst Creek recessional outwash deposits are a principal factor in this high rating for hydrologic importance. Because recharge and discharge processes are sensitive to development and would be significantly degraded by impervious surfaces, buildings, roads, and drainage infrastructure, such development should be restricted in this zone. The Protection Zone largely applies to forested lands principally in City ownership, which are highly important as a connected large open space providing habitat for many species.

The **Restoration Zone** primarily supports water storage processes and some recharge/discharge processes. This zone may be appropriate for development, but different actions should be taken to protect water process functions. Restoration actions in the estuary could restore some wildlife habitat. Priority actions of greatest benefit to fish and wildlife should be assessed at a finer scale, looking at existing ecological processes that affect the estuary, and attempting to restore ecological structure and function at site-specific locations, given the degraded condition of the estuarine shoreline and nearshore processes overall.

The **Development Zone** is suited for the highest intensity development (such as high density residential or commercial) provided appropriate measures for protecting streams, wetlands, and water quality are followed.

FIGURE 2-1. GORST CREEK WATERSHED CHARACTERIZATION - INTEGRATED RESULTS



Date: September 2013
 Source: Parametrix, Department of Ecology, Department of Fish & Wildlife, BERK



Generally, the Watershed Characterization Study recommends protection of the north central portion of the watershed, the tributaries, and the estuary, while allowing for additional growth and development in the south, and southeastern portions of the watershed, subject to existing protection measures and best management practices. A map of integrated water processes and habitat assessments is included in Figure 2-1.

Figure 2-2 provides a close up view of the watershed AUs in the Gorst UGA. The Gorst UGA is generally recommended for "Development" in Assessment Unit (AU) 15, though to the west is an area of "Restoration" in AU 9. Also, a small area to the southwest is recommended for "Development and Restoration" in AU 3.

There are two areas in the Gorst UGA to the north and south of Sinclair Inlet unaddressed in the Watershed Characterization Study as they are associated with the marine shoreline. These territories are highly disturbed with high amounts of clearing and impervious surfaces, are generally developed with commercial, residential, or mining operations, and are served with sewers, roads, and stormwater facilities.

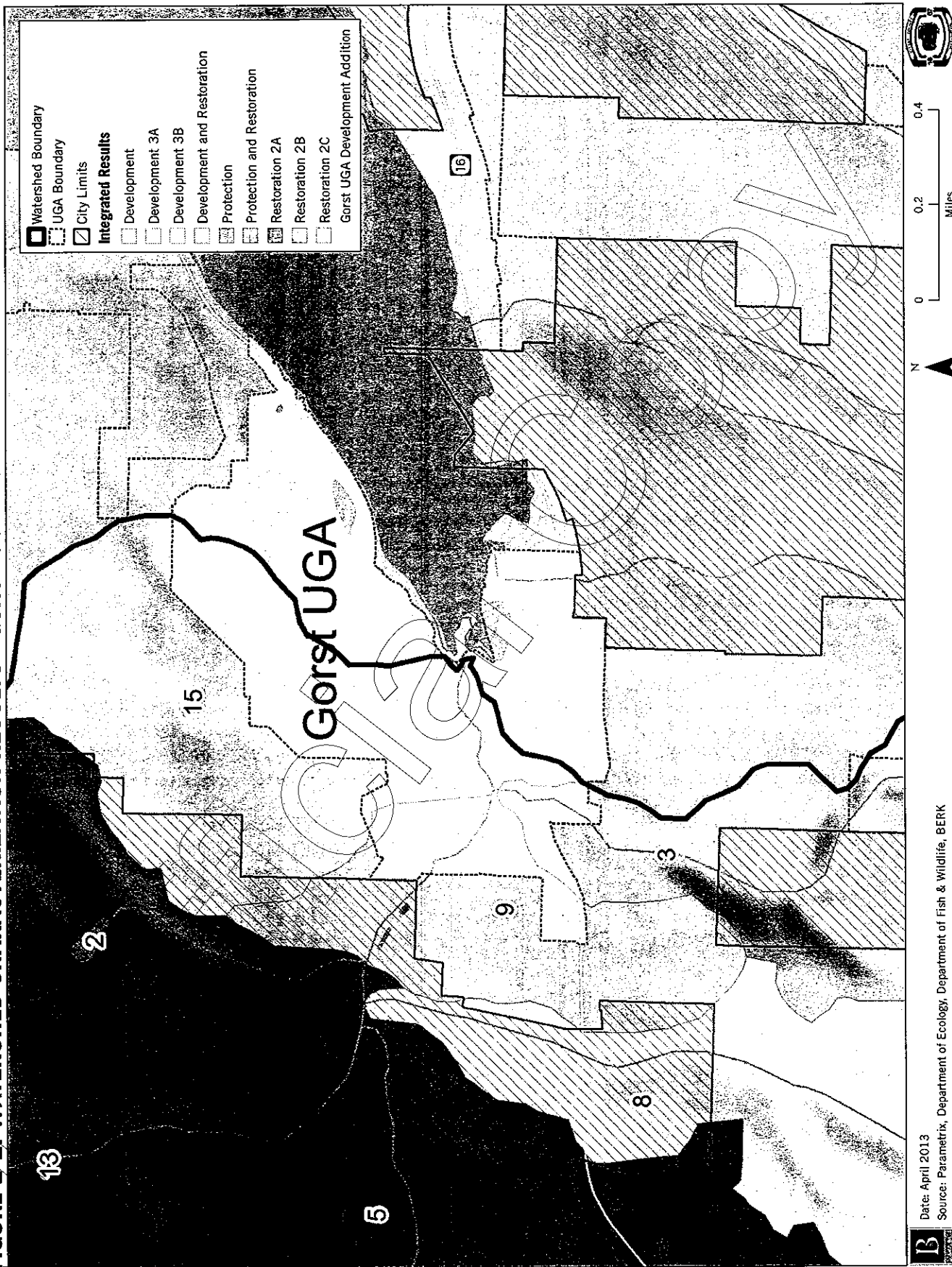
Figure 2-2 extends the "Development" designation of AU 15 since to the two highly disturbed areas are likely to see more development

The recommendations of the Watershed Characterization Study relevant to the Gorst UGA include:

- Area of Development (AU 15): Relatively high level of degradation and low habitat score; more appropriate area for higher density development provided measures are applied to reduce potential sediment export. Recharge processes require restoration.
- Area of Restoration (AU 9): Though this area has a low score for habitat and salmon refugia, it is a higher priority for restoration due to generally intact upstream processes (northern half of watershed). Channelization, culverts, and reduced riparian cover have degraded stream corridor and discharge processes. A comprehensive program to restore creek corridor should be developed. Effective Impervious surface should be reduced through a stormwater retrofit program.
- Area of Development & Restoration (AU 3): Relatively high level of degradation. Not rated by salmon refugia study. More appropriate area for moderate density development provided measures are implemented to reduce erosion and sediment export (adequate stream buffers, setbacks, reduced overland flow through infiltration and vegetation cover).

This Gorst Subarea Plan applies recommendations from the Watershed Characterization Study focusing primarily on the Gorst UGA supported by a more sustainable land use vision and standards as well as capital facility and stormwater improvements. For example, the Gorst Subarea Plan identifies areas along Gorst Creek for residential uses designed with low impact development techniques.

FIGURE 2-2. WATERSHED CHARACTERIZATION RESULTS - GORST UGA VICINITY



3. GORST PLANNING & OUTREACH PROCESS

The opportunity to leverage assets and overcome challenges is not a chance that many communities are provided. Fortunately, the United States Environmental Protection Agency (US EPA) awarded a Watershed Management Assistance Program Grant to the City of Bremerton for the purposes of improving the future of Gorst through an inter-agency planning effort. Bremerton is working in partnership with Kitsap County, the Suquamish Tribe, and many other agency partners and stakeholders to achieve the following:

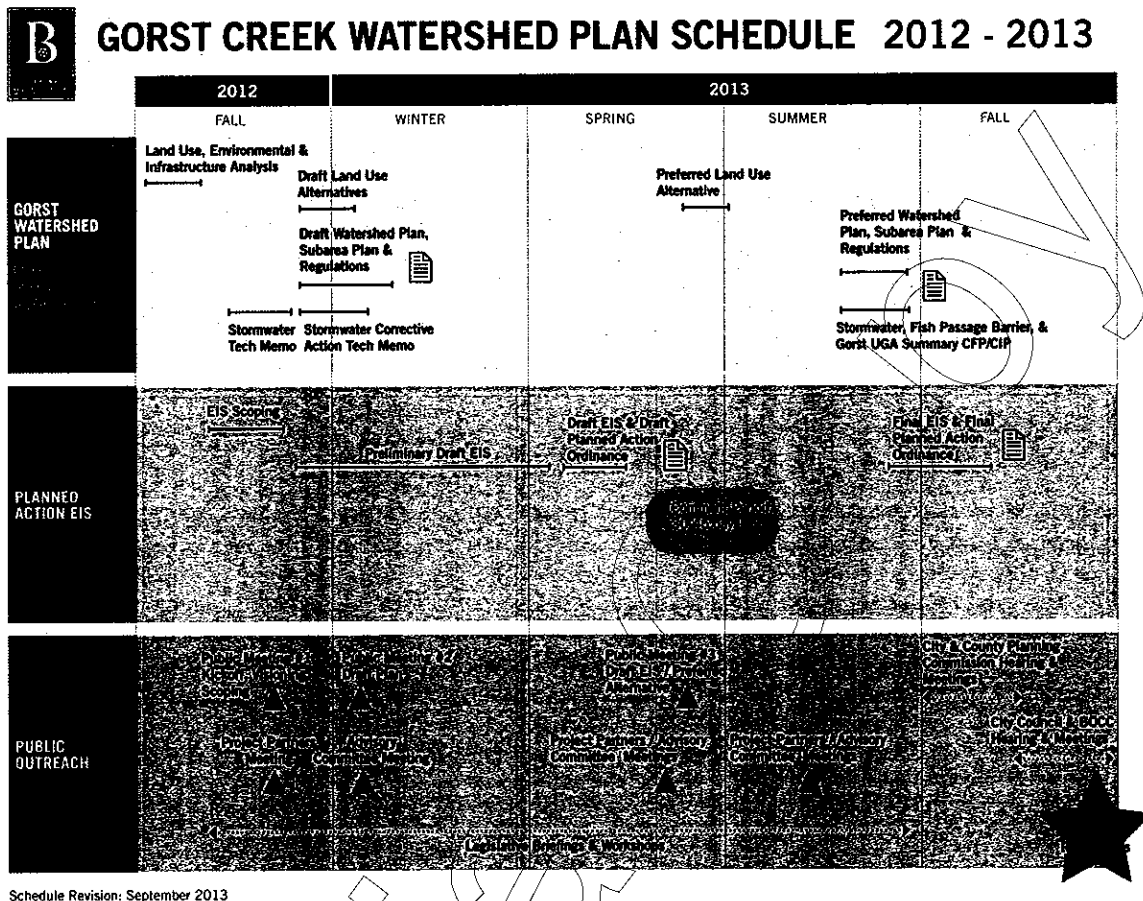
- Make Gorst a place where people want to live, shop and recreate,
- Protect water quality, habitat and fish while fostering economic development,
- Identify areas for development, restoration and protection based on science,
- Adopt a land use plan for Gorst, and
- Implement a long-range capital improvement plan to provide for future utility services, public services and transportation needs.

Gorst watershed and subarea planning began in 2011 and continues through 2013 using the following steps:

1. Characterizing the Watershed (see Volume 1)
2. Developing Guiding Principles and Policies for Planning (see Volume 1 for the Watershed and this subarea plan Volume 3 for Gorst UGA)
3. Preparing Draft Plans for Land Use, Stormwater and Capital Facilities, focusing on the Gorst UGA (this Volume 3)
4. Evaluating Draft Plans and Alternatives in a Draft Environmental Impact Statement (EIS) (see Volume 2)
5. Developing a Preferred Plan and Final EIS (following a robust public comment opportunity)
6. Deliberating with legislative bodies at the City of Bremerton, Kitsap County, and Suquamish Tribe
7. Adopting the Plan

Public and agency engagement opportunities are provided at each step. This Gorst Subarea Plan (Step 3) was developed through coordinated efforts to engage the general public, public agencies and stakeholders, and elected and appointed officials. The Draft Plan was studied in a Draft EIS in Step 4, and refined into a Preferred Plan in Step 5 and has been the subject public meetings and hearings in fall 2013 consistent with Step 6. Action on the plan is anticipated by December 2013 as part of Step 7. See Figure 3-1 displaying the planning and outreach process. Major outreach efforts are described below.

Figure 3-1. Planning Process and Outreach Events



Schedule Revision: September 2013

Source: BERK

Project Partners

Gorst Creek Watershed Characterization and planning has benefited from the knowledge and expertise of agencies, organizations and individuals partnering to steer the technical analysis associated with the project, including:

- United States Environmental Protection Agency
- Washington State Department of Ecology
- City of Bremerton
- Kitsap County
- Port of Bremerton
- Sustainable Bremerton
- Suquamish Tribe
- Washington State Department of Fish and Wildlife
- City of Port Orchard
- Kitsap County Health District
- West Sound Watershed Council
- Gorst property owners, Pat and Cheryl Lockhart

Project partners have met several times to discuss analysis methods and review technical documents such as the Watershed Characterization Study (see Volume 1).

Advisory Committee

An Advisory Committee, composed of representatives from Bremerton Planning Commission, Bremerton City Council, Bremerton Mayor, Kitsap County Planning Commission, Kitsap County Board of County Commissioners, and Suquamish Tribal Council, represents the interests of their respective bodies

and convenes at key project milestones to address issues and concerns for Gorst Creek Watershed Plan. In January 2013, the Advisory Committee reviewed and provided direction on the range of Gorst UGA land use alternatives as well as overall watershed guiding principles. In June 2013, the Advisory Committee reviewed the Draft Plans and Draft EIS that evaluated the range of alternatives. In August 2013, the Advisory Committee provided direction on a preferred plan for the Gorst UGA and was briefed on public comments regarding this plan and related Gorst documents.

General Public Outreach

The City of Bremerton and partner Kitsap County have provided education and solicited citizen and agency input on the Gorst Creek Watershed Planning efforts. Each effort is described below.

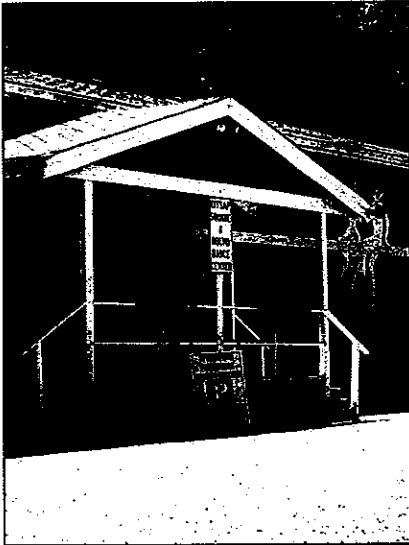
Website. The City of Bremerton has established a project website <http://www.gorstwatershed.com/>. It includes information about the project, links to draft products, and a comment form.

Scoping comment period and workshop. Public, tribal, and agency comments were solicited by the City as lead agency in a 21-day written scoping period from October 15 to November 5, 2012. The City also held a public meeting on October 29, 2012 to ask about the vision for Gorst and about the EIS scope. Scoping notices and a meeting announcement were sent by mail to each property owner in the Gorst UGA, and to a list of federal, state, and local agencies and tribes. The City and County also sent these documents by email to lists of persons interested in planning issues in the city and county. The scoping notice was published in the Kitsap Sun on October 15, 2012 to notify any other persons having an interest in the project. About 37 persons participated in the scoping meeting and 14 persons or agencies submitted comments. A meeting exercise identified strengths, weaknesses, opportunities and threats. Below are some particular strengths and opportunities identified by citizens in Gorst:

Strengths	Opportunities
Central access, accessibility to highway, connected to rest of the County, Bremerton, Port Orchard	Businesses and Places: More inviting businesses, local-serving, places people stop
Views of the mountains and Sound	Transportation: Sidewalks, local trails and intra-county trails, bus to Bremerton ferry dock, frontage road (increase flow, spread of through traffic)
New sewer	Parks, Open Space, and Recreation: Waterfront access/trail/park, beach/water access and signage, kayak launching point, more public land/park space
Extensive shoreline	Beautification: Tree preservation, litter cleanup
Nature, Habitat, and Wildlife: Wooded and forested, "green"; "blue" water, creek, inlet; wildlife, Eagles, deer, seals, etc.	

Preliminary alternatives workshop. At a February 12, 2013 workshop, the City of Bremerton and Kitsap County asked public input about preliminary land use alternatives that should be evaluated in a draft subarea plan and EIS. A postcard meeting announcement was sent by mail to each property owner in the Gorst UGA. A flier was emailed to persons who had participated in prior Gorst scoping events in fall 2012, and also to persons indicating a general interest in county and city planning efforts. An article was published in the Kitsap Sun on February 7, 2013. The workshop focused on land use alternatives and

growth in the Gorst UGA.¹ Around 35-40 persons attended and provided input on the range of alternatives under consideration for the Gorst UGA. As a result of input, the alternatives were refined for study in the EIS.



Legislative meetings. On February 19, 2013, the Bremerton Planning Commission and Kitsap County Planning Commission met separately at their regular meetings to review the preliminary alternatives. Additional Planning Commission, City Council, and Board of County Commissioner meetings are planned later in the process to help identify a preferred alternative, refine and deliberate on the framework and subarea plans, and consider a planned action ordinance.

Draft Plan and Draft EIS Comment Period. The City of Bremerton as lead agency established a public comment period during which time public comments were encouraged regarding the Draft Watershed Characterization & Framework Plan, Gorst EIS, and Gorst Subarea Plan. A 45-day comment period extended from June 10 to July 24, 2013. Five public meetings were held during the comment period including a meeting in Gorst and two City and County Planning Commission meetings.

- Plan & EIS Overview: Kitsap County Planning Commission, June 18, 9:00 am
- Plan & EIS Overview: City of Bremerton Planning Commission, June 18, 5:30 pm
- Preferred Alternative Community Workshop, Gorst, June 20, 5:00 pm, Family Worship Center at 3649 W. Frontage Road
- Preferred Alternative Input: Kitsap County Planning Commission July 16, 9:00 am
- Preferred Alternative Input: City of Bremerton Planning Commission July 16, 5:30 pm

Results of the public meetings and input into the Preferred Alternative are described in Chapter 5.

The City in consultation with Kitsap County is issuing a Final EIS in fall 2013, providing responses to comments and addressing a Preferred Alternative. The Preferred Alternative includes elements from one or more alternatives studied in the Draft Subarea Plan and Draft EIS.

¹ Apart from the UGA, land use and zoning are not anticipated to change in the overall watershed, through some low impact development and stormwater standards may be applied in both urban and rural areas.

4. GUIDING PRINCIPLES, GOALS & POLICIES

Guiding Principles

Guiding Principles give direction on to how to protect water quality, habitat and fish while fostering sustainable and economically viable development. They serve as the foundation on which to build the Gorst Subarea Plan. The Guiding Principles below were developed based on watershed characterization results and reviewed at public workshops, Project Partner meetings, and Advisory Committee meetings.

Community Vision & Economic Development

Make Gorst a place where people want to live, shop and recreate.

Facilitate development of economically valued² land.

Recognize environmental restoration as a tool that can support the local economy.²

Development Pattern

Identify and prioritize land that can be more intensely developed with less environmental consequences.

Promote green infrastructure for both new and existing facilities, such as by identifying areas to target for stormwater retrofits.

Support development incentives and evaluate options such as off-site mitigation, mitigation banking, and other tools where appropriate.

Environmental Protection

Identify and protect critical areas.

Prioritize areas to be protected and restored.

Protect and enhance water quality/quantity for fish and wildlife habitat as well as for human use.

Promote shoreline reclamation.

Urban Design, Land Use & Transportation

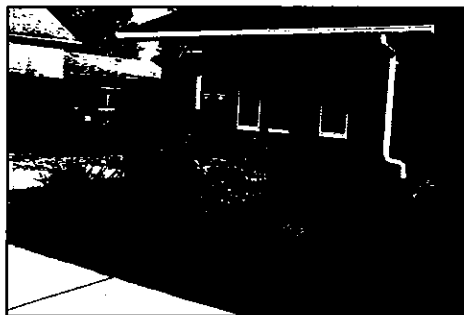
Create a cohesive and attractive urban character in the Gorst urban growth area (UGA) such as by improving building design, and creating and enhancing public spaces such as parks, trails, pedestrian corridors and streetscapes.

Allow an environmentally sustainable pattern of forestry, low density residential, small scale employment, and recreation uses in the rural areas of watershed.

Improve transportation mode choices including transit, bicycle, pedestrian, and autos, recognizing local as well as regional travel needs.

Promote interpretive art, signage, and public spaces that recognize cultural history and environmental features.

Reduce collisions and improve safety.



² Such as by establishing land use plans that offer business and housing opportunities, and capital plans that incentivize shoreline reclamation and amenities such as open space and recreation, community design, and streetscapes.

Goals and Policies

This section includes goals and policies that would direct specific actions by the City of Bremerton and Kitsap County in the Gorst UGA. The goals and policies are based on the Guiding Principles, Watershed Characterization & Framework Plan (Volume 1), and EIS (Volume 2). The goals and policies are designed to guide the land use plan as well as zoning, environmental regulations, and capital plans for Gorst.

Policies that are similar to those in the Watershed Characterization & Framework Plan are noted with an asterisk (*). Background information or potential implementation strategies are discussed below selected policies.

Habitat

Goal UGA-1. Protect and restore fish and wildlife habitat along Gorst Creek and Sinclair Inlet.

Policy UGA-1. Develop a comprehensive program to restore the Gorst Creek Corridor in the UGA.

Discussion: Preparing a conceptual restoration plan is recommended in best management practices for Assessment Unit 9 (see Figure 2-2). Such a plan would help guide public and private investments in restoration. Private restoration could occur through an incentive program, such as allowing different densities, height, impervious area, or buffer standards in exchange for creek restoration. See Chapters 8 and 9 for incentives.

Policy UGA-2. Promote shoreline and habitat restoration along Sinclair Inlet.

Discussion: Public investment in shoreline restoration has occurred through a prior Sinclair Inlet Restoration project conducted by Kitsap County with an USEPA grant. That effort resulted in brownfield clean up and public acquisition of open space. Private investment in restoration could occur with incentives for height increases, parking area reductions, or other incentives tied to commercial development. See Chapters 8 and 9 for incentives.

Policy UGA-3. Coordinate County and City shoreline regulations and restoration plans along Gorst Creek and Sinclair Inlet to provide adequate protection and incorporate best management practices based on the Watershed Characterization Study. (*)

- Upon annexation, the City shall apply its Shoreline Master Program to Sinclair Inlet and Gorst Creek. In addition, the City shall apply a Gorst Creek Management Zone Overlay recognizing the habitat requirements of listed fish species, the current degraded buffer conditions, and tailored approaches to implement best management practices and incentives for restoration.
- Prior to annexation, Kitsap County may consider City marine shoreline buffers and the Gorst Creek Management Zone Overlay as a means to mitigate negative impacts when reviewing site specific land use applications, such as variances.

Discussion: As of 2013, the City's shoreline buffer standards for the Sinclair inlet are greater than the County's, and the County's buffer standards for Gorst Creek are greater than the City's. Apart from these more prominent shorelines, the City and County regulate smaller streams and wetlands similarly. Volume 2, Gorst EIS, provided an analysis of options to coordinate County and City shoreline and critical areas regulations. Based on the options considered and comments received, Chapter 8 provides a Gorst Creek Management Overlay applicable upon City annexation and for County consideration prior to annexation.

Water Quality and Flooding

Goal UGA-2. Improve water quality and reduce flooding in the Gorst UGA.

Policy UGA-4. Require enhanced water quality consistent with the Sinclair Inlet Total Maximum Daily Loads (TMDL) (USEPA 2012) throughout the watershed and UGA. Reduction of impervious surfaces and onsite treatment of stormwater should be required in accordance with best management practices specified in the 2012 Stormwater Management Manual for Western Washington (Ecology 2012), or its equivalent or successor, with a preference for infiltration to reduce fecal coliform. (*)

Discussion: The policy promotes implementation of water quality standards that address the documented water quality problems in the study area.

Policy UGA-5. Reduce erosion and sediment export through measures such as adequate stream buffers, setbacks, reduced overland flow through infiltration and vegetation cover.

Discussion: See the discussion under Policy UGA-3 regarding coordinated regulations.

Policy UGA-6. Provide incentives and regulations that reduce impervious surfaces, promote natural and distributed stormwater techniques, and incorporate native and naturalized vegetation. (*)

Discussion: Incentives such as density or height increases, or parking reductions, or others, could encourage a reduction in existing impervious areas and an increase in low impact development proposals. See Chapters 8 and 9 for incentives.

Policy UGA-7. Wherever practicable, require low impact development measures such as infiltration for new development and redevelopment. Where impractical, stormwater detention may be allowed. (*)

Policy UGA-8. Incorporate low impact development best management practices into new development and redevelopment to mitigate and reduce flood impacts. (*)

Policy UGA-9. Reduce flood hazards through infrastructure improvements and stormwater management. (*)

Policy UGA-10. Allow no additional direct and untreated discharge to streams and marine water bodies in association with development and redevelopment. Apply vegetation management, clearing and grading, and stormwater rules that minimize erosion and protect water quality and habitat. (*)

Policy UGA-11. Implement adaptations to address potential effects of sea level rise on Sinclair Inlet properties. These may include, but are not limited to, accounting for sea level rise in the design of buildings and impervious areas, as well as roadway, flood management, and utility facilities.

Discussion: Based on research conducted by the University of Washington Climate Impacts Group and the Washington Department of Ecology sea level is expected to rise within the Puget Sound between 3 and 22 inches by 2050 and between 6 and 50 inches by 2100. The Gorst EIS, Volume 2, discusses a mitigation measure to be implemented through a Planned Action Ordinance that would require public and private applicants along the Sinclair Inlet to conduct a sea-level rise adaptation analysis.

Policy UGA-12. In 2014, the City of Bremerton and Kitsap County shall consider SUSTAIN model analysis to develop means and methods to implement the most effective low impact development standards in the Gorst Urban Growth Area and Gorst Creek Watershed. The results shall be considered for adoption through resolutions or ordinances consistent with agency procedures. (*)

Land Use, Economic Development & Community Design

Goal UGA-3. Create opportunities for well-designed, sustainable commercial and residential growth and development.

Discussion: See Chapters 8, 9, and 10 regarding permitted uses, densities, heights, setbacks, development coverage, landscaping, building placement, street frontage, and other topics.

- Policy UGA-13. Encourage regional and local serving commercial uses that meet community shopping needs, provide jobs, and enhance the image of Gorst through improved landscaping and site design.
- Policy UGA-14. Through the land use plan and zoning, allow opportunities for single family units, townhouses, and flats to provide a range of housing choices in Gorst.
- Policy UGA-15. Allow horizontal and vertical mixed use development to offer greater business and housing choices and live-work arrangements.
- Policy UGA-16. Ensure zoning and design standards promote development patterns that increase open space and recreation opportunities, reduce impervious areas, and cluster in the least sensitive areas of a property.

Discussion: This policy is implemented through standards, guidelines, and incentives in Chapters 8, 9, and 10.

- Policy UGA-17. Apply streetscape, landscape, building, and site design standards for new development in order to promote shoreline views, allow for development compatibility, enhance property values, and reinforce Gorst as the southern gateway to Bremerton.
- Policy UGA-18. Allocate population to the Gorst UGA based on the Gorst Subarea Plan. Ensure allocations are also consistent with Countywide Planning Policies. Until such time as population is available for allocation to Gorst to support mine site redevelopment following reclamation, the mineral resource overlay will continue.

Discussion: See Chapter 5, Land Use Plan. In 2013, several parcels currently zoned by Kitsap County for industrial use are identified for mixed uses in the preferred alternative plan. The current population growth allocation to Gorst is small, and would need to be amended in Countywide Planning Policies to allow for new zoning that would accommodate more residences and population growth. The primary capacity for residential growth is anticipated to be the current quarry on Sherman Heights Road designated as a mineral resource and with industrial zoning. Reclamation permit information indicates that active mining could be complete during the 20-year period of the Gorst Subarea Plan. Over the 20-year planning period, when mineral extraction ceases and reclamation occurs, residential uses could be desirable. First, the property is a relatively large site located near job centers (e.g. Naval Shipyard and SKIA). Second, sewer service is available in the immediate vicinity. Third, with the gravel mine's location along Sherman Heights Road and with views of Sinclair Bay, residential uses may be attractive (demonstrated in nearby Sinclair Heights development).

Transportation, Public Services & Utilities

Goal UGA-4. Provide effective, efficient, and quality capital facilities and public services at the level necessary to meet the Gorst community needs and support allowed growth.

- Policy UGA-19. Work with federal, state, and local agencies to implement transportation improvements to manage congestion. (*)

Discussion: The Gorst Subarea Plan Preferred Alternative results in a mix of residential and commercial uses that is shown in the Volume 2 Gorst Planned Action EIS as avoiding an increase in congestion on state routes in Gorst. Traffic and congestion will continue to be monitored, and future development will be subject to City and County transportation impact analysis and concurrency requirements.

Policy UGA-20. Improve safety and circulation, and improve transportation mode choices including transit, bicycle, pedestrian, and automobiles. (*)

Policy UGA-21. Encourage improved Kitsap Transit service such as added park and ride facilities.

Policy UGA-22. Design roads to incorporate gateway treatments, boulevard style streetscape improvements, and access improvements to invite the community to Gorst and allow convenient travel to regional businesses.

Policy UGA-23. Encourage public access to the shoreline along Sinclair Inlet and portions of Gorst Creek.

Discussion: The City and County Shoreline Master Programs promote added public access. Additionally, Chapter 10 provides a conceptual map noting the need for pedestrian improvements across (over) state highways to achieve better connectivity.

Policy UGA-24. Require new development to meet Bremerton standards for water and wastewater.

Policy UGA-25. Require application of stormwater standards in the Final Gorst Subarea Plan.

Discussion: Based on the Gorst Creek Watershed Characterization Study recommendations, stormwater standards are a focus of regulations in Chapters 8 and 9.

Policy UGA-26. Ensure new developments that create a demand for parks and recreation provide such facilities onsite or contribute their fair share to provision of offsite facilities.

Policy UGA-27. Facilitate adequate fire and emergency response in the UGA through application of uniform fire and building codes, emergency access standards, roadway congestion management measures, and mutual aid agreements.

Policy UGA-28. Ensure adequate police services are provided within the UGA to meet Kitsap County Sherriff and Bremerton police department response time and case load objectives.

Policy UGA-29. Promote crime prevention through environmental design techniques to new development.

Policy UGA-30. Provide long-range growth assumptions and new development applications to South Kitsap School District to ensure educational services can meet needs of new residents.

Annexation

Goal UGA-5. Facilitate a seamless transition of services from Kitsap County governance to City of Bremerton governance when properties become annexed to the City.

Policy UGA-31. Explore the various methods for annexation with the Gorst residents within the planning horizon. Consider annexation of the Gorst UGA to the City in the near term.

Discussion: There are petition methods, election methods, and an interlocal agreement method allowed in State law.

Policy UGA-32. Conduct a fiscal analysis of annexation to ensure appropriate tiering or phasing of services.

Policy UGA-33. Prior to and following annexation, implement the Gorst Subarea Plan to provide coordinated land use and environmental standards.

Discussion: Encouraging annexations is a GMA goal reflected in Kitsap County's assignment of the Gorst UGA to the City of Bremerton.

GORST SUBAREA WATERSHED PLAN | GUIDING PRINCIPLES, GOALS & POLICIES

Policy UGA-34. Prior to and following annexation, implement the Gorst Subarea Capital Facility Plan. Levels of service should be implemented concurrent with new development.

Policy UGA-35. Implement capital facility maintenance standards consistent with approved functional plans for transportation, stormwater, parks, and other systems prior to and following annexation.

Unofficial Copy

5. LAND USE PLAN

Overview

Under GMA, Comprehensive Plans and associated subarea plans govern broad land use patterns, which are implemented by more detailed zoning. A land use plan allows counties and cities to:

- Meet goals for economic development and housing,
- Ensure consistent and compatible development,
- Anticipate needed services and infrastructure, and
- Give predictability to property owners and developers to make investments in their homes, businesses and properties.

This Chapter presents the existing land use pattern and alternative land use patterns for the future. In a Draft Subarea Plan, Bremerton and Kitsap County studied three visions:

- Vision 1: Gorst is a small highway-oriented commercial and industrial center. This is the No Action Kitsap County plan.
- Vision 2: Gorst is a well-designed Regional Commercial Center.
- Vision 3: Gorst is a Complete Community.

The visions considered a range of land use patterns, some allowing well designed auto-oriented commercial, industrial, and residential patterns, and some creating a mixed use center and clustered, low impact style residential development.

A Preferred Alternative was identified after public outreach and comment opportunities on the Draft Subarea Plan and Draft EIS concluded (see Chapter 3). The Preferred Alternative is largely based on Alternative 3 but includes selected elements of Alternatives 1 and 2. The Preferred Alternative vision is:

- Preferred Vision: Gorst becomes a complete and sustainable community.

Alternatives are compared in this chapter and in a Final EIS under separate cover (see Volume 2).

Existing Land Use Pattern

As of 2013, Gorst's development pattern consists of commercial and industrial uses along State Routes 3 and 16, an active mine site (considered industrial) along Sherman Heights Road, and single family residential uses along West Belfair, Sam Christopherson, and West Frone Roads, as well as undeveloped land. See Figure 5-1 and Figure 5-2.

The future vision and land use plan is described on the following pages.

Figure 5-1. Current Use by Assessor Tax Record

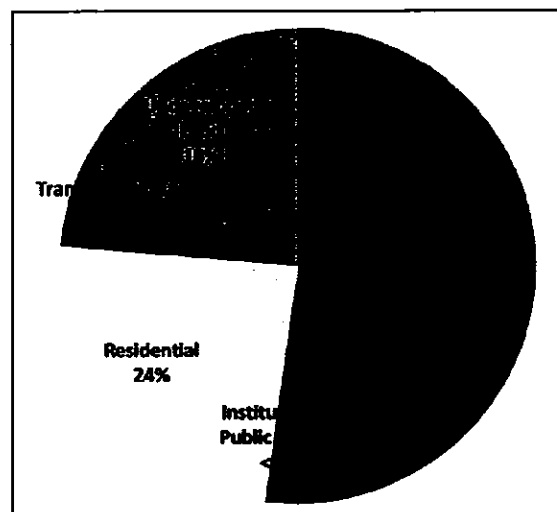


FIGURE 5-2 GORST UGA CURRENT LAND USE



Draft Alternatives and Public Comment

As described previously, three visions were reviewed in the Draft Gorst Subarea Plan and Draft EIS:

- **Vision 1:** Gorst is a small highway-oriented commercial and industrial center. This is the No Action Kitsap County plan.
- **Vision 2:** Gorst is a well-designed Regional Commercial Center.
- **Vision 3:** Gorst is a Complete Community.

Each alternative vision is shown in Figure 5-3, Figure 5-4, and Figure 5-5 together with key features.

At a June 2013 community workshop, Gorst community members participated in a dot-voting exercise regarding features liked/disliked about the alternative visions, and then broke up into three small groups and discussed several questions:

- What features in Alternatives 1, 2, or 3 do you think are most important to include in a Preferred Alternative?
- What features in Alternatives 1, 2, or 3 were you: Happy to see included? Concerned to see included? Think are missing?
- What strategies do you think would 1) do the most to improve Gorst and 2) can be accomplished by the City or County?

Figure 5-6, Figure 5-7, and Figure 5-8 show results of the workshop, also summarized below:

- **Vision 1 Likes/Dislikes:** Like idea of north-south trail, single family near mine; dislike intensive commercial and industrial.
- **Alternative 2 Likes/Dislikes:** Like parks and open space, low density residential, and one commercial area to the northeast; dislike most intensive commercial areas and single purpose medium density residential on the mine site.
- **Alternative 3 Likes/Dislikes:** Like parks and open space, low intensity waterfront, Gorst creek residential, Gorst mixed use, and neighborhood mixed use on the mine site; suggest adding more residential along creek.

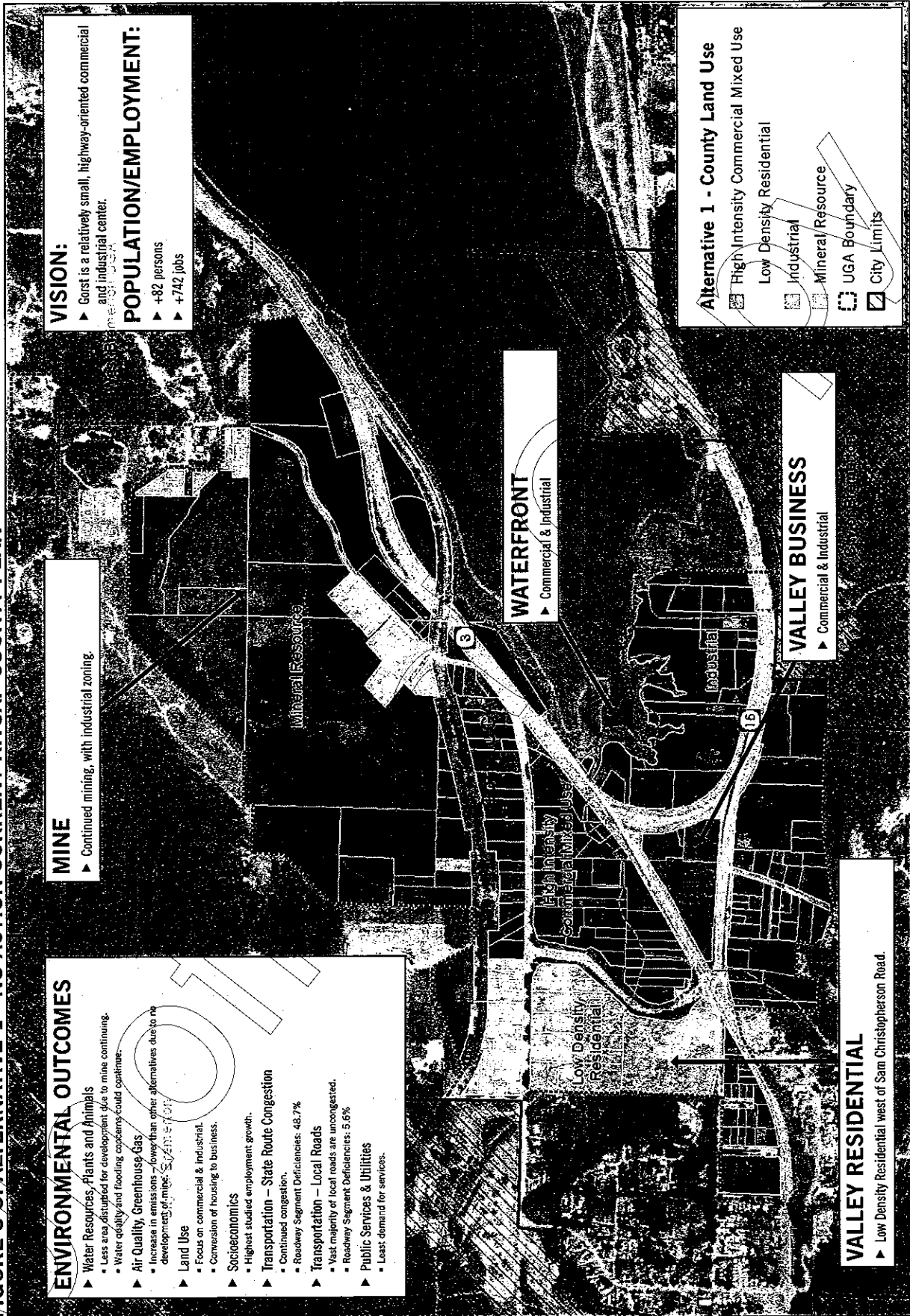
In sum, workshop participants favored Alternative 3 and suggested lower intensity development along Gorst Creek. Similarly, the Bremerton and Kitsap County Planning Commissions favored Alternative 3 with some adjustments as shown in Table 5-1.

Table 5-1. Planning Commission Preferred Alternative Input

Kitsap County Planning Commission Input	Bremerton Planning Commission Input
<ul style="list-style-type: none"> ▪ Generally like Alternative 3. ▪ Postpone rezone of mine until 2016 (to allow Countywide Planning Policy population allocations to be amended and to consider long-term land use needs across County in Comprehensive Plan Update). ▪ Extend concept of Low Intensity Waterfront to Gorst Creek Floodplain. ▪ Vet the Planned Action Ordinance – consider boundaries, traffic, stormwater. 	<ul style="list-style-type: none"> ▪ Generally like Alternative 3. ▪ Address highway access. ▪ Like mixed use designations for flexibility, for example, Valley Business & Mine areas. ▪ Like Low Intensity Waterfront – provide incentives and encourage acquisition. ▪ Support higher environmental protection for Gorst Creek floodplain; keep mixed use but have overlay of environmental standards and incentives. ▪ Like Gorst Creek Residential cluster concept.

Source: Planning Commission minutes, July 16, 2013

FIGURE 5-3. ALTERNATIVE 1 - NO ACTION CURRENT KITSAP COUNTY PLAN



VISION:
 ▶ Geist is a relatively small, highway-oriented commercial and industrial center.
 M.E.S.H. 2034

POPULATION/EMPLOYMENT:
 ▶ +82 persons
 ▶ +742 jobs

MINE
 ▶ Continued mining, with industrial zoning.

ENVIRONMENTAL OUTCOMES

- ▶ **Water Resources, Plants and Animals**
 - Less area disturbed for development due to mine continuing.
 - Water quality and flooding concerns could continue.
- ▶ **Air Quality, Greenhouse Gas**
 - Increase in emissions - lower than other alternatives due to no development of mine. (S.C. 21: 5-1-21)
- ▶ **Land Use**
 - Focus on commercial & industrial.
 - Conversion of housing to business.
- ▶ **Socioeconomics**
 - Highest studied employment growth.
- ▶ **Transportation - State Route Congestion**
 - Continued congestion.
 - Roadway Segment Deficiencies: 48.7%
- ▶ **Transportation - Local Roads**
 - Vast majority of local roads are uncongested.
 - Roadway Segment Deficiencies: 5.6%
- ▶ **Public Services & Utilities**
 - Least demand for services.

WATERFRONT
 ▶ Commercial & Industrial

VALLEY BUSINESS
 ▶ Commercial & Industrial

VALLEY RESIDENTIAL
 ▶ Low Density Residential west of Sam Christopherson Road.

Alternative 1 - County Land Use

- High Intensity Commercial Mixed Use
- Low Density Residential
- Industrial
- Mineral Resource
- UGA Boundary
- City Limits

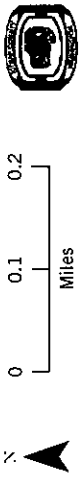
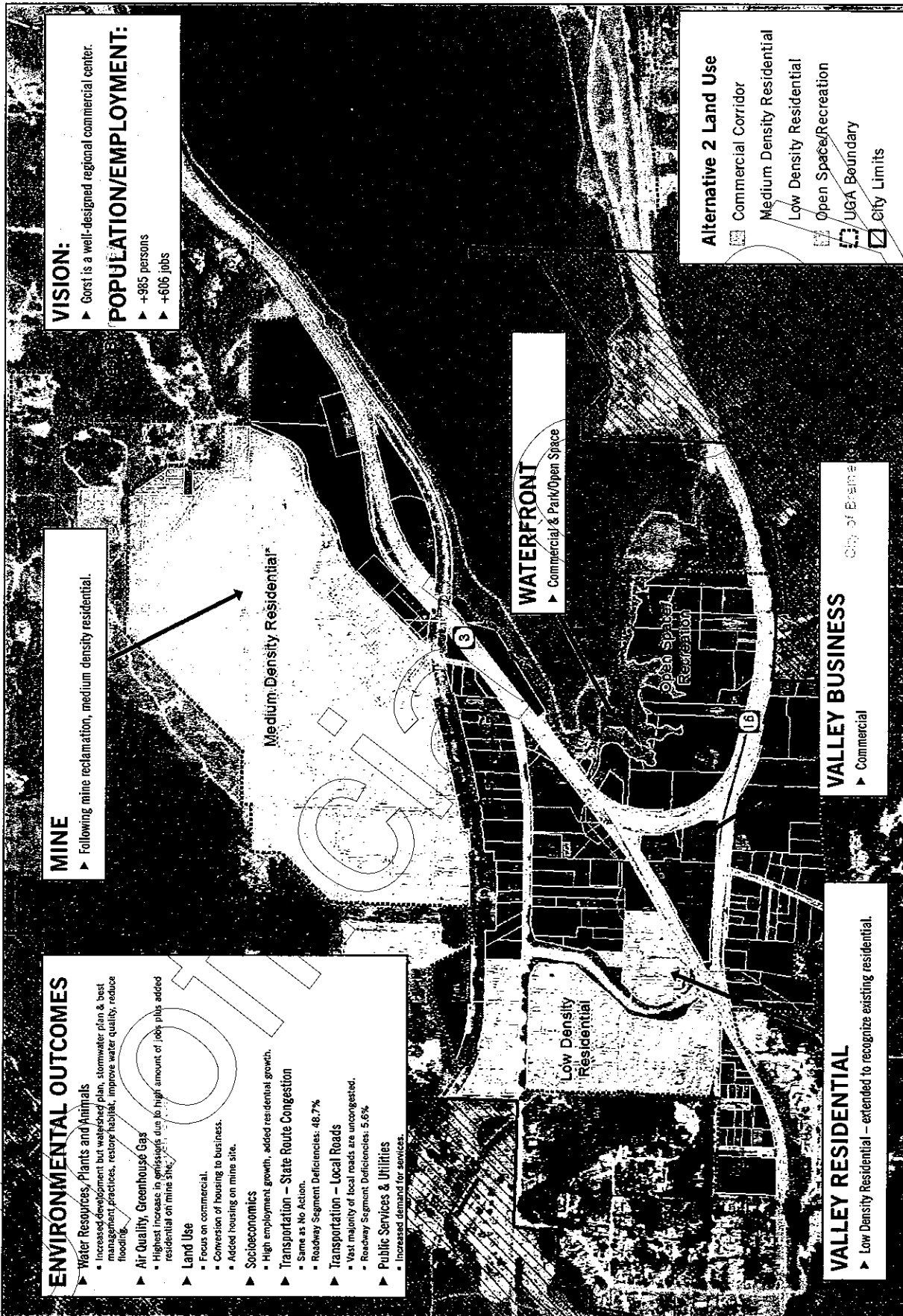


FIGURE 5-4. ALTERNATIVE 2 - GORST IS A WELL-DESIGNED REGIONAL COMMERCIAL CENTER



VISION:
 ▶ Gorst is a well-designed regional commercial center.

POPULATION/EMPLOYMENT:
 ▶ +985 persons
 ▶ +606 jobs

MINE
 ▶ Following mine reclamation, medium density residential.

ENVIRONMENTAL OUTCOMES

- ▶ **Water Resources, Plants and Animals**
 - Increased development but watershed plan, stormwater plan & best management practices, restore habitat, improve water quality, reduce flooding.
- ▶ **Air Quality, Greenhouse Gases**
 - Highest increase in greenhouse gases to high amount of jobs plus added residential on mine site.
- ▶ **Land Use**
 - Focus on commercial.
 - Conversion of housing to business.
 - Added housing on mine site.
- ▶ **Socioeconomics**
 - High employment growth, added residential growth.
- ▶ **Transportation – State Route Congestion**
 - Same as No Action.
 - Roadway Segment Deficiencies: 48.7%
- ▶ **Transportation – Local Roads**
 - Vast majority of local roads are uncongested.
 - Roadway Segment Deficiencies: 5.6%
- ▶ **Public Services & Utilities**
 - Increased demand for services.

WATERFRONT
 ▶ Commercial & Park/Open Space

VALLEY BUSINESS
 ▶ Commercial

VALLEY RESIDENTIAL
 ▶ Low Density Residential – extended to recognize existing residential.

Alternative 2 Land Use

- Commercial Corridor
- Medium Density Residential
- Low Density Residential
- Open Spaces/Recreation
- UGA Boundary
- City Limits

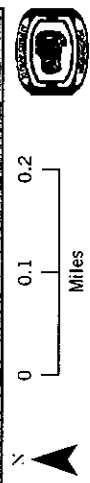
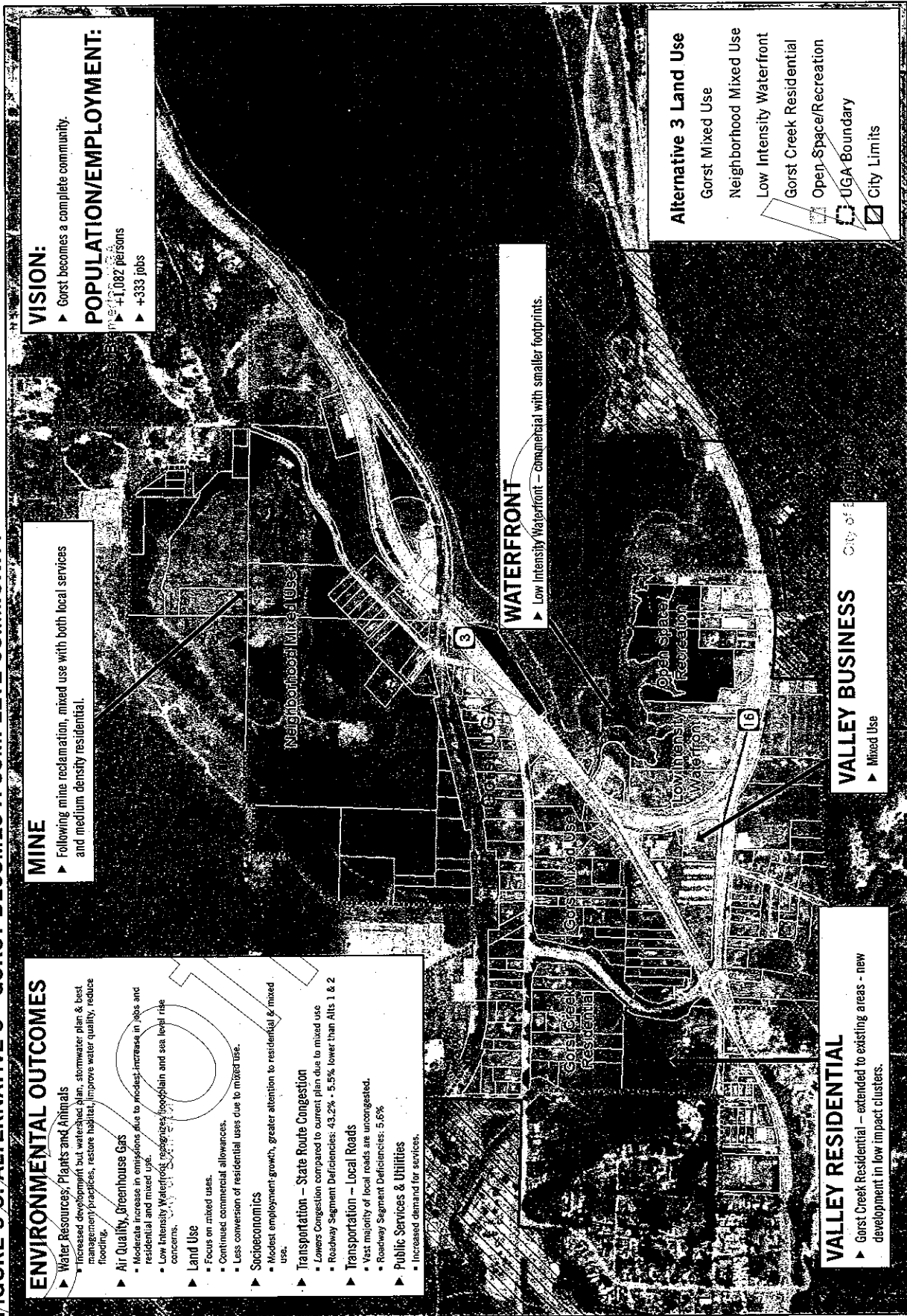
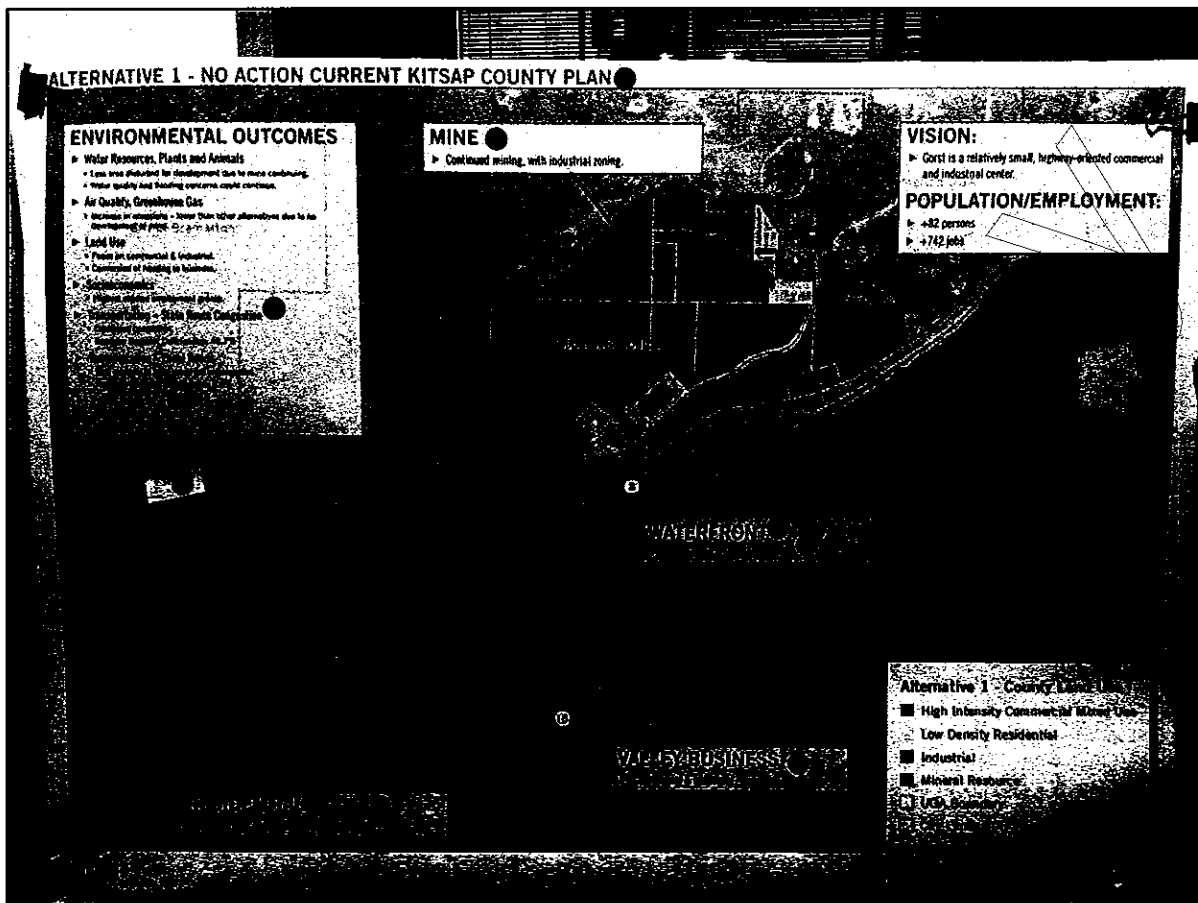


FIGURE 5-5. ALTERNATIVE 3 - GORST BECOMES A COMPLETE COMMUNITY



Date: May 2013
 Source: Kitsap County, BERK
 * Note: Mineral resource extraction may continue in near term.

Figure 5-6. Alternative 1 No Action – Community Dot Voting Results



Alternative 1 – Notes

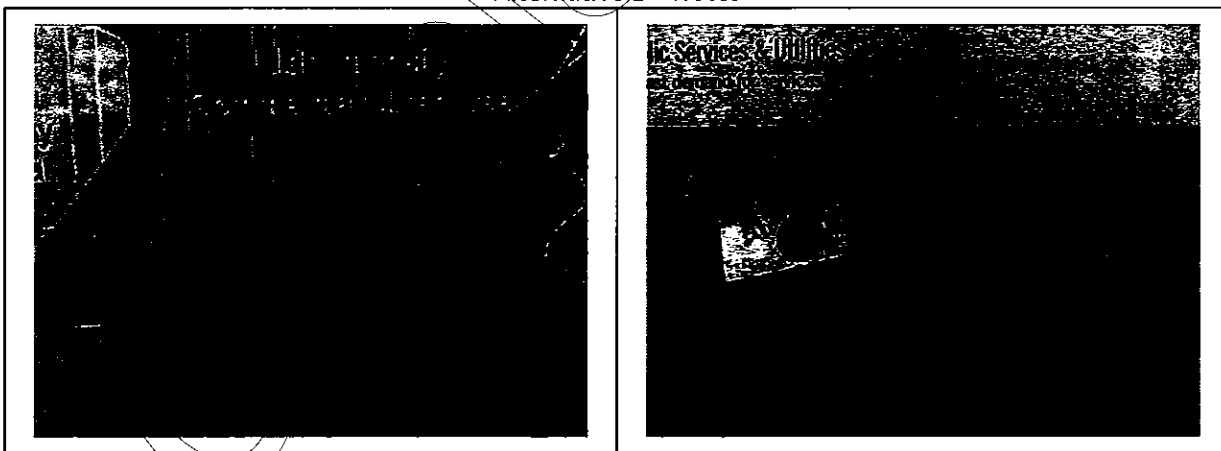
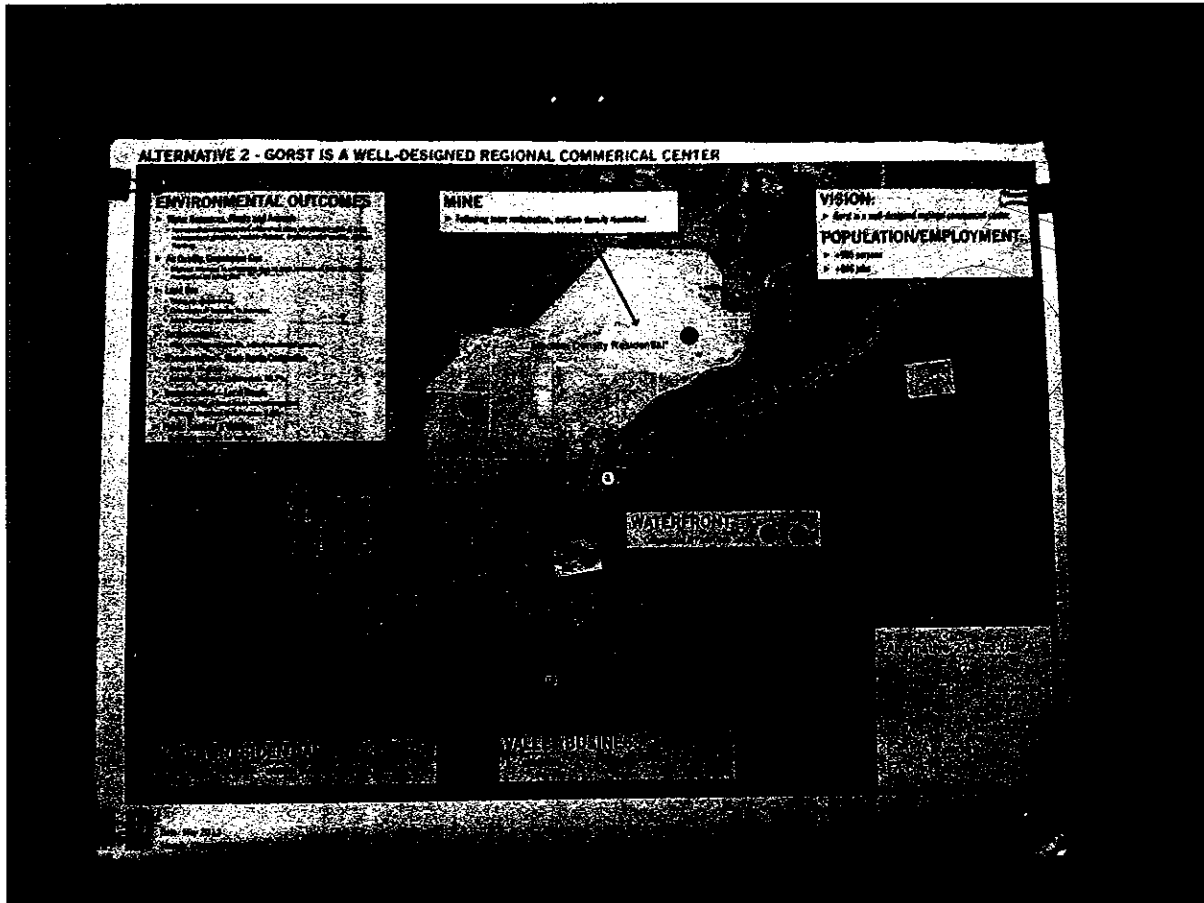


Figure 5-7. Alternative 2 Well Designed Regional Commercial Center – Community Dot Voting Results



Alternative 2 – Notes



Preferred Vision: Gorst becomes a complete and sustainable community

The Preferred Alternative proposes a vision of Gorst as a community offering homes, jobs, and recreation in an environmentally sustainable setting. The Preferred Alternative would be implemented by the zoning designations illustrated in Figure 5-9, Figure 5-10, and described on Table 5-2. The Preferred vision promotes a mix of uses and a wider range of residential dwelling options as follows:

As the South Kitsap Industrial Area grows as an employment center, and demand increases for housing such as along Sherman Heights Road, Gorst evolves into a complete community with places to live, play, shop, and work, in a waterfront setting. Gorst also serves as a community-wide demonstration of low-impact development techniques to create a sustainable, compact and enduring place. Views, cultural resources, and critical areas are protected and enhanced through a coordinated watershed development, restoration, and protection plan and best management practices.

Along the waterfront, a lower intensity land use pattern emerges with commercial uses occurring on smaller impervious footprints interspersed by trails, parks, and reclaimed shoreline habitat. A secondary circulation network improves business access, creates a pedestrian scale, and provides non-motorized access to waterfront properties. Central Gorst allows more intensive regional commercial, office, hotel, and mixed use residential developments.

Small-scale mixed use neighborhoods along West Belfair Road and West Frone Road provide gathering places and daily conveniences for Gorst residents as well as medium density housing as part of horizontal and vertical mixed use development patterns. Along Gorst Creek, a native riparian corridor is created and the stream bed is restored, made possible in part by development incentives such as cottages, small lot single family, medium density residential and mixed use development. Compact building development minimizes impervious areas in the Gorst Creek floodplain extending a low intensity development pattern from the Sinclair Inlet waterfront.

Following mine reclamation, which is anticipated prior to 2035, a residential neighborhood along Sherman Heights Road provides a range of detached and attached residential choices in clustered patterns and small-scale, neighborhood-serving commercial uses. The property attracts new residents to Gorst due to its variety of housing options, commercial and recreation amenities, location near job centers in Bremerton, and views of Sinclair Inlet.

**Figure 5-9. Preferred Alternative:
Future Land Use/Zoning Designations (%)**

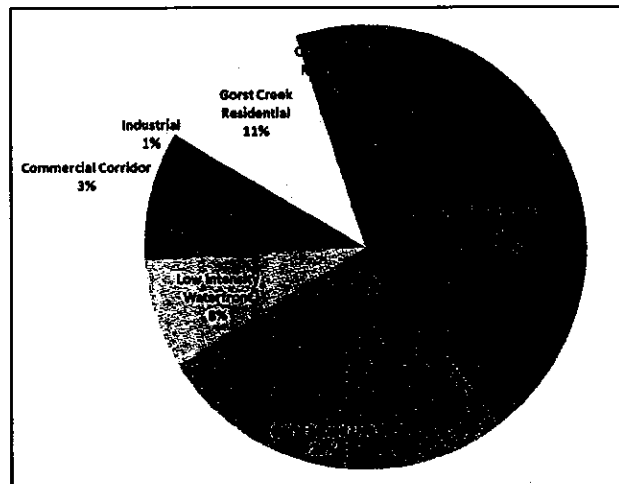


FIGURE 5-10. PREFERRED ALTERNATIVE: FUTURE LAND USE MAP



Date: November 2013
 Source: Kitsap County, BERK

* Note: Mineral resource extraction may continue in near term.

** Note: This zone is similar to Low Intensity Waterfront, except that residential development is allowed.



Table 5-2. Preferred Alternative: Land Use & Zoning Designations

Preferred Alternative Future Land Use Designation Descriptions	
	<p>Low Intensity Waterfront The Low Intensity Waterfront (LIW) district allows commercial uses to serve the traveling public in a development pattern that reduces impervious surfaces, promotes shoreline reclamation and open space, promotes landscape and streetscape improvements, promotes pedestrian safety and comfort, and improves vehicular access. Commercial uses would occur on smaller impervious footprints interspersed by trails, parks, and reclaimed shoreline habitat. New residential uses are restricted.</p>
	<p>Low Intensity Mixed Use The Low Intensity Mixed Use (LIMU) district promotes mixed uses – retail, hotel, office, services, residential – in horizontal or small scale vertical patterns-- and regional commercial uses designed to maximize shoreline views and allow streamside public access where appropriate. A less intensive pattern is found on Gorst Creek and West Belfair Road. A new development pattern reduces impervious surfaces, promotes creek restoration, promotes landscape and streetscape improvements, promotes pedestrian safety and comfort, and improves vehicular access.</p>
	<p>Gorst Mixed Use The Gorst Mixed Use (GMU) district promotes mixed uses – retail, hotel, office, services, residential – in horizontal or small scale vertical patterns-- and regional commercial uses designed to maximize shoreline views and allow streamside public access where appropriate. A more intensive development pattern is found in Central Gorst and a less intensive pattern is found on West Belfair Road, Sam Christopherson Road West, and West Frontage Road/ West Frone Drive.</p>
	<p>Neighborhood Mixed Use The Neighborhood Mixed Use (NMU) district promotes low and medium density housing including detached single family, attached single family, cottages, townhomes, small scale flats, and accessory dwelling units. Developments are accomplished in an environmentally sustainable pattern, such as clustering, low impact development techniques, energy conservation, and similar methods. Small scale commercial uses that serve local residences are allowed. Public and private open spaces are also promoted.</p>
	<p>Commercial Corridor The Commercial Corridor (CC) designation provides locations for high intensity commercial uses serving the entire community while preserving maritime views, forested areas, and buffering impacts to adjacent residential areas. The corridor accommodates access to businesses by automobile while also creating a pedestrian-friendly, transit-supporting corridor.</p>
	<p>Industrial The (I) designation accommodates light and heavy industrial uses in locations where there is limited interaction with residential uses. Uses include large-scale and/or heavy industries in a manner that reduces impact to the community while meeting industry's needs for easy access, large sites, and locations that do not cause conflicts with residential and other less intense use areas.</p>
	<p>Gorst Creek Residential The Gorst Creek Residential (GCR) district applies to low density residential and large lot residential areas along Gorst Creek, where low impact development and riparian and wetland zone protection are priorities. Clustered development patterns and incentives for stream restoration are promoted.</p>
	<p>Open Space/Recreation The Open Space/Recreation (OSR) designation allows for active and passive parks, recreation, and open space facilities. Secondary uses include accessory commercial such as concessions, recreation equipment rental, and other small-scale facilities that support and enhance public access and recreation.</p>

Source: City of Bremerton and Kitsap County, Staff Draft - Preferred Gorst Subarea Plan, September 2013

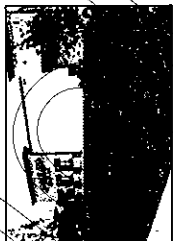


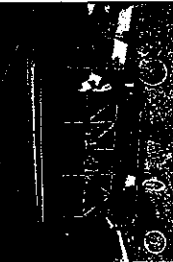


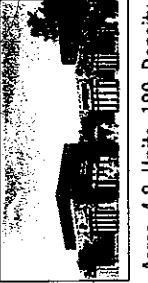




Images and Examples

Based on the Preferred Alternative, the following Image Chart in Figure 5-11 illustrates the scale and types of land uses by land use and zoning designation. It is not meant to identify preferred architectural styles.

These tables are intended to provide the reader with an indication of the scope and scale of the type of development that is proposed in each of the proposed zoning districts. Chapters 8 and 9 provide zoning and design standards and guidelines to implement the intent of each land use and zoning designation.



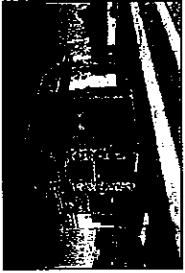
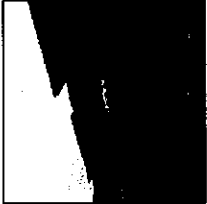
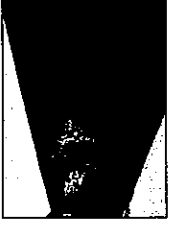

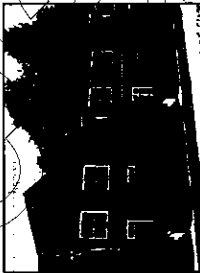



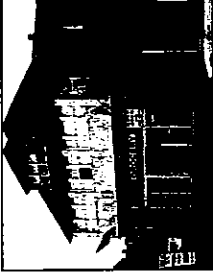

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Figure 5-11. Land Use and Scale Image Examples

Preferred Scale		IMAGES: LAND USE AND SCALE			
Scale	Base Height 2 stories	Maximum Height 4 stories - allowed by reducing impervious area			
Low Intensity Waterront	 1 Story Commercial Retail with Landscaping Retail with Landscaping	 Areas of Reduced Pavement/ Added Plants (Yellow) Commercial Site Plan with Reduced Parking and added Plantings	 Narrow Footprint Commercial Buildings with Habitat Buffer and Shoreline Protection	 Commercial Recreation	
	 Improved Streetscape				
Low Intensity Mixed Use	 Regional Commercial: Retail Center, Hotel	 Horizontal Mixed Use - Retail & Apartments Acres: 4.8, Units: 180, Density 38, Commercial: 10,000 SF, 2-5 Stories	 Retail shop with office/ caretaker unit above Neighborhood Convenience Retail	 3 story townhomes and first floor storefronts Live Work Townhomes	 Acres: 3.44, Units: 40, Density: 12, 2 Stories Townhomes
	 Gorst Mixed Use				
Scale	Base Height 2 stories	Maximum Height 6 stories in G.M.U.	In LIMU 4 stories allowed by reducing impervious area.		

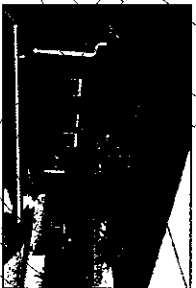
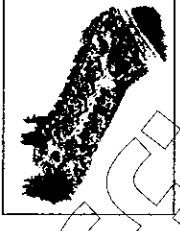
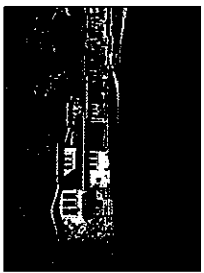


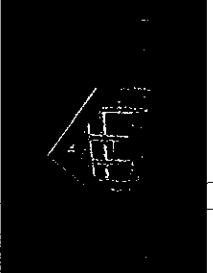
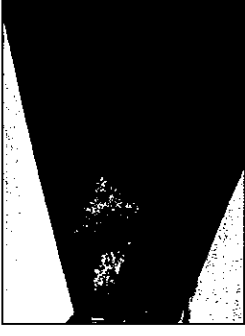
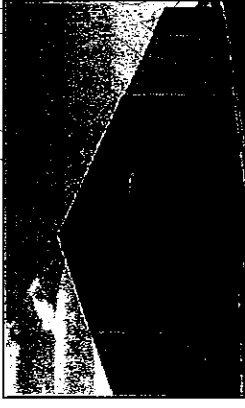
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Figure 5-11. Land Use and Scale Image Examples - Continued

IMAGES: LAND USE AND SCALE						
Preferred Scale	Base Height 2 stories Maximum Height 4 stories					
						
	Retail Center	Stand-Alone Retail	Auto Service	Services and Office	Secondary Use - Light Industrial	
Scale	Maximum Height 4 stories	Minimum Density 5-8 du/ac	Maximum Density 20-24 du/ac	Maximum Density 20-24 du/ac	Maximum Density 20-24 du/ac	
Neighborhood Mixed Use						
	2-Story, Attached Units on Slope	14 units, Medium Density, 2 stories	Single Family Homes on Alleys	Detached Accessory Dwelling Unit	Playground	
	Small Scale Flats with Open Space/Paths	Townhomes	Single Family Homes on Alleys	Detached Accessory Dwelling Unit	Playground	
Scale	Maximum Height 4 stories	Minimum Density 5-8 du/ac	Maximum Density 20-24 du/ac	Maximum Density 20-24 du/ac	Maximum Density 20-24 du/ac	
Neighborhood Mixed Use						
	Neighborhood Convenience Retail	Live Work Townhomes				

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Figure 5-11. Land Use and Scale Image Examples - Continued

Preferred		IMAGES: LAND USE AND SCALE	
Scale	Maximum Height 3 stories	Minimum Density 1-5 du/ac	Maximum Density 10 du/ac (Clusters)
Gorst Creek Residential			
	Single Family Home with Rain Garden	Acres: 1.1, Density: 7, with Open Space Cottage Cluster Development	Open Space for Detached Cottages
Scale	Maximum Height 3 stories		
Get Stage/Recreation			
	Natural Open Space	Boardwalk Wetlands	Boat House and Concession Stand
Scale	Maximum Height 35-50 feet		
Light Industrial Building with Landscaping			
	Light Industrial Building with Landscaping	Light Industrial Building with Landscaping	

Land Use and Growth Comparisons

The Gorst UGA contains about 335 gross acres including streets and public rights of way, or about 267 acres in parcels. Each alternative vision and land use plan proposes an urban land use pattern with variable amounts of commercial and residential uses (see Table 5-3).

- Vision 1 focuses on commercial, mineral, and industrial uses (combined 87%) and less on residential uses (13%).
- Vision 2 provides a nearly balanced amount of residential (49%) and commercial (46%) acres with recognition of County-purchased property for open space (6%).
- Vision 3 provides a more mixed use pattern of different commercial and residential intensities (about 75% combined) and some single-purpose designations (residential 11%, low-intensity waterfront commercial 9%) and open space (6%).
- The Preferred Vision is similar to Alternative 3 with the greatest focus on mixed uses (70%), some single purpose residential and commercial designations (23% total) as well as open space (5%).

The total parcel acres for the Preferred Vision is fewer than the Draft EIS alternatives because the railroad right of way was inadvertently treated as a parcel in the original alternatives analysis. For a more even comparison, reviewing the maps and percentages of each category is appropriate.

Table 5-3. Land Use Acres Comparison (Total Parcel Acres by Zone)

Zone	Acres	Percent
Alternative 1		
High Intensity Commercial Mixed Use	121.9	43
Mineral Resource	96.3	34
Low Density Residential	35.3	13
Industrial	27.2	10
TOTAL	280.7	100
Alternative 2		
Commercial Corridor	127.8	46
Medium Density Residential	105.4	38
Low Density Residential	31.6	11
Open Space/Recreation	16.0	6
TOTAL	280.7	100
Alternative 3		
Neighborhood Mixed Use	105.4	38
Gorst Mixed Use	103.3	37
Gorst Creek Residential	31.6	11
Low Intensity Waterfront	24.5	9
Open Space/Recreation	16.0	6
TOTAL	280.7	100
Preferred Alternative		
Neighborhood Mixed Use	105.8	39
Gorst Mixed Use	70.3	26
Low Intensity Waterfront	21.0	8
Low Intensity Mixed Use	14.9	5
Commercial Corridor	6.8	3
Industrial	3.3	1
Gorst Creek Residential	30.4	11
Open Space/Recreation	13.9	5
TOTAL	266.6	100

Source: Kitsap County 2012; BERK

With different land use patterns, each vision would result in a different level of population and employment growth in the Gorst UGA. See Table 5-4.

Vision 1 assumes more employment acres and a smaller residential area, resulting in the greatest employment growth and least residential growth. Vision 2 has a focus on commercial growth in central Gorst and greater land designated for residential growth along Sherman Heights and Gorst Creek, thus resulting in a moderate amount of employment growth and a greater amount of population growth. Vision 3, with a greater emphasis on mixed use in central Gorst and greater potential for small scale mixed use providing medium density housing, has the greatest amount of population and the least amount of job growth.

The Preferred Alternative is most similar to Alternative 3 in terms of planned land use; the Preferred Alternative has slightly fewer dwellings since there is a reduction in Gorst Mixed Use and an increase in Commercial Corridor compared to Alternative 3. The Preferred Alternative has fewer jobs than Alternative 3 and is only 35 jobs less. This reason for slightly lower jobs in the Preferred Alternative is due to a correction in buildable acres; at the time the Draft EIS alternatives were studied, the railroad right of way was inadvertently treated as a standard private parcel and considered partially developable leading to slightly overstated jobs.

Vision 2 and 3 and Preferred Alternative populations would exceed the small population currently allocated to the UGA in the Countywide Planning Policies (CPPs) In 2004 the allocation was 73, but based on a 2012 County land capacity study the allocation is approximately 76 new persons. As part of the 2016 GMA Comprehensive Plan update cycles, population would need to be reallocated to the Gorst UGA to accommodate the expected growth under Visions 2 and 3 and the Preferred Alternative.

Table 5-4. Growth Comparison by Gorst UGA Alternative

Alternative	Residential Net Developable		Population	Employment Developable	
	Acres	Dwellings		Acres	Jobs
Alternative 1	5.9	33	82	34.7	742
Alternative 2	46.9	538	985	22.8	606
Alternative 3	56.7	597	1082	12.6	333
Preferred Alternative	55.1	585	1060	11.2	298

Source: Kitsap County 2012; BERK

6. URBAN DESIGN CONCEPTS

Community Design Overview

The Gorst UGA currently lacks a cohesive design character and is often perceived to be haphazard and unattractive, with heavy traffic congestion and poorly maintained uses. Buildings tend to be low rise and spread out with large setbacks and large impervious areas.

The Guiding Principles for this Subarea Plan intend, in part, to improve the aesthetic character of the UGA and to make the built environment function in a more pedestrian and transit oriented fashion. By implementing modest design standards, significant improvement can be made in these areas.

Based on the Preferred Alternative, Design Guidelines address the design of the public realm, which generally consists of the space within the public right-of-way or other public ownership, as well as the relationship of private development to the public realm. In addition, best practices for Site Design are addressed. Public realm and site design concepts are described in this chapter.

The implementation of Design Guidelines in association with the Preferred Alternative will help achieve several design goals:

- *Walkability* – Ensure a safe, comfortable, and interesting pedestrian environment and prioritize pedestrian accessibility.
- *Complete Streets* – Ensure that streets are supportive of multiple modes of transportation, including walking, bicycling, transit, and automobiles.
- *Identifiable Character* – Create an attractive and functional public realm that identifies Gorst as a unique place. This contrasts with the uncoordinated, and confusing development pattern that often characterizes auto-oriented strip development.
- *Efficient and Coordinated Use of Land and Infrastructure* – Use compact development, shared driveways and parking areas, and consistent street frontage standards to efficiently use land and infrastructure and avoid leftover or “dead” spaces.



Example of a complete street, which includes space for pedestrians, bicycles, and automobiles.

Public Realm Design

The space within public rights-of-ways typically accounts for 25% or more of land area within an urban area. This is also the area over which local governments are able to have the greatest design influence, either by way of direct capital expenditures, or through proportionate street frontage improvement requirements that accompany private development proposals. Public rights-of-way are the areas most commonly seen by the general public and therefore contribute significantly to the perceived character of an area.

The design of the public realm is therefore critical to achieving the desired change in public perception of the Gorst UGA. A common perception of Gorst is that of haphazard development. Streetscape design can create a more cohesive and consistent character. This is not to say that the streetscape or the uses

fronting it need to be uniform or lacking individuality, but rather that the presence of a few unifying elements can make a noticeable improvement. For example, ensuring that street trees are planted at regular intervals along all streets, ensuring the presence of paved and connected sidewalks that are separated from the roadway, and ensuring that utilities are placed underground can drastically change a street from seeming haphazard into one that seems cohesive and livable.

Streetscape design can improve safety, comfort, and function as well, particularly for the goal of creating pedestrian friendly and transit oriented development. There are certain conditions that are prevalent throughout Washington State and the country that discourage pedestrian activity. Such conditions include:

- Lack of or disconnected sidewalks;
- Lack of a buffer between high speed traffic and pedestrians;
- Lack of street trees;
- Lack of shade during the summer or weather protection during the rainy season;
- Large expanses of paved surfaces that often become dusty, littered, and hot;
- Frequent driveways and curb cuts and long crossing distances that endanger pedestrians in high traffic areas; and
- Uninteresting pathways that increase the perception of distance, either through long blank walls, or large setbacks occupied by parking.

Encouraging pedestrian activity is simply a matter of mitigating the conditions noted above, such as by:

- Providing paved, connected sidewalks;
- Buffering pedestrians from traffic through the use of planter strips, street trees, and even on-street parking;
- Weather protection along building frontages;
- Limiting vehicle and pedestrian conflicts;
- Shorter crosswalks; and
- Smaller setbacks with building entrances, windows, and varying façades oriented to the street.



Example of paved sidewalk, planter strip and street trees.

Site Design Best Practices

Site design can have a significant effect on the aesthetic character and pedestrian orientation of an area as well. Typical automobile oriented strip development, such as what characterizes much of the Gorst UGA, consists of several common design elements that, while sometimes convenient for automobile access, are less desirable when looked at more comprehensively.

Common design elements of undesirable strip development include:

- Parking located between the building and the street;
- Large parking areas that are rarely fully utilized;
- Unbroken expanses of pavement;
- Lack of clear and safe routes for pedestrians through parking lots, either from cars to the building, or from the street to the building;
- Building entrances oriented to the parking lot and not the street;
- Building entrances not easily identifiable from the street; and
- Large, cluttered signage oriented to passing vehicles and not pedestrians.

A few simple design changes can create a development that appears more orderly, pleasant, and accessible to both pedestrians and vehicles. Such design elements include:

- Placing parking areas to the side or rear of a building where possible;
- Limiting the amount of street frontage that is occupied by parking;
- Pulling the building closer to the street;
- Providing easily identifiable building entrances oriented to the street and connected to the sidewalk;
- Providing pedestrian routes through parking areas, using striping, different paving materials, signage, curbs, and islands;
- Providing landscaping and trees in parking areas to provide visual interest, shade, traffic calming, and for stormwater management;
- Sharing driveways and parking areas with adjacent uses; and
- Reducing impervious area through the use of shared vehicle infrastructure and by properly sizing parking areas.



Example of pedestrian routes, landscaping, and trees in parking area.

7. BEST MANAGEMENT PRACTICES & INCENTIVES

Establishing a new land use plan for Gorst provides opportunities to implement best management practices and incentives to achieve economically viable development, restoration, and protection.

Best management practices are superior methods or techniques to achieve proper land management and mitigate potential environmental impacts. Typically, these techniques are applied to minimize soil erosion or to achieve water quality standards. The Gorst Creek Watershed Characterization Study (Volume 1) identifies best management practices to reduce soil erosion, protect habitat, and allow for sustainable land use patterns; as a result of the science-based Gorst Creek Watershed Characterization & Framework Plan, several best management practices are recommended as “base” standards, i.e. required for all development, such as low impact development stormwater techniques.

Incentives include a relaxation in development standards or allowances for greater development capacity that are offered to new development in exchange for providing public benefits or amenities. Incentives are not required but are encouraged. Types of incentives could include:

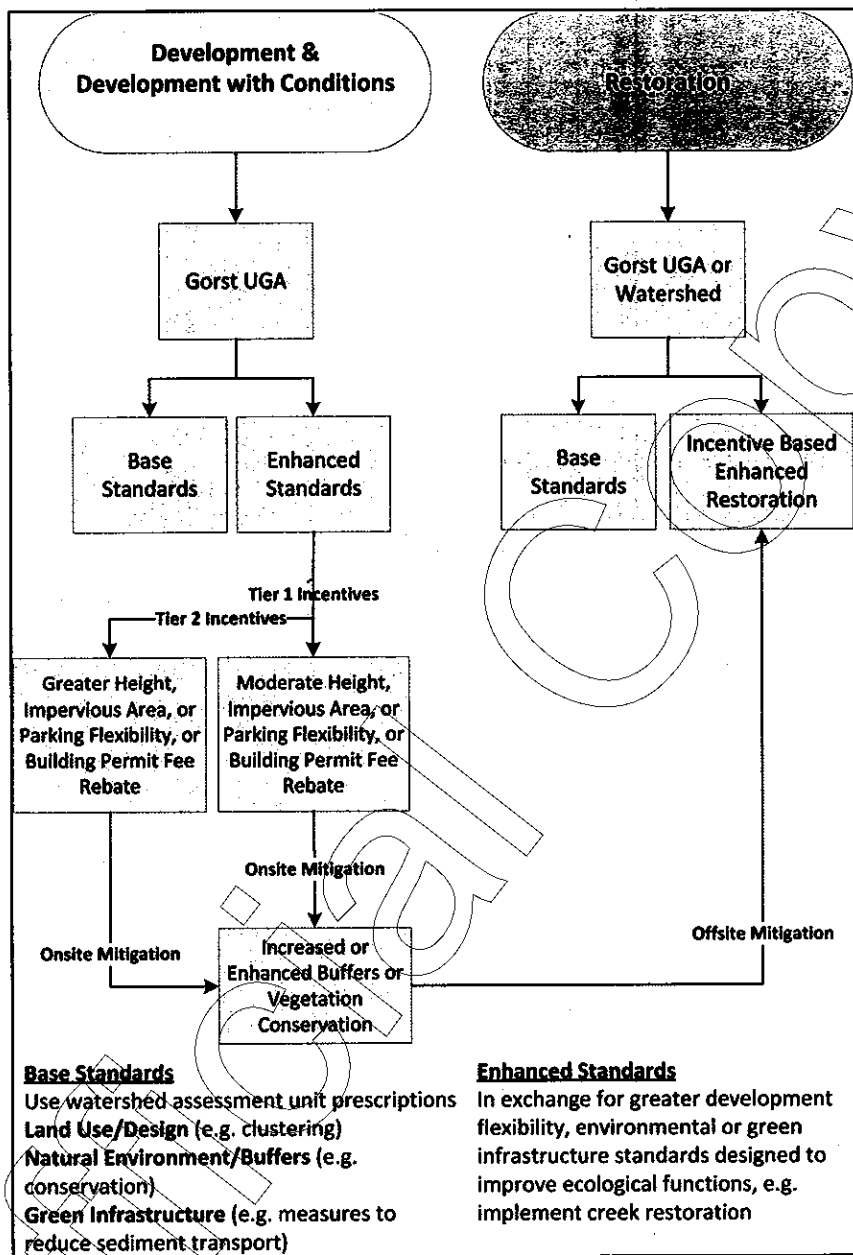
- Amount of Development: for example, increased building heights, increased densities.
- Development Standards: for example, reduced parking, increased impervious surfaces.
- Permit Processing: for example, building permit fee rebates (implemented in SKIA by City of Bremerton), reduced fee for lot line adjustments to consolidate properties.

The desired public benefits or amenities could include enticing higher quality development that provides net benefits for the built and natural environment. In Gorst this could include stormwater, habitat, or access improvements above and beyond base standards.

Figure 7-1 on the following page shows how an incentive system could work in Gorst using the Watershed Characterization results. In areas of “Development” classified on Figure 2-2 earlier, an applicant for a development project could just comply with base “best management practice” standards. Alternatively a development could not only comply with base standards but also voluntarily provide enhanced standards or amenities and in exchange earn greater development capacity. For example, base standards could allow two story commercial development, provided that a basic set of zoning, urban design, critical area protection, and infrastructure levels of service are met. However, if an applicant wanted to build a four-story development, an enhanced set of land use, habitat and green infrastructure standards could be applied, such as a wider/enhanced buffer from shorelines or critical areas or an allowance for offsite mitigation and additional restoration in other portions of the watershed.

Based on the preferred alternative, Chapters 8 and 9 provides a system of base “best management practice” standards and a suite of incentives offering reduced development standards or greater development capacity in exchange for public benefits or amenities that will help achieve a more sustainable and economically viable development pattern.

Figure 7-1. Flow Chart – Permit Process and Incentives



8. GORST ZONING & DEVELOPMENT REGULATIONS – BREMERTON

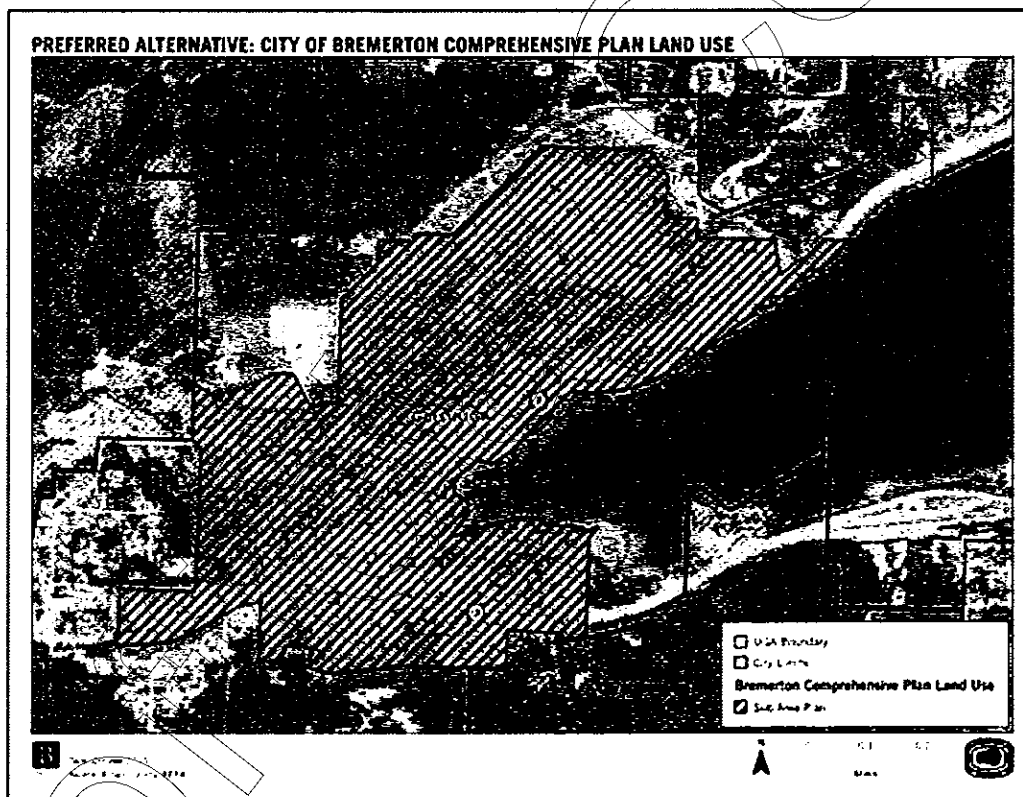
Introduction

This chapter describes the City's Comprehensive Plan Land Use Map designation supporting the subarea plan goals and policies, and the application of implementing zoning and development regulations.

Comprehensive Plan

The City's Comprehensive Plan Land Use Map identifies locations where the City has adopted a Subarea Plan with a designation called "Sub Area Plan" as showing in Figure 8-1. Comprehensive Plan Land Use Map Designation.

Figure 8-1. Comprehensive Plan Land Use Map Designation



Other Amendments

The Gorst Subarea Plan will become an element of the Bremerton Comprehensive Plan. The Gorst Creek Watershed Characterization & Framework Plan is anticipated to be referenced in the Comprehensive Plan as a supporting functional plan.

Zoning and Development Regulations

This Section presents zoning and development regulations for the Gorst UGA effective upon annexation to the City of Bremerton.

A. Purpose and Applicability

1. Purpose:

This chapter implements the Gorst Subarea Plan goals identified in Chapter 2, and summarized below:

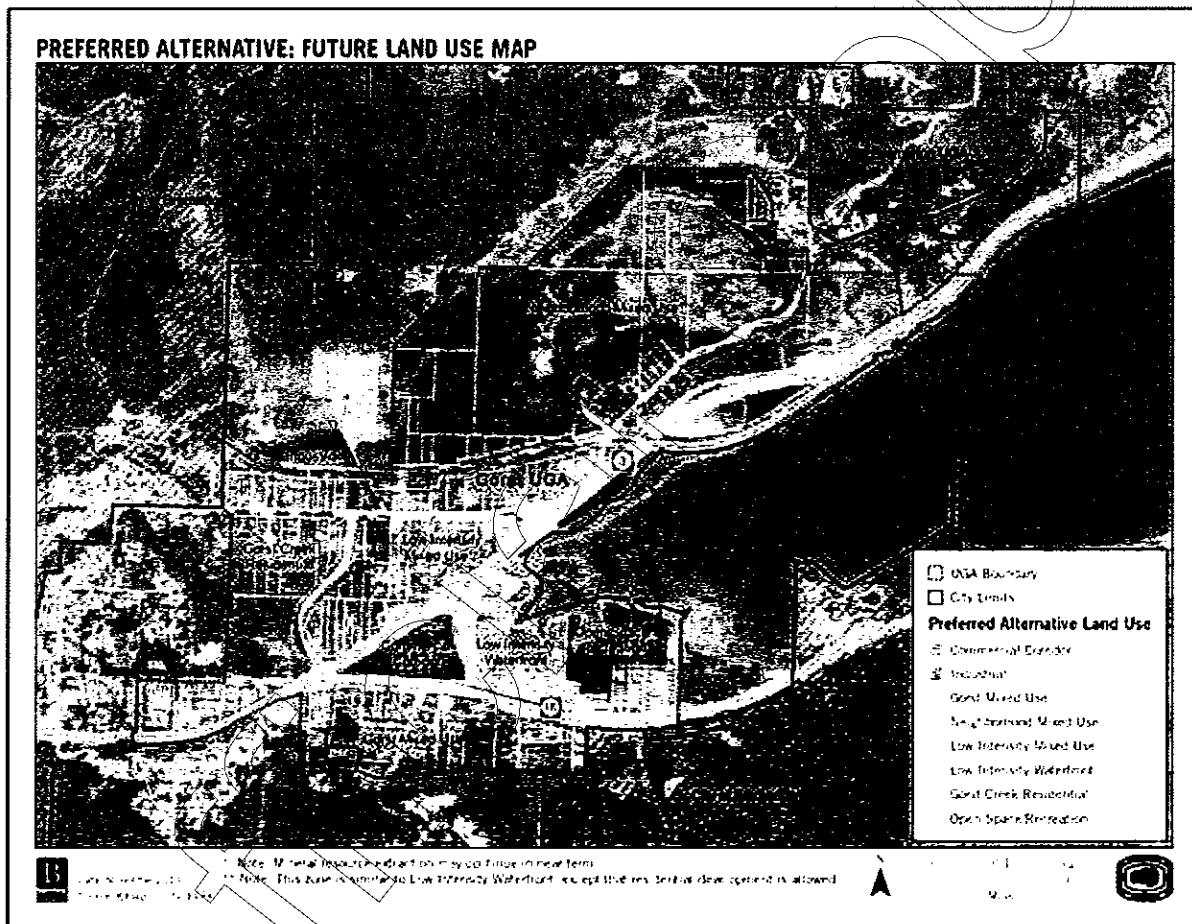
- i. Create opportunities for well-designed, sustainable commercial and residential growth and development.
- ii. Protect and restore fish and wildlife habitat along Gorst Creek and Sinclair Inlet.
- iii. Continue to improve water quality and reduce flooding in the Gorst UGA.

2. Applicability, Procedures, and Administration

- i. **APPLICABILITY:** This chapter applies to all lands in the Gorst Subarea as mapped in Chapter 5. In the City of Bremerton, this Chapter 8, Development Regulations, and the associated Design Guidelines in Chapter 10, become effective upon annexation.
- ii. **AUTHORITY:** Bremerton's Director of Community Development (Director) and his/her designee shall have the authority to implement this chapter.
- iii. **ADMINISTRATION:** See BMC Chapter 20.40, Administration.
- iv. **PROCEDURES:** The procedures and criteria of BMC 20.02 Project Permits, 20.04 State Environmental Policy Act, 20.12 Land Division and 20.58 Land Use Permits shall apply.
- v. **INTERPRETATIONS:** See BMC 20.40.080, Interpretations.
- vi. **MAP:** The zones applicable to Gorst are identified in Figure 8-2, and shall guide the application of zoning district regulations.
- vii. **DEFINITIONS:** Except for Definitions listed in this subsection, definitions shall include those in BMC Chapter 20.42, Definitions. If definitions are not located in BMC Chapter 20.42, the Director shall consult the Bremerton Municipal Code (BMC), a dictionary of common usage, or professional literature appropriate to the topic.
 - a. **Definition and Measurement of Density:** In all zones where a maximum or base density is identified, maximum or base density is calculated on gross acreage of the site. In all zones where a minimum density is required, minimum density is calculated on net developable acreage. If a calculation results in a partial dwelling unit, the partial dwelling unit shall be rounded to the nearest whole number. Less than 0.5 shall be rounded down. Greater than or equal to 0.5 shall be rounded up.
 - b. **Caretaker's Dwelling:** A caretaker's dwelling means a single-family residence accessory to a commercial or industrial use intended for the purposes of providing supervision, maintenance or security of the property.
 - c. **Water-Oriented:** The definition of water oriented is any combination of water dependent, water related, and/or water enjoyment uses consistent with the City's adopted Shoreline Master Program.

- viii. **NONCONFORMING STRUCTURES, USES, AND LOTS:** Structures and uses legally established as of the effective date of this document are grandfathered and are allowed to continue subject to BMC Chapter 20.54. Nonconforming Provisions. The rules of BMC Chapter 20.54 shall apply to nonconforming lots.
- ix. **AMENDMENT:** The Gorst Subarea Plan land use map (Figure 8-1) and policies (Chapter 4) may be amended consistent with BMC 20.10 Comprehensive Plan Amendments. Zoning map (Figure 8-2) amendments shall be subject to either BMC 20.58.040 Site-Specific Rezone or BMC 20.58.050 Area-Wide Rezones. Code amendments shall be subject to Chapter 20.18 BMC, Text Amendments.

Figure 8-2. Gorst Zoning Map



B. Land Use Zones

1. *Low Intensity Waterfront*

Intent: The Low Intensity Waterfront (LIW) district allows commercial uses to serve the traveling public in a development pattern that reduces impervious surfaces, promotes shoreline reclamation and open space, promotes landscape and streetscape improvements, promotes pedestrian safety and comfort, and improves vehicular access. Commercial uses would occur on smaller impervious footprints interspersed by trails, parks, and reclaimed shoreline habitat. New residential uses are restricted.

i. PERMITTED USES

- a. **Permitted Uses:** Permitted uses in the Low Intensity Waterfront district shall be consistent with BMC 20.62.020, with the following additions:
- (i) Automobile sales, having access to a state route;
 - (ii) Caretaker's residence;
 - (iii) Parks, playgrounds, and open spaces;
 - (iv) Public utility facilities;
 - (v) Schools and associated uses and outdoor athletic fields less than twenty thousand (20,000) square feet gross floor area;
 - (vi) Transportation facilities; and
 - (vii) Worship, religious and community facilities of twenty thousand (20,000) square feet gross floor area or less.
- b. **Prohibited Uses:** The following uses are prohibited in the Low Intensity Waterfront Zone.
- (i) Gas Stations; and
 - (ii) Residential uses not listed in i.a above.
- c. **Accessory Uses:** Accessory uses may be permitted when found in connection with a principal use or other necessary and customary uses determined by the Director to be appropriate, incidental, and subordinate.
- d. **Conditional Uses:** The following uses may be permitted, provided a Type II conditional use permit is approved pursuant to BMC 20.58.020:
- (i) Hardware and materials supply stores including garden supply subject to conditions of BMC 20.62.040(a).
 - (ii) Schools and associated uses and outdoor athletic fields greater than twenty thousand (20,000) square feet gross floor area, subject to the following conditions:
 - (a) Front, side and rear yard setbacks of structures and outdoor storage areas shall be at least thirty (30) feet;
 - (b) Setbacks may be reduced for those portions of a structure fronting interior streets;
 - (c) The maximum height for any new construction may be increased to match the architecture of existing buildings; provided, that it is set back an additional foot from any property line for each additional foot of allowed height, and in no case shall the new construction exceed forty-five (45) feet;
 - (d) Landscaping is provided meeting the minimum requirements for nonresidential uses prescribed in Chapter 20.50 BMC. Additional landscaping for screening purposes may be required if it is found necessary to mitigate any impacts to adjoining residential properties;
 - (e) Additional measures may be required if deemed necessary to mitigate any noise impacts to adjacent residential uses; and
 - (f) The maximum height of a fence or wall within a front yard setback may be increased to six (6) feet, provided it enhances safety and security around an outdoor play area.
 - (iii) Worship, religious and community facilities greater than twenty thousand (20,000) square feet, provided:
 - (a) The site is located on a collector or higher street; and
 - (b) The site area shall be one (1) acre or more.

- ii. **DIMENSIONAL AND DEVELOPMENT STANDARDS:** Dimensional and development standards shall be consistent with Section C.

2. Low Intensity Mixed Use

Intent: The Low Intensity Mixed Use (LIMU) district promotes mixed uses – retail, hotel, office, services, residential – in horizontal or small scale vertical patterns-- and regional commercial uses designed to maximize shoreline views and allow streamside public access where appropriate. A less intensive pattern is found on Gorst Creek and West Belfair Road. A new development pattern reduces impervious surfaces, promotes creek restoration, promotes landscape and streetscape improvements, promotes pedestrian safety and comfort, and improves vehicular access.

i. PERMITTED USES

- a. **Permitted Uses:** Permitted uses in the Low Intensity Mixed Use district shall be consistent with BMC 20.92.020, with the following additions:
- (i) Automobile sales, having access to a state route;
 - (ii) Automobile service, repair excluding outdoor display areas;
 - (iii) Entertainment use;
 - (iv) Museum and gallery;
 - (v) Education and schools and outdoor athletic fields less than twenty thousand (20,000) square feet gross floor area;
 - (vi) Park and ride facility;
 - (vii) Public utility facilities; and
 - (viii) Transportation facilities.
- b. **Prohibited Uses:** The following uses are prohibited in the Low Intensity Mixed Use Zone.
- (i) Gas Stations.
- c. **Accessory Uses:** Accessory uses may be permitted when found in connection with a principal use or other necessary and customary uses determined by the Director to be appropriate, incidental, and subordinate.
- d. **Conditional Uses:** The following uses may be permitted, provided a conditional use permit is approved pursuant to BMC 20.58.020:
- (i) Education and schools and associated uses, and outdoor athletic fields greater than twenty thousand (20,000) square feet gross floor area subject to the following:
 - (a) Front, side and rear yard setbacks of structures and outdoor storage areas shall be at least thirty (30) feet;
 - (b) Setbacks may be reduced for those portions of a structure fronting interior streets;
 - (c) The maximum height for any new construction may be increased to match the architecture of existing buildings; provided, that it is set back an additional foot from any property line for each additional foot of allowed height, and in no case shall the new construction exceed forty-five (45) feet;
 - (d) Landscaping is provided meeting the minimum requirements for nonresidential uses prescribed in Chapter 20.50 BMC. Additional landscaping for screening purposes may be required if it is found necessary to mitigate any impacts to adjoining residential properties;
 - (e) Additional measures may be required if deemed necessary to mitigate any noise impacts to adjacent residential uses; and
 - (f) The maximum height of a fence or wall within a front yard setback may be increased to six (6) feet, provided it enhances safety and security around an outdoor play area.
 - (ii) Worship, religious and community facilities greater than twenty thousand (20,000) square feet, provided:

- (a) The site is located on a collector or higher street;
 - (b) The site area shall be one (1) acre or more; and
 - (c) Landscaping is provided meeting the minimum requirements for nonresidential uses prescribed in Chapter 20.50 BMC. Additional landscaping for screening purposes may be required if it is found necessary to mitigate any impacts to adjoining residential properties.
- ii. **DIMENSIONAL AND DEVELOPMENT STANDARDS:** Dimensional and development standards shall be consistent with Section C.

3. *Gorst Mixed Use*

Intent: The Gorst Mixed Use (GMU) district promotes mixed uses – retail, hotel, office, services, residential – in horizontal or small scale vertical patterns-- and regional commercial uses designed to maximize shoreline views and allow streamside public access where appropriate. A more intensive development pattern is found in Central Gorst and a less intensive pattern is found on West Belfair Road, Sam Christopherson Road West, and West Frontage Road/ West Frone Drive.

i. PERMITTED USES

- a. **Permitted Uses:** Permitted uses in the Gorst Mixed Use district shall be consistent with BMC 20.92.020, with the following additions:
 - (i) Automobile sales, having access to a state route;
 - (ii) Automobile service, repair excluding outdoor display areas;
 - (iii) Education and schools and associated uses and outdoor athletic fields less than twenty thousand (20,000) square feet gross floor area;
 - (iv) Entertainment use;
 - (v) Gas stations, permitted when property takes frontage from SR 3 or SR 16;
 - (vi) Museum and gallery;
 - (vii) Park and ride facility;
 - (viii) Public utility facilities; and
 - (ix) Transportation facilities.
- b. **Accessory Uses:** Accessory uses may be permitted when found in connection with a principal use or other necessary and customary uses determined by the Director to be appropriate, incidental, and subordinate.
- c. **Conditional Uses:** The following uses may be permitted, provided a conditional use permit is approved pursuant to BMC 20.58.020:
 - (i) Schools and associated uses, and Outdoor athletic fields greater than twenty thousand (20,000) square feet gross floor area subject to the following:
 - (a) Front, side and rear yard setbacks of structures and outdoor storage areas shall be at least thirty (30) feet;
 - (b) Setbacks may be reduced for those portions of a structure fronting interior streets;
 - (c) The maximum height for any new construction may be increased to match the architecture of existing buildings; provided, that it is set back an additional foot from any property line for each additional foot of allowed height, and in no case shall the new construction exceed forty-five (45) feet;
 - (d) Landscaping is provided meeting the minimum requirements for nonresidential uses prescribed in Chapter 20.50 BMC. Additional landscaping for screening purposes may be required if it is found necessary to mitigate any impacts to adjoining residential properties;
 - (e) Additional measures may be required if deemed necessary to mitigate any noise impacts to adjacent residential uses; and

- (f) The maximum height of a fence or wall within a front yard setback may be increased to six (6) feet, provided it enhances safety and security around an outdoor play area.
- (ii) Worship, religious and community facilities greater than twenty thousand (20,000) square feet, provided:
 - (a) The site is located on a collector or higher street;
 - (b) The site area shall be one (1) acre or more; and
 - (c) Landscaping is provided meeting the minimum requirements for nonresidential uses prescribed in Chapter 20.50 BMC. Additional landscaping for screening purposes may be required if it is found necessary to mitigate any impacts to adjoining residential properties.
- ii. **DIMENSIONAL AND DEVELOPMENT STANDARDS:** Dimensional and development standards shall be consistent with Section C.

4. Neighborhood Mixed Use

Intent: The Neighborhood Mixed Use (NMU) district promotes low and medium density housing including detached single family, attached single family, cottages, townhomes, small scale flats, and accessory dwelling units. Developments are accomplished in an environmentally sustainable pattern, such as clustering, low impact development techniques, energy conservation, and similar methods. Small scale commercial uses that serve local residences are allowed. Public and private open spaces are also promoted.

i. PERMITTED USES

- a. **Permitted Uses:** Permitted uses in the Neighborhood Mixed Use district shall be consistent with BMC 20.66.020 with the following additions, provided that non-residential uses shall not exceed five thousand (5,000) gross square feet in size:
 - (i) Residential uses of the following types:
 - (a) Group residential facility – Class I;
 - (b) Foster home;
 - (c) Multi-unit dwelling unit;
 - (d) Senior housing complex;
 - (e) Single-unit dwelling unit, (zero (0)) lot lines;
 - (f) Single-unit dwelling unit, detached;
 - (g) Townhouses;
 - (ii) Day care facility of twelve (12) or fewer persons receiving care
 - (iii) Day care facilities (thirteen (13) or more persons receiving care) subject to criteria in BMC 20.60.040, Conditional Uses
 - (iv) Education and schools of twelve (12) or fewer students;
 - (v) Live-Work commercial and residential;
 - (vi) Parks, playgrounds, and open space; and
 - (vii) Physical fitness and health club.
- b. **Prohibited Uses:** The following uses are prohibited:
 - (i) Entertainment uses;
 - (ii) Transportation facilities.
- c. **Accessory Uses:** Accessory uses may be permitted when found in connection with a principal use or other necessary and customary uses determined by the Director to be appropriate, incidental, and subordinate.
- d. **Conditional Uses:** Non-residential uses allowed in i.a may be greater than 5,000 square feet in gross floor area, provided a conditional use permit is approved pursuant to BMC

20.58.020, and subject to the following standards, demonstrated to the satisfaction of the Director:

- (i) Apparent building height and bulk is reduced from public views at rights of way and public spaces, consistent with articulation standards required in Chapter 10;
 - (ii) Increased front, side, or rear setbacks are incorporated beyond that required in Section C to reduce apparent building height and bulk and improve compatibility with adjacent public spaces and residential properties;
 - (iii) Landscaping treatments are incorporated consistent with the standards of Section C and Chapter 10 to reduce the visibility of blank walls and any additional parking required as a result of the larger non-residential building space; and
 - (iv) The primary use of the property continues to be residential, or the non-residential use is otherwise consistent with an approved conceptual master plan for the site as a whole that meets the intent of the zone.
- ii. **DIMENSIONAL AND DEVELOPMENT STANDARDS:** Dimensional and development standards shall be consistent with Section C.

5. Commercial Corridor

Intent: The intent of the commercial corridor (CC) district is to provide locations for high intensity commercial uses serving the entire community while preserving maritime views, forested areas, and buffering impacts to adjacent residential areas. The corridor accommodates access to businesses by automobile while also creating a pedestrian-friendly, transit-supporting corridor.

- i. **USE STANDARDS:** Uses shall be consistent with the provisions of BMC 20.62.
- ii. **DIMENSIONAL AND DEVELOPMENT STANDARDS:** Standards for height, setbacks, yards, density, and development site coverage shall be consistent with Section C and with the provisions of BMC 20.62.

6. Industrial

Intent: The intent of the industrial (I) zone is to accommodate light and heavy industrial uses in locations where there is limited interaction with residential uses. Uses include large-scale and/or heavy industries in a manner that reduces impact to the community while meeting industry's needs for easy access, large sites, and locations that do not cause conflicts with residential and other less intense use areas.

- i. **USE STANDARDS:** Uses shall be consistent with the provisions of BMC 20.94.
- ii. **DIMENSIONAL AND DEVELOPMENT STANDARDS:** Standards for height, setbacks, yards, density, and development site coverage shall be consistent with Section C and with the provisions of BMC 20.94.

7. Gorst Creek Residential

Intent: Gorst Creek Residential (GCR) district applies to low density residential and large lot residential areas along Gorst Creek, where low impact development and riparian and wetland zone protection are priorities. Clustered development patterns and incentives for stream restoration are promoted.

i. PERMITTED USES

- a. **Permitted Uses:** Permitted uses in the Gorst Creek Residential district shall be consistent with BMC 20.60.020.
- b. **Prohibited Uses:** The following uses are prohibited:
 - (i) Cemetery.

- c. **Accessory Uses:** Accessory uses may be permitted when found in connection with a principal use or other necessary and customary uses determined by the Director to be appropriate, incidental, and subordinate.
 - d. **Conditional Uses:** Conditional uses listed in BMC 20.60.040 may be permitted, provided a conditional use permit is approved pursuant to BMC 20.58.020 and any conditions in BMC 20.60.040 are met.
- ii. **DIMENSIONAL AND DEVELOPMENT STANDARDS:** Dimensional and development standards shall be consistent with Section C.

8. Open Space/Recreation

Intent: The Open Space/Recreation (OSR) designation allows for active and passive parks, recreation, and open space facilities. Secondary uses include accessory commercial such as concessions, recreation equipment rental, and other small-scale facilities that support and enhance public access and recreation.

- i. **PERMITTED USES**
 - a. **Permitted Uses:** Permitted uses in the Open Space/Recreation district shall consist of the following:
 - (i) Community, cultural, educational facilities;
 - (ii) Docks, piers and other in-water structures;
 - (iii) Parks, playgrounds, and open spaces;
 - (iv) Recreational facilities, general, outside shoreline jurisdiction;
 - (v) Recreational facilities, general, water-oriented; and
 - (vi) Trails, public pedestrian and bicycle.
 - b. Accessory uses may be permitted when found in connection with a principal use or other necessary and customary uses determined by the Director to be appropriate, incidental, and subordinate.
 - c. **Conditional Uses:** The following uses may be permitted, provided a conditional use permit is approved pursuant to BMC 20.58.020:
 - (i) Boat launches, soft shore only; and
 - (ii) Recreational facilities, general, in shoreline jurisdiction.
- ii. **DIMENSIONAL AND DEVELOPMENT STANDARDS:** Dimensional and development standards shall be consistent with Section C.

C. Dimensional and Development Standards

1. Dimensional and Development Standards:

- i. Standards for height, setbacks, yards, density, and development site coverage shall be consistent with Table 8-1 for the following zones:
 - a. Low Intensity Waterfront
 - b. Low Intensity Mixed Use
 - c. Gorst Mixed Use
 - d. Neighborhood Mixed Use
 - e. Gorst Creek Residential
 - f. Open Space/ Recreation
- ii. Commercial Corridor and Industrial zones shall meet the standards of Chapter 20.62 BMC and Chapter 20.94 BMC, respectively.

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Table 8-1. Density and Dimensional Standards

	Low Intensity Waterfront	Low Intensity Mixed Use	Gorst Mixed Use	Neighborhood Mixed Use	Gorst Creek Residential	Open Space/ Recreation
Minimum Density (units per net acre)	-	10	10	8	1	-
Base Density (units per gross acre)	-	20	20	15	5	-
Max Density (units per gross acre)(1)	-	30	30	24	10	-
Lot Area (Single Family Only)	-	-	-	Min: 2,400 Max: 8,712	Min: 5,800 Max: None	-
Max Height (ft)	Base: 25 Max: 45 (2)	Base: 25 Max: 45 (2)	Base: 25 Max: 45/65(5)	Base: 35 Max: 45 (2)	35	35
Max Development Coverage (pct. of lot area)	Standard: 35% Max: 50% (2)	Standard: 35% Max: 50% (2)	Standard: 60% Max: 85% (2)	Standard: 55% Max: 65% (2)	Standard: 45% Max: 55% (2)	25%
Max Building Coverage (pct. of lot area)	35%	35%	60%	50%	40%	25%
Street Setback (ft)	Minimum: Zero Max: 10 (3)	Minimum: Zero Max: 10 (3)	Minimum: Zero Max: 10 (3)	Minimum: 0/15(6) Max: 10 (3)(7)	Minimum: 15(6)	Minimum: Zero
Minimum Side Yard Setback (ft)	5	Zero (4)	Zero (4)	Zero (8)	5	10
Minimum Rear Yard Setback (ft)	15	15	15	15	15	Zero

1. Maximum density is subject to the incentives in Section 8.E.
2. Maximum standard is subject to the incentives in Section 8.E.
3. The setback may be increased if the Director finds that such increase is the minimum necessary to facilitate a superior site design. In order to obtain approval for an increased setback, the applicant shall submit a written analysis establishing how the project facilitates superior site design, is the minimum necessary, is consistent with specific goals and policies within the Comprehensive Plan and is compliant with all applicable sections of the BMC. The following list identifies examples of circumstances where increased setbacks may be found to be appropriate:
 - a. When the site includes more than one street frontage;
 - b. To accommodate existing topography, utilities, or other physical site constraints that make compliance with the setback infeasible;
 - c. To accommodate phasing of infill development;
 - d. On sites that are significantly developed with existing legally established nonconforming uses or structures whereby strict code compliance will not facilitate effective circulation; and;

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- e. For projects that in the opinion of the Director provide enhanced public amenities within the setback area which includes, but is not limited to the following: public plazas, increased landscaping, architectural features, improved pedestrian connections.
 - f. When fronting on an arterial or state route.
4. Except when commercial or mixed use development abuts Gorst Creek Residential Zone, when it shall be a minimum of 10 feet.
 5. Maximum height may be increased to 45 feet through the use of incentives in Section 8.E, except when fronting SR 3 or SR 16, when it may be increased to 65 feet.
 6. For mixed-use or commercial development, the minimum setback shall be zero (0) feet. Otherwise, the setback shall be 15 feet.
 7. Applies only to commercial portion of a mixed-use development.
 8. Except for zero lot line or townhouse development on fee simple lots, when the minimum setback shall be five (5) feet.

2. Parking Requirements

- i. Subsection a shall apply to all uses, and subsections b and c shall apply to mixed use, commercial, institutional, and industrial uses:
 - a. Development applications shall meet the circulation and parking standards of Chapter 10 and BMC Chapter 20.48, Off-Street Parking Requirements.
 - b. On-site parking shall be to the rear or to the side of buildings on the site and shall not occupy more than fifty (50) percent of the site frontage facing the arterial street frontage(s). The site frontage includes all of the area between the right-of-way and front building wall; this applies to the entire length of the property, regardless of building width. Corner lots have two site frontages as they are positioned on two street frontages.
 - c. All efforts shall be taken to avoid placing parking on street corners. Parking located between the building frontage and street corners shall be fully screened. Screening shall consist of the following:
 - (i) A four (4) foot tall decorative wall within the front yard landscaping area that fully screens the parking areas. The wall shall be located such that it blocks views of the parking from the right-of-way. For long spans of frontage (100' or more), the wall shall include modular articulation to add architectural variety.
 - (ii) Shrubs or other alternative materials may be substituted for the wall, provided it is demonstrated that the shrubs/alternative will provide equal to or better visual screening than the wall. Shrubs shall be a minimum of three feet (3') tall at time of installation and shall be additional to the landscaping required in BMC 20.52.
 - (iii) Openings may be required within a wall section in order to provide a sidewalk from the right-of-way to the building entry. The entry shall be the minimum necessary to accommodate a sidewalk that is a minimum of 5' in width, clearly marked, and distinguished from driving surfaces by using decorative paving, stamped/stained concrete, or raised walkways with alternative materials (such as brick, cobblestone, decorative pavers). Paint striping does not meet this requirement.
 - (iv) Access to parking may be from adjacent non-principal arterial streets, or from driveways off of the principal arterial.
 - (v) Driveways providing access to parking area shall be well-defined, highly visible entryways.

3. Environmental Standards

Development applications shall comply with Section 8.D.

4. Design Guidelines

Development applications shall be subject to design guidelines in Chapter 10 of this Subarea Plan.

5. Landscaping Standards

Development applications shall comply with Chapter 10 of this Subarea Plan and BMC Chapter 20.50, Landscaping.

6. Sign Standards

Development applications shall comply with BMC Chapter 20.52, Sign Standards.

7. Incentives

See Section 8.E.

8. General Standards

- i. Development applications shall comply with general development standards in BMC Chapter 20.44, and Special Development Standards in BMC Chapter 20.46, Special Development Standards.
- ii. All development proposals shall comply with applicable requirements for connection to sanitary sewer consistent with Chapter 15.03 BMC, Wastewater.

D. Environmental Standards**1. General Standards**

- i. **CRITICAL AREAS:** Upon annexation, the critical areas regulations in BMC 20.14, Critical Areas, shall apply.
- ii. **SHORELINE MANAGEMENT:** Upon annexation, the Bremerton Shoreline Master Program policies and regulations shall apply.
- iii. **CLEARING AND GRADING:**
 - a. The standards of Bremerton Shoreline Master Program Section 20.16.920 (or as codified following Ecology approval), Clearing and Grading, shall apply in the entire Gorst UGA.
 - b. Non-hazardous vegetation clearing outside of critical area buffers, shoreline buffers, or management zone standards of Section 8.D shall be limited to the minimum necessary to accommodate a development that is consistent with all other provisions of Gorst Subarea Plan Chapters 8 and 10. Design and location of the structure or development shall minimize native vegetation removal. Development or uses that require vegetation clearing shall be designed to avoid the following in the order indicated below, with 1 being the most desirable vegetation to retain: 1) native coniferous trees; 2) native deciduous trees; 3) other native vegetation; 4) non-native trees; and 5) other non-native vegetation.
 - c. The Director may allow danger tree removal consistent with the Critical Areas regulations in BMC 20.14; such removal shall be subject to compensation through equivalent tree replacement.

2. Gorst Creek Overlay

- i. **APPLICABILITY:** This section applies to lands within 100 feet of the Gorst Creek ordinary high water mark (OHWM) in the Gorst Subarea as mapped in Chapter 2. These standards shall be met in addition to applicable Bremerton Shoreline Master Program regulations. In cases of conflict, the standards that are most protective of ecological functions shall control as determined by the Director.
- ii. **MANAGEMENT ZONES:** The following habitat, impervious surface, and structure allowances shall be met for new development or redevelopment per Table 8-2.

Table 8-2. Gorst Creek Management Zones

Management Zone	Habitat Standards	Impervious Allowances	Structure Allowances
A: 0-50 feet upland of OHWM or bulkhead	<p>A-1: Retain significant native trees, shrubs, and ground cover consistent with Bremerton Shoreline Master Program, BMC 20.14 Critical Areas and BMC Chapter 20.50 Landscaping.</p> <p>A-2: Enhance degraded areas of Management Zone A, as follows: Enhance at a 2:1 ratio the equivalent of the cleared area with native vegetation.¹</p>	<p>Perpendicular trails constructed of permeable materials and no greater in travel way width than five feet subject to Type A-1 and A-2 Standards. Spaced no more frequently than every 660 feet.</p>	<p>No new structures with permanent foundations are allowed.</p>
B: 50-85 feet upland of OHWM or bulkhead	<p>B-1: Retain significant native trees, shrubs, and ground cover consistent with Bremerton Shoreline Master Program, BMC 20.14 Critical Areas and BMC Chapter 20.50 Landscaping.</p> <p>B-2: In exchange for impervious surface allowances, enhance degraded areas of Management Zone A, as follows: Enhance at a 2:1 ratio the equivalent of the cleared area with native vegetation or remove man-made structures in stream.¹</p> <p>B-3: If existing impervious area of an equivalent or greater area is removed from Management Zone A, enhance degraded areas of Management Zone A, as follows: Enhance at a 1:1 ratio the equivalent of the cleared area with native vegetation, or remove man-made structures in stream at a minimum of 25% of property's lineal feet of shoreline frontage based on an approved habitat management plan.¹</p>	<p>Installation of pervious or semi-pervious surfaces such as non-solid surface decks or green infrastructure in place of existing lawn or other non-native vegetation. The area of such surfaces shall not be greater than 25% of Management Zone and subject to Type B-2 or B-3 habitat standards.</p> <p>Trails, parallel or perpendicular, constructed of permeable materials and no greater in travel way width than five feet subject to Habitat Standard B-2. Parallel trails shall be placed in the outer 25% of Management Zone B.</p>	<p>No new structures with permanent foundations are allowed, except for items in "impervious allowances" column.</p>

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Management Zone	Habitat Standards	Impervious Allowances	Structure Allowances
<p>C: 85-100 feet upland of OHWM or bulkhead</p>	<p>C-1: Same as B-1. C-2: Same as B-2.¹ C-3: Same as B-3.¹ If existing impervious area of an equivalent or greater area is removed from Management Zone A, enhance degraded areas of Management Zone A, as follows: Enhance at a 1:1 ratio the equivalent of the cleared area with native vegetation, or remove man-made structures in stream at a minimum of 50% of property's lineal feet of shoreline frontage based on an approved habitat management plan.¹</p>	<p>Installation of pervious or semi-pervious surfaces such as non-solid surface decks or green infrastructure in place of existing lawn or other non-native vegetation, and when meeting C-2 habitat standards. Or placement of impervious surfaces that comply with all storm water standards and Habitat Standards C-3. The maximum impervious surface allowance by itself shall not exceed 25% of Management Zone C area. In combination, impervious and structural allowances shall not exceed 35% of Management Zone C area.</p> <p>Trails, parallel or perpendicular, constructed of permeable materials and no greater in travel way width than five feet subject to Habitat Standard C-2.</p>	<p>None with Type C-1 vegetation standards. Structures allowed in up to 25% of Management Zone C if meeting Type C-3 habitat standards. Except that the maximum impervious surface allowance and structural allowance shall not exceed 35% in combination.</p>

¹ Vegetation shall be planted in this order of preference: 1) native coniferous trees; 2) native deciduous trees; 3) other native vegetation. Trees and shrubs may be placed in natural groups to allow for view preservation and trails.

3. Sinclair Inlet Overlay Standards

- i. New development or redevelopment in the Low Intensity Waterfront Zone shall remove existing impervious area at a rate of 1.25:1 within 200 feet of the Sinclair Inlet shoreline. If incentives are provided consistent with Section 8.E, this requirement to remove existing impervious area shall not apply.
- ii. If additional impervious area is required for development in the Low Intensity Waterfront designation, removal or infiltration capacity of stormwater shall be required at 125% of projected runoff based on the 100-year storm event.

4. Environmental Standards – Stormwater

- i. Inclusion of Low Impact Development (LID) and Feasibility Determination. All development in Gorst shall incorporate LID to the maximum extent feasible. Please refer to BMC 15.04.020 for further guidance.
 - a. Site Evaluation – Dispersion: A site evaluation shall assess the feasibility for dispersion, including topography, sensitive slopes and required setbacks. Where dispersion is feasible for all or part of the site, this method shall be used. In areas where dispersion is not feasible, infiltration shall be used if feasible.
 - b. Site Evaluation – Infiltration: The evaluation shall assess the feasibility of infiltration, including a soils reconnaissance and Pilot Infiltration Test (PIT) for any outwash soils identified where infiltration may be possible. Where infiltration is feasible for all or part of the site, it shall be implemented.
 - c. Where Full Infiltration is Not Feasible: In areas where full infiltration is not feasible, LID BMPs per Subsection (b) below shall be used for all water quality treatment and partial flow

- control. Projects shall meet water quality treatment needs with LID best management practices (BMP's) if feasible.
- d. **Site Soils:** Site soils in landscaped areas shall be amended pursuant to manuals described in Subsection (b)(1) below.
 - e. **Limit Impervious Surfaces:** Impervious surfaces shall be limited to the greatest extent feasible and shall comply with the provisions of Section 8.C.
- ii. **LID Design**
 - a. Design of LID facilities such as bioretention, pervious pavements, and others shall be in accordance with the design criteria in the BMC 15.04.020. Further guidance can be found in the Puget Sound Partnership's Low Impact Development Technical Manual for Puget Sound ("the LID Manual") and the Stormwater Management Manual for Western Washington ("the Stormwater Manual"), except as provided in this Subsection.
 - b. **Conceptual Bioretention Facility Design.** Preference shall be given to facility designs that fully infiltrate all stormwater on-site. Refer to BMC 15.04.020 for the most current diagrammatic drawings.
 - iii. **LID Implementation Standards**
 - a. Projects shall implement a comprehensive stormwater management plan for the project that manages all rainfall onsite, incorporates soil amendments in landscaped areas, utilizes permeable pavement for all pedestrian areas and uses feasible LID techniques, consistent with Subsection (b) above.
 - b. Projects shall implement a stormwater management plan that uses LID BMPs for all required water quality treatment from Pollution Generating Surfaces (PGS), e.g. bioretention and pervious pavement.
 - c. All existing storm drains or inlets shall be clearly labeled to indicate the drain or inlet leads to a stream or groundwater and that dumping in the drain or inlet is prohibited. No additional storm drains shall be installed that lead to streams or to Sinclair Inlet, nor shall new drain systems that connect directly to existing drains that flow to a stream or Sinclair inlet will be allowed.

E. Incentives

1. Applicability

The incentive measures in this chapter apply to all zones and land uses within the Gorst UGA with the exception of Open Space/Recreation, Commercial Corridor, and Industrial zones. Incentives are intended to encourage sustainable development and provide flexibility through voluntary incentives, consistent with the policy direction contained in Chapter 4. These incentives are to acknowledge the existing built environment and through redevelopment minimize activities that contribute to stormwater issues and/or provide greater protection of the Sinclair Inlet shoreline and Gorst Creek.

2. Relationship with Other Standards

Nothing in this section relieves the applicant from compliance with any other standard set forth in Chapters 8 or 10, or from compliance with any other provision of the Bremerton Municipal Code, unless specifically exempted in this document.

3. Public Benefit and Incentives

Table 8-3 describes the public benefit and the resulting development incentive earned. Using the incentives an applicant can earn density, height, or development coverage above the base standard allowed in the zone. In no case shall the maximum density, height, or development coverage exceed

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the maximum allowed by the zone. More than one public benefit and corresponding incentive may be earned up to 100% of the bonus. Table 8-4 summarizes the minimum, base, and maximum densities, heights, and development coverages for reference. The full text of the applicable zone should be consulted in addition to the table; in cases of conflict the zone-specific language shall control.

Table 8-3. Public Benefit and Incentives

Public Benefit Description	Development Incentive Select one or more bonus item
Project provides a clustered residential project with LID street per Chapter 10.	100% Density Bonus 50% Height Bonus 50% Development Coverage Bonus
Project uses permeable surfacing or detention/infiltration methods to reduce overland flow in excess of the 100-year storm requirement, in 75% of circulation, parking and loading areas, except where potential contamination, a specific industrial activity or other site specific constraints precludes its use. Contamination sources include vehicle fuel stations, storage of industrial chemicals, oils and grease, and other hazardous substances, dust and dirt storage, etc.	25% excess of 100 year storm infiltrated onsite: 50% Density Bonus 50% Height Bonus 50% Development Coverage Bonus 50% excess of 100 year storm infiltrated onsite: 100% Density Bonus 100% Height Bonus 100% Development Coverage Bonus
Project locates bioretention cells in publicly visible areas, includes a planting plan by a licensed landscape architect, provides a plant maintenance warranty for 1 year. Bioretention cells treat a minimum of 10,000 sq. ft. of Pollution Generating Impervious Surfaces (PGIS).	50% Density Bonus 50% Height Bonus 50% Development Coverage Bonus
Net reduction of existing impervious area by 25% and revegetation with native vegetation.	100% Density Bonus 100% Height Bonus
Provide a landscape plan that demonstrates that at least 20% of the significant trees on the buildable area of the site are retained outside of buffers.	50% Density Bonus 50% Height Bonus 50% Development Coverage Bonus
Provide multilayered landscaping including native trees, native shrubs and native groundcover on at least 30% of the site.	50% Density Bonus 50% Height Bonus 50% Development Coverage Bonus
Site plan includes a minimum 35-foot habitat corridor (not otherwise required by critical area or shoreline or management overlay regulations) vegetated with native trees, shrubs and groundcover that connect critical areas or permanently preserved natural areas within or adjacent to and across the project site. Site design shall ensure that lighting from adjacent development does not intrude on corridor. The corridor shall be protected with a native growth protection easement or maintained to exclude non-native invasive species, such as blackberry and Japanese knotweed (See Noxious Weed list for Kitsap County).	100% Density Bonus 50% Height Bonus 50% Development Coverage Bonus
Site design for new development is configured in such a way as to allow future businesses and site occupants shared access to roads within or contiguous to the development site.	100% Density Bonus 100% Height Bonus 100% Development Coverage Bonus

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Public Benefit Description	Development Incentive Select one or more bonus item
<p>Shared access driveway is provided and designed to serve two or more development sites (one may be a future site), a joint tenant building is provided on a site, or the project is located within a multi-tenant commercial center.</p>	<p>50% Density Bonus 50% Height Bonus 50% Development Coverage Bonus</p>
<p>Shared parking is provided that serves two or more tenants. No additional parking outside of the shared lot(s) may be provided. Shared parking lots shall be located within a 1,200 foot radius of the front door of the building. Number of parking stalls is no more than 50% greater than minimum requirement in Section BMC Chapter 20.48.</p>	<p>50% Density Bonus 100% Height Bonus 100% Development Coverage Bonus</p>
<p>Shared or consolidated loading areas are provided in a central service court or other location that is screened from public view.</p>	<p>25% Density Bonus 25% Height Bonus 25% Development Coverage Bonus</p>

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Table 8-4. Summary of Development Standards Eligible for Bonus by Zone

Height, Bulk, and Impervious Surface Standards	Low Intensity Waterfront	Low Intensity Mixed Use	Gorst Mixed Use	Neighborhood Mixed Use	Gorst Creek Residential
Density, Minimum, in units per net acre	-	10	10	8	1
Density, Base, in units per gross acre	-	20	20	15	5
25% of bonus	-	22.5	22.5	17.25	6.25
50% of bonus	-	25	25	19.5	7.5
100% of bonus	-	30	30	24	10
Density, Maximum, in units per gross acre, subject to incentives	-	30	30	24	10
Height, Base, in feet	25	25	25	35	35
25% of bonus	30	30	35	37.5	NA
50% of bonus	35	35	45	40	NA
100% of bonus	45	45	65	45	NA
Height, Maximum, in feet, subject to incentives	45	45	65	45	NA
Development Coverage, Standard Maximum, in percent of lot area	35	35	60	55	45
25% of bonus	38.75	38.75	66.25	57.5	47.5
50% of bonus	42.5	42.5	72.5	60	50
100% of bonus	50	50	85	65	55
Development Coverage, Maximum, in percent of lot area, subject to incentives	50	50	85	65	55

9. GORST ZONING & DEVELOPMENT REGULATIONS – KITSAP COUNTY

Comprehensive Plan and Zoning Regulations

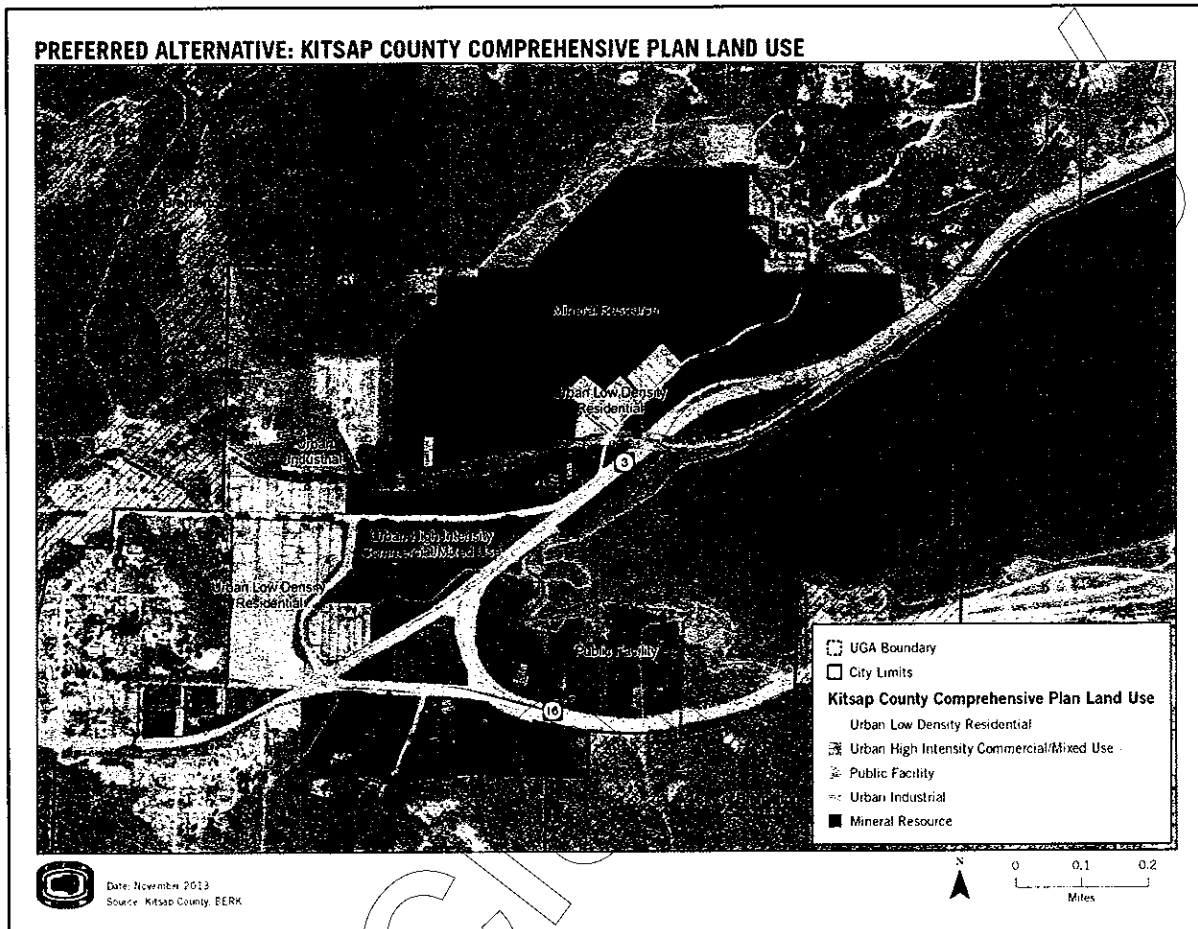
Kitsap County intends to amend its Comprehensive Plan designations and Zoning districts to implement the Preferred Land Use Vision in Chapter 5. Where possible the County intends to apply its equivalent Comprehensive Plan and Zoning categories. See Table 9-1. Also as noted in Chapter 4 and 5, the redesignation and reclassification of the mine property vicinity is dependent on amendment of Countywide Planning Policy population allocations. Amendments associated with the mine and vicinity are anticipated to be considered with the County's Comprehensive Plan Update in 2016.

Table 9-1. County Comprehensive Plan and Zoning Regulations

Conceptual Preferred Alternative Land Use Concept Category	Equivalent Kitsap County Comprehensive Plan Category	Equivalent Kitsap County Zoning Category	Interim Comprehensive Plan Category	Interim Zoning Category
Low Intensity Waterfront	Urban High-Intensity Commercial/Mixed Use	Low Intensity Commercial	Not applicable. See long-term designation.	Not applicable. See long-term designation.
Low Intensity Mixed Use	Urban High-Intensity Commercial/Mixed Use		Not applicable. See long-term designation.	Not applicable. See long-term designation.
Gorst Mixed Use	Urban High-Intensity Commercial/Mixed Use	Mixed Use	Not applicable. See long-term designation.	Not applicable. See long-term designation.
Neighborhood Mixed Use	Urban Low-Density Residential	Urban Cluster Residential	Mine: Mineral Resource Lots adjacent to Mine: Urban Low-Density Residential	Mine: Industrial with Mineral Resource Overlay Lots adjacent to Mine: Urban Low Residential
Commercial Corridor	Urban High-Intensity Commercial/Mixed Use	Highway/Tourist Commercial	Not applicable. See long-term designation.	Not applicable. See long-term designation.
Industrial	Urban Industrial	Industrial	Not applicable. See long-term designation.	Not applicable. See long-term designation.
Gorst Creek Residential	Urban Low-Density Residential	Urban Restricted	Not applicable. See long-term designation.	Not applicable. See long-term designation.
Open Space/ Recreation	Public Facility per map Parks and Public Facility per text	Park (Kitsap County)	Not applicable. See long-term designation.	Not applicable. See long-term designation.

The Comprehensive Plan Land Use Map amendments are depicted in Figure 9-1.

Figure 9-1. Kitsap County Comprehensive Plan Land Use Map – Proposed for Amendment



In addition to amending the Comprehensive Plan Land Use Map, some text amendments would need to be made to integrate the land use and zoning designations for Gorst, and to adopt the Gorst Plans. The proposed Comprehensive Plan text amendments are shown below.

Land Use Element

Amend the text of the land use element as follows:

2.2.4. Urban Growth Areas

The description of the Gorst UGA is amended as follows:

Gorst UGA

The Gorst UGA is located at the western end of Sinclair Inlet at the junction of State Route (SR) 16 with SR 3. The UGA includes approximately 281 gross parcel acres including the railroad. The Gorst UGA is a relatively small highway-oriented commercial and industrial center. It was associated with the City of Bremerton in 2008. Due to significant public health

concerns regarding failing septic systems in the area, the City of Bremerton has invested resources to address this issue.

Jointly the City and County have adopted a Gorst Subarea Plan addressing long term land use and growth in the Gorst UGA. Concurrently, the City and County should pursue a UGAMA for this area, which should include the aspects included in policies LU-26 through LU-30.

2.2.6. Urban Residential Development

The description of the Urban Restricted zone as applied in Gorst is amended as follows:

- **Urban Low-Density Residential.** This designation primarily focuses on single-family dwellings but also may include innovative types such as clustered housing. It also includes regulated environmentally critical areas within the UGAs and other areas identified for low-density urban development. Zones that implement the Urban Low-Density Residential designation include: Urban Restricted Residential, Illahee Greenbelt Zone, Urban Low Residential, Urban Cluster Residential and Senior Living Homestead.
 - **Urban Restricted Residential.** This zone is applied to areas within UGAs that have been identified with a significant amount of critical areas and regulated pursuant to the CAO, or are planned as greenbelts or urban separators, and are therefore appropriate for lower-density development. These areas may include significant salmon spawning streams, wetlands and steep slopes. Non-residential development is limited. (1–5 du/ac generally, but determine allowed densities at the time of application following a review of the site and potential impacts to critical areas; 1 du/ac minimum density, 5 du/acre base density, and 10 du/acre maximum in Gorst determined based on critical areas and Gorst Subarea Plan public benefit and incentives intended to improve habitat and stormwater)
 - **Urban Low Residential.** This zone focuses on single-family residences. Duplexes are allowed on double lots. (5–9 du/ac)
 - **Urban Cluster Residential.** This zone is applied primarily to areas that are characterized by critical area constraints and large contiguous ownership parcels capable of development as a single, unified project. Clustering of appropriate residential densities in areas most suitable for such development, while simultaneously providing a high level of protection for wetlands, streams, critical aquifer recharge areas and wildlife habitat areas, is encouraged. Flexibility related to site planning is also encouraged, as the exact locations of uses should be based on the location of critical areas, transportation corridors, community needs and market conditions. (5–9 du/ac)
 - **Illahee Greenbelt Zone.** This zone is located within the Illahee Community Boundary and contain significantly environmentally constrained lands which include, but not limited to, wetlands, aquifer recharge areas, bald eagle habitat and steep slopes. (1-4 du/ac)

- Senior Living Homestead. This zone is intended to apply to large contiguous parcels capable of development as single, unified projects. This zone shall provide housing for seniors (55 years of age and older) with a focus on the continuum of care. (5-9 du/ac)

2.2.7. Urban Commercial Lands

The description of the Low Intensity Commercial zone as applied in Gorst is amended as follows:

- **Urban High-Intensity Commercial/Mixed Use.** This designation primarily focuses on larger commercial centers, including commercial uses that require large sites and draw customers at the community and regional scale. Examples of commercial uses appropriate to this designation include but are not limited to superstores, department stores, automotive parts and sales, home improvement stores, hotels and motels, and restaurants. Mixed use developments incorporating residential units are also appropriate in this designation. Zones that implement the Urban High-Intensity Commercial/Mixed Use designation include: Highway Tourist Commercial, Regional Commercial, and Mixed Use, and Low Intensity Commercial.
- Highway Tourist Commercial zone. This zone is applied to areas needed for commercial uses to serve the traveling public, including along major traffic corridors in urban areas and at highway interchanges, and for commercial establishments requiring large sites. Residential units are allowed. (10–30 du/ac)
- Regional Commercial zone. This zone is used for commercial centers that provide for the shopping and service needs of the entire region. Generally these centers will contain two or more major department stores along with several shops of the same kind for comparative shopping, and will also attract free-standing commercial services that take advantage of the center's customer traffic. Residential units are allowed. (10–30 du/ac)
- Mixed Use zone. This zone encourages a mix of uses, including commercial and residential. It is used to promote development that would generally be more pedestrian-friendly than other commercial and residential zones. (10–30 du/ac)
- Low Intensity Commercial. This zone promotes mixed uses – retail, hotel, office, services, or attached residential in horizontal or small-scale vertical patterns – and regional commercial uses designed to maximize shoreline views and allow streamside and shoreline public access where appropriate. A new development pattern reduces impervious surfaces, promotes marine waterfront and creek restoration, promotes landscape and streetscape improvements, promotes pedestrian safety and comfort, and improves vehicular access. Mixed use development patterns will be focused west of SR 3, while regional commercial development will be focused in areas east of SR 3 along Sinclair Inlet, both areas having smaller impervious footprints interspersed by trails, parks, and habitat. (0-30 du/ac)

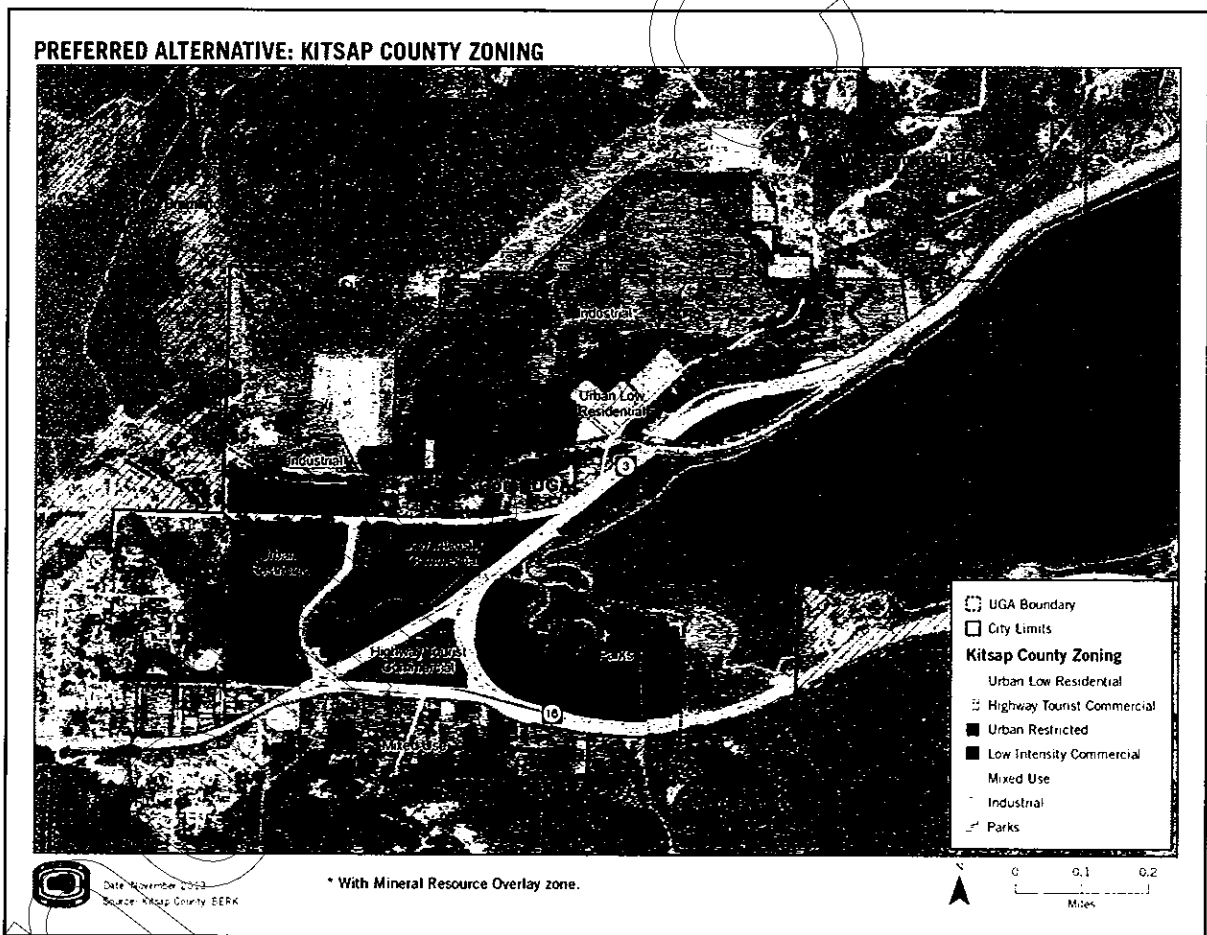
Other Amendments

The Gorst Subarea Plan and Gorst Creek Watershed Framework Plan will become elements of the County Comprehensive Plan, particularly the Goals and Policies in those documents. The remainder of the plans would be incorporated by reference.

Zoning and Development Regulations

This Chapter presents zoning and development regulations for the Gorst UGA effective while it remains part of unincorporated Kitsap County, prior to annexation by the City of Bremerton. Proposed changes to the County's code are shown in redline, and only those chapters of the code proposed for revision are included here. For the complete text of Kitsap County's development code, visit <http://www.codepublishing.com/wa/kitsapcounty/>. Additionally, this chapter generally applies the closest match of County zones to the Preferred Alternative in Chapter 5. The figure below illustrates the County proposed amended zoning in Gorst.

Figure 9-2. Kitsap County Equivalent Zones



Chapter 17.355 COMMERCIAL ZONES

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.

E. Low-Intensity Commercial (LIC). The intent of the Low-Intensity Commercial zoning is to promote mixed uses – retail, hotel, office, services, or attached residential in horizontal or small-scale vertical patterns – and regional commercial uses designed to maximize shoreline views and allow streamside and shoreline public access where appropriate. A new development pattern reduces impervious surfaces, promotes marine waterfront and creek restoration, promotes landscape and streetscape improvements, promotes pedestrian safety and comfort, and improves vehicular access. Mixed use development patterns will be focused west of SR 3, while regional commercial development will be focused in areas east of SR 3 along Sinclair Inlet, both areas having smaller impervious footprints interspersed by trails, parks, and habitat.

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.

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, Commercial and Mixed Use Density and Dimensions Table.

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, Commercial and Mixed Use Density and Dimensions Table.

17.355.050 Signs.

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

17.355.060 Off-street parking and loading.

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

17.355.070 Landscaping.

For landscaping provisions, see Chapter 17.385.

17.355.080 Other provisions.

Additional requirements for development within the LIC zone may be included in Chapter 17.378. For other provisions, see Chapter 17.430.

Chapter 17.378

GORST SUB-AREA

17.378.010 Purpose.

This Chapter implements the Gorst Subarea Plan, and is intended to support Gorst as a community offering homes, jobs, and recreation in an environmentally sustainable setting. Standards are intended to apply to all zones that are included in the Gorst Urban Growth Area.

17.378.020 Uses.

Uses shall be allowed in accordance with Chapter 17.381.

17.378.030 Height regulation.

For commercial and mixed use zones, height requirements shall be in accordance with Chapter 17.382.

17.378.040 Standards and requirements.

A. For commercial and mixed use zones, lot requirements shall be in accordance with Chapter 17.382.

B. New development or redevelopment in the LIC Zone shall remove existing impervious area at a rate of 1.25:1 within 200 feet of the Sinclair Inlet shoreline. If stormwater incentives are provided consistent with Section 17.378.080 this shall not apply. For the purposes of this section, "new development or redevelopment" refers proposals that result in 2,000 square feet, or greater, of new, replaced, or new plus replaced hard surface area, or land disturbing activity of 7,000 square feet or greater.

C. All development within the Gorst UGA must be consistent with the Gorst Subarea Plan Design Guidelines as adopted in the Gorst Subarea Plan.

D. Stormwater

1. Inclusion of Low Impact Development (LID) and Feasibility Determination. All development in Gorst shall be consistent with Kitsap County Title 12 (Stormwater) and incorporate LID to the maximum extent feasible.

- a. Site Evaluation – Dispersion: A site evaluation shall assess the feasibility for dispersion, including topography, sensitive slopes and required setbacks. Where dispersion is feasible for all or part of the site, this method shall be used. In areas where dispersion is not feasible, infiltration shall be used if feasible.
- b. Site Evaluation – Infiltration: The evaluation shall assess the feasibility of infiltration, including a soils reconnaissance and Pilot Infiltration Test (PIT) for any outwash soils identified where infiltration may be possible. Where infiltration is feasible for all or part of the site, it shall be implemented.
- c. Where Full Infiltration is Not Feasible: In areas where full infiltration is not feasible, LID BMPs per Subsection (b) below shall be used for all water quality treatment and partial flow control. Projects shall meet water quality treatment needs with LID best management practices (BMP's) if feasible.
- d. Site Soils: Site soils in landscaped areas shall be amended pursuant to manuals described in Subsection (2)(a) below.

e. Limit Impervious Surfaces: Impervious surfaces shall be limited to the greatest extent feasible and shall comply with the provisions of the Gorst Subarea Plan.

2. LID Design

- a. Design of LID facilities such as bioretention, pervious pavements, and others shall be in accordance with the design criteria in Kitsap County Title 12 (Stormwater). Further guidance can be found in the Puget Sound Partnership's Low Impact Development Technical Manual for Puget Sound ("the LID Manual") and the Stormwater Management Manual for Western Washington ("the Stormwater Manual"), except as provided in this Subsection.
- b. Conceptual Bioretention Facility Design. Preference shall be given to facility designs that fully infiltrate all stormwater on-site. Refer to Kitsap County Title 12 (Stormwater) for the most current diagrammatic drawings.

3. LID Implementation Standards

- a. Projects shall implement a comprehensive stormwater management plan for the project that manages all rainfall onsite, incorporates soil amendments in landscaped areas, utilizes permeable pavement for all pedestrian areas and uses feasible LID techniques, consistent with Subsection 2 above.
- b. Projects shall implement a stormwater management plan that uses LID BMPs for all required water quality treatment from Pollution Generating Surfaces (PGS), e.g. bioretention and pervious pavement.
- c. All existing storm drains or inlets shall be clearly labeled to indicate the drain or inlet leads to a stream or groundwater and that dumping in the drain or inlet is prohibited. No additional storm drains shall be installed that lead to streams or to Sinclair Inlet, nor shall new drain systems that connect directly to existing drains that flow to a stream or Sinclair inlet will be allowed.
- d. If additional impervious area is required for development in the Low Intensity Waterfront designation, removal or infiltration capacity of stormwater shall be required at 125% of projected runoff based on the 100-year storm event.

17.378.050 Signs.

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

17.378.060 Off-street parking and loading.

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

B. Multifamily, Commercial, and Mixed Use Development – Parking Location: On-site parking shall be to the rear or to the side of buildings on the site and shall not occupy more than fifty (50) percent of the site frontage facing the arterial street frontage(s). The site frontage includes all of the area between the right-of-way and front building wall; this applies to the entire length of the property, regardless of building width. Corner lots have two site frontages as they are positioned on two street frontages.

C. Multifamily, Commercial, and Mixed Use Development – Parking Location: All efforts shall be taken to avoid placing parking on street corners. Parking located between the building frontage and street corners shall be fully screened. Screening shall consist of the following:

1. A four (4) foot tall decorative wall within the front yard landscaping area that fully screens the parking areas. The wall shall be located such that it blocks views of the parking from the right-of-way. For long spans of frontage (100' or more), the wall shall include modular articulation to add architectural variety.
2. Shrubs or other alternative materials may be substituted for the wall, provided it is demonstrated that the shrubs/alternative will provide equal to or better visual screening than the wall. Shrubs shall be a minimum of three feet (3') tall at time of installation and shall be additional to the landscaping required in KCC Chapter 17.385.
3. Openings may be required within a wall section in order to provide a sidewalk from the right-of-way to the building entry. The entry shall be the minimum necessary to accommodate a sidewalk that is a minimum of 5' in width, clearly marked, and distinguished from driving surfaces by using decorative paving, stamped/stained concrete, or raised walkways with alternative materials (such as brick, cobblestone, decorative pavers). Paint striping does not meet this requirement.
4. Access to parking may be from adjacent non-principal arterial streets, or from driveways off of the principal arterial.
5. Driveways providing access to parking area shall be well-defined, highly visible entryways.

17.378.070 Landscaping.

A. For landscaping provisions, see Chapter 17.385.

B. Non-hazardous vegetation clearing outside of critical area buffers or shoreline buffers shall be limited to the minimum necessary to accommodate a development that is consistent with the applicable zone. Design and location of the structure or development shall minimize native vegetation removal. Development or uses that require vegetation clearing shall be designed to avoid the following in the order indicated below, with 1 being the most desirable vegetation to retain: 1) native coniferous trees; 2) native deciduous trees; 3) other native vegetation; 4) non-native trees; and 5) other non-native vegetation.

17.378.080 Other provisions.

A. For other provisions, see Chapter 17.430.

B. Incentives

1. The incentive measures in this chapter apply to all zones and land uses within the Gorst Urban Growth Area with the exception of Highway Tourist Commercial and Industrial zones. Incentives are intended to encourage sustainable development and provide flexibility through voluntary incentives, consistent with the policy direction contained in Chapter 4 of the Gorst Subarea Plan. These incentives are to acknowledge the existing built environment and through redevelopment minimize activities that contribute to stormwater issues and/or provide greater protection of the Sinclair Inlet shoreline and Gorst Creek.
2. Relationship with Other Standards. Nothing in this section relieves the applicant from compliance with any other standard set forth in Title 17, or from compliance with any other provision of the Kitsap County Code, unless specifically exempted in this document.

3. Table 17.378.080(B) describes the public benefit and the resulting development incentive earned. Using the incentives an applicant can earn density, height, or impervious surface coverage above the base standard allowed in the zone. In no case shall the maximum density, height, or impervious surface coverage exceed the maximum allowed by the zone. More than one public benefit and corresponding incentive may be earned up to 100% of the bonus. 17.378.080(C) summarizes the minimum, base, and maximum densities, heights, and impervious surface coverages for reference. The full text of the applicable zone should be consulted in addition to the table; in cases of conflict the zone-specific language shall control.

Table 17.378.080(B) - Public Benefit and Incentives

Public Benefit Description	Development Incentive <i>Select one or more bonus item</i>
<u>Project provides a clustered residential project with LID street per Chapter 10.</u>	<u>100% Density Bonus</u> <u>50% Height Bonus</u> <u>50% Impervious Surface Coverage Bonus</u>
<u>Project uses permeable surfacing or detention/infiltration methods to reduce overland flow in excess of the 100-year storm requirement, in 75% of circulation, parking and loading areas, except where potential contamination, a specific industrial activity or other site-specific constraints preclude its use. Contamination sources include vehicle fuel stations, storage of industrial chemicals, oils and grease, and other hazardous substances, dust and dirt storage, etc.</u>	<u>25% excess of 100 year storm infiltrated onsite:</u> <u>50% Density Bonus</u> <u>50% Height Bonus</u> <u>50% Impervious Surface Coverage Bonus</u> <u>50% excess of 100 year storm infiltrated onsite:</u> <u>100% Density Bonus</u> <u>100% Height Bonus</u> <u>100% Impervious Surface Coverage Bonus</u>
<u>Project locates bioretention cells in publicly visible areas, includes a planting plan by a licensed landscape architect, provides a plant maintenance warranty for 1 year. Bioretention cells treat a minimum of 10,000 sq. ft. of Pollution Generating Impervious Surfaces (PGIS).</u>	<u>50% Density Bonus</u> <u>50% Height Bonus</u> <u>50% Impervious Surface Coverage Bonus</u>
<u>Net reduction of existing impervious area by 25% and revegetation with native vegetation.</u>	<u>100% Density Bonus</u> <u>100% Height Bonus</u>
<u>Provide a landscape plan that demonstrates that at least 20% of the significant trees on the buildable area of the site are retained outside of buffers.</u>	<u>50% Density Bonus</u> <u>50% Height Bonus</u> <u>50% Impervious Surface Coverage Bonus</u>
<u>Provide multilayered landscaping including native trees, native shrubs and native groundcover on at least 30% of the site.</u>	<u>50% Density Bonus</u> <u>50% Height Bonus</u> <u>50% Impervious Surface Coverage Bonus</u>
<u>Site plan includes a minimum 35-foot habitat corridor (not otherwise required by critical area or shoreline or management overlay regulations) vegetated with native trees, shrubs and groundcover that connect critical areas or permanently preserved natural areas within or adjacent to and across the project site. Site design shall ensure that lighting from adjacent development does not intrude on corridor. The corridor shall be protected with a native growth protection easement or maintained to exclude non-native invasive species, such as blackberry and Japanese knotweed (See Noxious Weed list for Kitsap County).</u>	<u>100% Density Bonus</u> <u>50% Height Bonus</u> <u>50% Impervious Surface Coverage Bonus</u>

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<u>Public Benefit Description</u>	<u>Development Incentive</u> <u>Specific Incentive/Bonus Item</u>
Site design for new development is configured in such a way as to allow future businesses and site occupants shared access to roads within or contiguous to the development site.	100% Density Bonus 100% Height Bonus 100% Impervious Surface Coverage Bonus
Shared access driveway is provided and designed to serve two or more development sites (one may be a future site), a joint tenant building is provided on a site, or the project is located within a multi-tenant commercial center.	50% Density Bonus 50% Height Bonus 50% Impervious Surface Coverage Bonus
Shared parking is provided that serves two or more tenants. No additional parking outside of the shared lot(s) may be provided. Shared parking lots shall be located within a 1,200 foot radius of the front door of the building. Number of parking stalls is no more than 50% greater than minimum requirement in Section BMC Chapter 20.48.	50% Density Bonus 100% Height Bonus 100% Impervious Surface Coverage Bonus
Shared or consolidated loading areas are provided in a central service court or other location that is screened from public view.	25% Density Bonus 25% Height Bonus 25% Impervious Surface Coverage Bonus

Table 17.378.080(C). Summary of Development Standards Eligible for Bonus by Zone

<u>Height, Bulk, and Impervious Surface Standards</u>	<u>Low Intensity Commercial</u>	<u>Mixed Use</u>	<u>Urban Restricted</u>
Density, Minimum, in units per net acre	0	10	1
Density, Base, in units per gross acre	20	20	5
25% of bonus	22.5	22.5	6.25
50% of bonus	25	25	7.5
100% of bonus	30	30	10
Density, Maximum, in units per gross acre, subject to incentives	30	30	10
Height, Base, in feet	25	25	35
25% of bonus	30	35	NA
50% of bonus	35	45	NA
100% of bonus	45	65	NA
Height, Maximum, in feet, subject to incentives	45	65	NA

<u>Height, Bulk, and Impervious Surface Standards</u>	<u>Low Intensity Commercial</u>	<u>Mixed Use</u>	<u>Urban Restricted</u>
<u>Impervious Surface Coverage, Standard Maximum, in percent of lot area</u>	<u>35</u>	<u>60</u>	<u>45</u>
<u>25% of bonus</u>	<u>38.75</u>	<u>66.25</u>	<u>47.5</u>
<u>50% of bonus</u>	<u>42.5</u>	<u>72.5</u>	<u>50</u>
<u>100% of bonus</u>	<u>50</u>	<u>85</u>	<u>55</u>
<u>Impervious Surface Coverage, Maximum, in percent of lot area, subject to incentives</u>	<u>50</u>	<u>85</u>	<u>55</u>

C. Design Guidelines: Design Guidelines for the Gorst Subarea shall be in accordance with Chapter 10 of the Gorst Subarea Plan, as adopted by Kitsap County Ordinance #XXX.

Chapter 17.381

ALLOWED USES

17.381.010 Categories of uses established.

This chapter establishes permitted, conditional, and prohibited uses, by zone, for all properties within Kitsap County. All uses in a given zone are one of four types:

A. Permitted Use. Land uses allowed outright within a zone and subject to provisions within Kitsap County Code.

B. Administrative Conditional Use. Land uses which may be permitted within a zoning designation following review by the director to establish conditions mitigating impacts of the use and to ensure compatibility with other uses in the designation.

C. Hearing Examiner Conditional Use. Land uses with special characteristics that may not generally be appropriate within a zoning designation, but may be permitted subject to review by the hearing examiner to establish conditions to protect public health, safety and welfare.

D. Prohibited Use. Land uses specifically enumerated as prohibited within a zone.

17.381.020 Establishment of zoning use tables.

The tables in Section 17.381.040 establish allowed uses in the various zoning designations and whether the use is allowed as "Permitted," "Administrative Conditional Use," or "Hearing Examiner Conditional Use." Uses with approval processes that will be determined at a future date are identified as "Reserved." The zone is located at the top of the table and the specific use is located on the far-left of the vertical column of these tables.

17.381.030 Interpretation of tables.

A. Legend. The following letters have the following meanings when they appear in the box at the intersection of the column and the row:

- P Permitted Use
- ACUP Administrative Conditional Use Permit
- C Hearing Examiner Conditional Use Permit
- PBD Performance Based Development
- X Prohibited Use
- R Reserved

B. Additional Use-Related Conditions. The small numbers (subscript) in a cell indicate additional requirements or detailed information for uses in specific zones. Those additional requirements can be found in the table footnotes in Section 17.381.050. All applicable requirements shall govern a use whether specifically identified in this chapter or not.

C. Unclassified Uses. Except as provided in Section 17.100.040, Allowed uses, if a use is not listed in the use column, the use is prohibited in that designation.

17.381.040 Zoning use tables.

There are five separate tables addressing the following general land use categories and zones:

A. Urban Residential Zones.

1. Urban Restricted (UR).
2. Urban Low Residential (UL).
3. Senior Living Homestead (SLH).
4. Urban Cluster Residential (UCR).
5. Urban Medium Residential (UM).
6. Urban High Residential (UH).
7. Illahee Greenbelt Zone (IGZ).

B. Commercial and Mixed Use Zones.

1. Neighborhood Commercial (NC).
2. Urban Village Center (UVC).
3. Urban Town Center (UTC).
4. Highway Tourist Commercial (HTC).
5. Regional Commercial (RC).

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6. Mixed Use (MU).

7. Low Intensity Commercial (LIC)

C. Airport and Industrial Zones.

1. Airport (A).
2. Business Park (BP).
3. Business Center (BC).
4. Industrial (IND).

D. Limited Areas of More Intensive Rural Development (LAMIRD).

1. Manchester Village Commercial (MVC).
2. Manchester Village Low Residential (MVLR).
3. Manchester Village Residential (MVR).
4. Port Gamble Rural Historic Town Commercial (RHTC).
5. Port Gamble Rural Historic Town Residential (RHTR).
6. Port Gamble Rural Historic Town Waterfront (RHTW).
7. Suquamish Village Commercial (SVC).
8. Suquamish Village Low Residential (SVLR).
9. Suquamish Village Residential (SVR).

E. Parks, Rural and Resource Zones.

1. Parks (P).
2. Forest Resource Lands (FRL).
3. Mineral Resource (MR).
4. Rural Protection (RP).
5. Rural Residential (RR).
6. Rural Wooded (RW).
7. Urban Reserve (URS).

Table 17.381.040(A)
Urban Residential Zones.

Use	Urban Low-Density Residential					Urban Medium/High-Density Residential	
	UCR (48)	IGZ (60)	UR (19)	UL (19)(48)	SLH (48)	UM (30)(47)(48)	UH (19)(47)(48)
RESIDENTIAL USES							
Accessory dwelling units (1)	P	P	P	P	P	P	X
Accessory living quarters (1)	P	P	P	P	P	P	X

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Table 17.381.040(A)
Urban Residential Zones.

Use	Urban Low-Density Residential					Urban Medium/High-Density Residential	
	UCR (48)	IGZ (60)	UR (19)	UL (19)(48)	SLH (48)	UM (30)(47)(48)	UH (19)(47)(48)
Accessory use or structure (1) (17) (18) (51)	P	P	P	P	P	P	P
Adult family home	P (41)	X	ACUP P (41)	ACUP P (41)	P (41)	ACUP P (41)	ACUP P (41)
Bed and breakfast house	P	ACUP C (34)	ACUP C (34)	ACUP C (34)	ACUP (77)	ACUP C (34)	X
Caretaker's dwelling	X	X	X	X	X	ACUP	X
Convalescent home or congregate care facility	ACUP	X	X	C	ACUP (77)	C	ACUP
Cottage housing developments	P	ACUP	ACUP	ACUP	P (77)	ACUP	X
Dwelling, duplex	P	P	P (3)	P (3)	P (77)	P	X
Dwelling, existing	P	P	P	P	P (77)	P	P
Dwelling, multi-family	ACUP	C	C X (80)	C	P (77)	P	P
Dwelling, single-family attached	P	P	P	P	P (77)	P	ACUP
Dwelling, single-family detached	P	P	P	P	P (77)	P	ACUP
Guest house (1)	P	P	P	P	ACUP	P	X
Home business (1) (52)	P	P	P	P	X	ACUP	ACUP
Hotel/Motel	X	X	X	X	X	X	ACUP
Manufactured homes	P (43)	P (43)	P (43)	P (43)	P (43) (77)	P (43)	X (43)
Mixed use development (44)	X	X	X	X	ACUP (77) (78)	X	ACUP
Mobile homes	C (43)	C (24) (43)	C (24) (43)	C (24) (43)	X	C (24) (43)	X (43)
Residential care facility	P	ACUP	ACUP	ACUP	ACUP (77)	P	P
Senior living development	X	X	X	X	PBD	X	X

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Table 17.381.040(A)
Urban Residential Zones.

Use	Urban Low-Density Residential					Urban Medium/High-Density Residential	
	UCR (48)	IGZ (60)	UR (19)	UL (19)(48)	SLH (48)	UM (30)(47)(48)	UH (19)(47)(48)
COMMERCIAL/BUSINESS USES							
Accessory use or structure (1) (17) (51)	P	P	P	P	P	P	P
Adult entertainment (1)	X	X	X	X	X	X	X
Ambulance service	X	X	X	X	ACUP (78)	X	X
Auction house	X	X	X	X	X	X	X
Auto parts and accessory stores	X	X	X	X	X	X	X
Automobile rentals	X	X	X	X	X	X	X
Automobile repair and car washes	X	X	X	X	X	X	X
Automobile service station (6)	X	X	X	X	X	X	X
Automobile, recreational vehicle or boat sales	X	X	X	X	X	X	X
Boat/marine supply stores	X	X	X	X	X	X	X
Brew pubs	X	X	X	X	X	X	X
Clinic, medical	X	X	X	X	ACUP (78)	X	ACUP (37)
Conference center	X	X	X	P	X	X	X
Custom art and craft stores	X	X	X	X	ACUP (78)	X	X
Day-care center (14)	C	C	C	C	X	ACUP	ACUP (37)
Day-care center, family (14)	P	C	P	P	X	ACUP	ACUP (37)
Drinking establishments	X	X	X	X	X	X	X
Engineering and construction offices	X	X	X	X	X	X	X
Espresso stands (58)	X	X	X	X	X	X	P (37)
Equipment rentals	X	X	X	X	X	X	X
Farm and garden equipment and sales	X	X	X	X	X	X	X
Financial, banking, mortgage and title institutions	X	X	X	X	ACUP (78)	X	X
General office and management services – less than 4,000 s.f.	C (28)	X	X	X	ACUP (78)	X	ACUP (37)
General office and management services – 4,000 to 9,999 s.f.	X	X	X	X	X	X	ACUP (37)
General office and management services – 10,000 s.f. or	X	X	X	X	X	X	ACUP

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Table 17.381.040(A)
Urban Residential Zones.

Use	Urban Low-Density Residential					Urban Medium/High-Density Residential	
	UCR (48)	IGZ (60)	UR (19)	UL (19)(48)	SLH (48)	UM (30)(47)(48)	UH (19)(47)(48)
greater							(37)
General retail merchandise stores – less than 4,000 s.f.	C (28)	X	X	X	ACUP (78)	X	ACUP (37)
General retail merchandise stores – 4,000 to 9,999 s.f.	X	X	X	X	ACUP (78)	X	X
General retail merchandise stores – 10,000 to 24,999 s.f.	X	X	X		X	X	X
General retail merchandise stores – 25,000 s.f. or greater	X	X	X	X	X	X	X
Kennels or pet day-cares	X	X	X	X	X	X	X
Kennels, hobby	P	P	P X (80)	P	P	P	X
Laundromats and laundry services	C (28)	X	X	X	ACUP (78)	X	ACUP (37)
Lumber and bulky building material sales	X	X	X	X	X	X	X
Mobile home sales	X	X	X	X	X	X	X
Nursery, retail	X	X	X	X	X	X	X
Nursery, wholesale	X	X	X	X	X	X	X
Off-street private parking facilities	X	X	X	X	X	X	X
Personal services – skin care, massage, manicures, hairstylist/barber	C	X	X	X	ACUP (78)	X	ACUP (37)
Pet shop – retail and grooming	X	X	X	X	X	X	ACUP (37)
Research laboratory	X	X	X	X	X	X	X
Restaurants	C (28)	X	X	X	C (78)	X	ACUP (37)
Restaurants, high-turnover	X	X	X	X	X	X	X
Recreational vehicle rentals	X	X	X	X	X	X	X
Temporary offices and model homes (27)	P	P	P	P	P (78)	ACUP	ACUP (37)
Tourism facilities, including outfitter and guide facilities	X	X	X	X	X	X	X
Tourism terminals, including seaplane and tour-boat terminals	X	X	X	X	X	X	X
Transportation terminals	X	X	X	X	X	X	X
Veterinary clinics/Animal hospitals	X	X	X	X	X	X	C (9) (37)

GORST ZONING & DEVELOPMENT REGULATIONS | KITSAP COUNTY

Table 17.381.040(A)
Urban Residential Zones.

Use	Urban Low-Density Residential					Urban Medium/High-Density Residential	
	UCR (48)	IGZ (60)	UR (19)	UL (19)(48)	SLH (48)	UM (30)(47)(48)	UH (19)(47)(48)
RECREATION/CULTURAL USES							
Accessory use or structure (1) (17) (51)	P	P	P	P	P	P	P
Amusement centers	X	X	X	X	X	X	X
Carnival or circus	X	X	X	X	X	X	X
Club, civic or social (12)	ACUP	C (12)	C (12)	C	ACUP (78)	ACUP	ACUP
Golf courses	ACUP	C	C X (80)	C	X	C	ACUP
Marinas	ACUP	C	C X (80)	C	X	C	C
Movie/Performance theaters, indoor	X	X	X	X	X	X	X
Movie/Performance theaters, outdoor	X	X	X	X	X	X	ACUP
Museum, galleries, aquarium, historic or cultural exhibits	X	X	X	X	X	X	ACUP
Parks and open space	P	P	P	P	P	P	P
Race track, major	X	X	X	X	X	X	X
Race track, minor	X	X	X	X	X	X	X
Recreational facilities, private	ACUP	C	C	C	ACUP (78)	C	ACUP
Recreational facilities, public	P	P	P	P	ACUP (78)	P	ACUP
Recreational vehicle camping parks	X	C	C	C	ACUP (78)	X	X
Zoo	X	X	X	X	X	X	X
INSTITUTIONAL USES							
Accessory use or structure (1) (17) (51)	P	P	P	P	P	P	P
Government/Public structures	ACUP	ACUP	ACUP	ACUP	ACUP (78)	ACUP	ACUP
Hospital	X	X	X	X	X	X	C
Places of worship (12)	C	C	C	C	X	C	ACUP
Private or public schools (20)	C	C	C	C	X	C	C
Public facilities, transportation and parking facilities, and electric power and natural gas utility facilities, substations, ferry terminals, and commuter park-and-ride lots (16)	ACUP	C	C	C	ACUP	C	ACUP

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Table 17.381.040(A)
Urban Residential Zones.

Use	Urban Low-Density Residential					Urban Medium/High-Density Residential	
	UCR (48)	IGZ (60)	UR (19)	UL (19)(48)	SLH (48)	UM (30)(47)(48)	UH (19)(47)(48)
INDUSTRIAL USES							
Accessory use or structure (1) (17) (51)	P	P	P	P	P	P	P
Air pilot training schools	X	X	X	X	X	X	X
Assembly and packaging operations	X	X	X	X	X	X	X
Boat yard	X	X	X	X	X	X	X
Cemeteries, mortuaries, and crematoriums (10)	C	C	C	C	X	C	C
Cold storage facilities	X	X	X	X	X	X	X
Contractor's storage yard	X	X	X	X	X	X	X
Food production, brewery or distillery	X	X	X	X	X	X	X
Fuel distributors	X	X	X	X	X	X	X
Helicopter pads	X	X	X	X	X	X	X
Manufacturing and fabrication, light	X	X	X	X	X	X	X
Manufacturing and fabrication, medium	X	X	X	X	X	X	X
Manufacturing and fabrication, heavy	X	X	X	X	X	X	X
Manufacturing and fabrication, hazardous	X	X	X	X	X	X	X
Recycling centers	X	X	X	X	X	X	X
Rock crushing	X	X	X	X	X	X	X
Slaughterhouse or animal processing	X	X	X	X	X	X	X
Storage, hazardous materials	X	X	X	X	X	X	X
Storage, indoor	X	X	X	X	X	X	X
Storage, outdoor	X	X	X	X	X	X	X
Storage, self-service	C (40)	C (40)	C (40)	C (40)	C (40) (78)	C (40)	C
Storage, vehicle and equipment (1)	X	X	X	X	C (78)	X	X
Top soil production and/or stump grinding	X	X	X	X	X	X	X
Transshipment facilities, including docks, wharves, marine rails, cranes, and barge facilities	X	X	X	X	X	X	X
Uses necessary for airport operation such as runways, hangars, fuel storage facilities, control towers, etc. (13)	X	X	X	X	X	X	X
Warehousing and distribution	X	X	X	X	X	X	X
Wrecking yards and junk yards (1)	X	X	X	X	X	X	X

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Table 17.381.040(A)
Urban Residential Zones.

Use	Urban Low-Density Residential					Urban Medium/High-Density Residential	
	UCR (48)	IGZ (60)	UR (19)	UL (19)(48)	SLH (48)	UM (30)(47)(48)	UH (19)(47)(48)
RESOURCE AND USES							
Accessory use or structure (1) (17) (51)	P	P	P	P	P	P	P
Aggregate extractions sites	X	X	X	X	X	X	X
Agricultural uses (15)	X	P	P X (80)	P	P	P	P
Aquaculture practices	C	C	C	C	C	C	C
Forestry	X	P	P X (80)	P	P	P	P
Shellfish/fish hatcheries and processing facilities	X	X	X	X	X	X	X
Temporary stands not exceeding 200 square feet in area and exclusively for the sale of agricultural products grown on site (27)	X	P (2)	P (2)	P (2)	P (2)	P (2)	P (2)

17.381.040(B)
Commercial and Mixed Use Zones.

Use	Low Intensity Commercial/Mixed Use			High-Intensity Commercial/Mixed Use				Rural
	(NC) (19) (30) (48) (57)	UVC (30) (48) (57)	LIC (48) (57)	UTC (48) (57)	HTC (19) (29) (30) (48) (57)	RC (19) (48) (57)	MU (19) (44) (45) (48) (57)	RCO (12) (64)
RESIDENTIAL USES								
Accessory dwelling units (1)	X	X	X	R	X	X	X	X
Accessory living quarters (1)	X	X	X	R	X	X	X	X
Accessory use or structure (1) (17) (18) (51)	P	P	P	R	P	P	P	P
Adult family home	X	ACUP P (41)	ACUP P (41) (79)	R	ACUP P (41)	ACUP P (41)	ACUP P (41)	ACUP P (41)
Bed and breakfast house	ACUP C (34)	ACUP C (34)	ACUP (79)	R	X	X	X	ACUP C (34)
Caretaker's dwelling	ACUP	ACUP	ACUP	R	ACUP	ACUP	ACUP	P
Convalescent home or congregate care facility	C	ACUP	ACUP X (79)	R	ACUP	ACUP	ACUP	X
Cottage housing developments	X	ACUP	X	R	X	X	ACUP	X

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17.381.040(B)
Commercial and Mixed Use Zones.

Use	Low Intensity Commercial/Mixed Use			High-Intensity Commercial/Mixed Use				Rural
	(NC) (19) (30) (48) (57)	UVC (30) (48) (57)	LIC (48) (57)	UTC (48) (57)	HTC (19) (29) (30) (48) (57)	RC (19) (48) (57)	MU (19) (44) (45) (48) (57)	RCO (12) (64)
Dwelling, duplex	X	ACUP	X	R	X	X	X	X
Dwelling, existing	P	P	P	R	P	P	P	P
Dwelling, multi-family	X	ACUP	P X (79)	R	ACUP	ACUP	ACUP P (81)	X
Dwelling, single-family attached	X	P	P X (79)	R	ACUP	ACUP	ACUP P (81)	X
Dwelling, single-family detached	X	P	X	R	X	X	X	X
Guest house (1)	X	X	X	R	X	X	X	X
Home business (1) (53)	ACUP	P	X	R	X	X	ACUP	ACUP
Hotel/Motel	C	ACUP	ACUP X (79)	R	P	P	ACUP	X
Manufactured homes	X	X (43)	ACUP X (79)	R	X	X	X	X
Mixed use development (44)	ACUP	ACUP	P X (79)	R	ACUP	ACUP	ACUP P (81)	X
Mobile homes	X	X (43)	X	R	X	X	X	X
Residential care facility	X	ACUP	ACUP X (79)	R	ACUP	ACUP	ACUP	X
COMMERCIAL/BUSINESS USES								
Accessory use or structure (1) (17) (51)	P	P	P	R	P	P	P	P
Adult entertainment (1)	X	X	X	R	C	C	X	X
Ambulance service	C	C	P	R	P	P	ACUP	X
Auction house (55)	X	ACUP	P	R	P	P	X	C
Auto parts and accessory stores (65)	P	X	P (83)	R	P	P	ACUP	C
Automobile rentals	P (56)	P (56)	P (83)	R	P	P (61)	ACUP	X
Automobile repair and car washes (65)	ACUP (54)	X	P (83)	R	P	P	ACUP	C
Automobile service station (6)	ACUP	X	P (79)(83)	R	P	P (61)	X C (82)	C
Automobile, recreational vehicle or boat sales	X	X	P (83)	R	ACUP	ACUP	X	X
Boat/marine supply stores	X	X	P (83)	R	P	P	ACUP	C

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17.381.040(B)
Commercial and Mixed Use Zones.

Use	Low Intensity Commercial/Mixed Use			High-Intensity Commercial/Mixed Use				Rural
	(NC) (19) (30) (48) (57)	UVC (30) (48) (57)	LIC (48) (57)	UTC (48) (57)	HTC (19) (29) (30) (48) (57)	RC (19) (48) (57)	MU (19) (44) (45) (48) (57)	
Brew pubs	ACUP	ACUP	<u>P</u>	R	P	P	ACUP	X
Clinic, medical	ACUP	ACUP	<u>P</u>	R	P	P	ACUP	X
Conference center	X	P	<u>P</u>	R	P	P	ACUP	X
Custom art and craft stores	P (54)	P (54)	<u>P</u>	R	P	P	ACUP	C
Day-care center (14)	P (54)	P (54)	<u>P</u> X (79)	R	P	P	ACUP	ACUP
Day-care center, family (14)	ACUP (54)	ACUP (54)	<u>P</u> X (79)	R	P	P (61)	P	X
Drinking establishments	C	ACUP	<u>P</u>	R	C	C	C	C
Engineering and construction offices	P (54)	P (54)	<u>P</u>	R	P	P	ACUP	ACUP
Espresso stands (58) (72)	P	X	<u>P</u>	R	P	P (61)	P	ACUP
Equipment rentals	X	ACUP	X	R	P	P (61)	ACUP	ACUP
Farm and garden equipment and sales	X	X	<u>P</u>	R	P	P (61)	ACUP	ACUP
Financial, banking, mortgage and title institutions	P (54)	P (54)	<u>P</u>	R	P	P	ACUP	X
General office and management services – less than 4,000 s.f.	P	P	<u>P</u>	R	P	P	ACUP	ACUP
General office and management services – 4,000 to 9,999 s.f.	ACUP	ACUP	<u>P</u>	R	P	P	ACUP	C
General office and management services – 10,000 s.f. or greater	X	ACUP	<u>P</u>	R	P	P	ACUP	X
General retail merchandise stores – less than 4,000 s.f.	P	P	<u>P</u>	R	P	P	ACUP	ACUP
General retail merchandise stores – 4,000 to 9,999 s.f.	ACUP	ACUP	<u>P</u>	R	P	P	ACUP	C
General retail merchandise stores – 10,000 to 24,999 s.f.	C	C	<u>P</u>	R	P	P	ACUP	X
General retail merchandise stores – 25,000 s.f. or greater	X	X	ACUP	R	ACUP (62)	ACUP (62)	X	X

GORST ZONING & DEVELOPMENT REGULATIONS | KITSAP COUNTY

17.381.040(B)

Commercial and Mixed Use Zones.

Use	Low Intensity Commercial/Mixed Use			High-Intensity Commercial/Mixed Use				Rural
	(NC) (19) (30) (48) (57)	UVC (30) (48) (57)	LIC (48) (57)	UTC (48) (57)	HTC (19) (29) (30) (48) (57)	RC (19) (48) (57)	MU (19) (44) (45) (48) (57)	RCO (12) (64)
Kennels or pet day-cares	C	X	C	R	C	C (61)	C	C
Kennels, hobby	P	P	X	R	X	X	P	X
Laundromats and laundry services	P (54)	P (54)	P	R	P	P	ACUP	X
Lumber and bulky building material sales	X	X	ACUP (42)	R	ACUP (42)	ACUP (42) (61)	X	C
Mobile home sales	X	X	X	R	ACUP	ACUP (61)	X	X
Nursery, retail	ACUP	ACUP	P	R	P	P	ACUP	ACUP
Nursery, wholesale	ACUP	ACUP	P	R	P	P (61)	ACUP	P
Off-street private parking facilities	ACUP	ACUP	X	R	P	P	ACUP	X
Personal services – skin care, massage, manicures, hairdresser/barber (66)	P (54)	P (54)	P	R	P	P	ACUP	ACUP (54)
Pet shop – retail and grooming	ACUP	ACUP	P	R	P	P	ACUP	ACUP (54)
Research laboratory	X	X	X	R	X	X	X	X
Restaurants	P (54)	P (54)	P	R	P	P	ACUP P (81)	C
Restaurants, high-turnover	C	ACUP	P	R	P	P (63)	ACUP P (81)	X
Recreation vehicle rentals	X	X	X	R	ACUP	ACUP (61)	X	X
Temporary offices and model homes (27)	X	X	X	R	X	X	X	X
Tourism facilities, including outfitter and guide facilities	X	P	P	R	P	P	X	ACUP
Tourism facilities, including seaplane and tour-boat terminals	X	X	X	R	ACUP	ACUP	X	C
Transportation terminals	C	C	C	R	ACUP	ACUP	ACUP	X
Veterinary clinics/Animal hospitals	ACUP	ACUP	P	R	P	P	C	ACUP
RECREATIONAL/CULTURAL USES								
Accessory use or structure (1) (17) (51)	P	P	P	R	P	P	P	P

GORST ZONING & DEVELOPMENT REGULATIONS | KITSAP COUNTY

17.381.040(B)
Commercial and Mixed Use Zones.

Use	Low Intensity Commercial/Mixed Use			High-Intensity Commercial/Mixed Use				Rural
	(NC) (19) (30) (48) (57)	UVC (30) (48) (57)	LIC (48) (57)	UTC (48) (57)	HTC (19) (29) (30) (48) (57)	RC (19) (48) (57)	MU (19) (44) (45) (48) (57)	RCO (12) (64)
Amusement centers	C	C (11)	ACUP (11) X (79)	R	ACUP (11)	ACUP (11)	ACUP (11)	X
Carnival or circus	C	ACUP (11)	ACUP (11) X (79)	R	ACUP (11)	ACUP (11) (61)	ACUP (11)	X
Club, civic or social	ACUP	ACUP	P	R	P	P	ACUP	C
Golf courses	ACUP	ACUP	X	X	ACUP	ACUP (61)	ACUP X (80)	X
Marinas	ACUP	C	X	X	ACUP	ACUP (61)	C	C
Movie/Performance theaters, indoor	ACUP	P	P	R	P	P	ACUP	X
Movie/Performance theaters, outdoor	X	ACUP	C	R	C	ACUP	C	C
Museum, galleries, aquarium, historic or cultural exhibits (67)	ACUP	P	P	R	P	P	ACUP	C
Parks and open space	P	P	P	P	P	P	P	P
Race track, major	X	X	X	X	C	C (61)	X	X
Race track, minor	X	X	X	X	X	X	X	X
Recreational facilities, private	ACUP	ACUP	ACUP	R	ACUP	ACUP	ACUP	C
Recreational facilities, public	ACUP	ACUP	P	R	ACUP	ACUP	ACUP	ACUP
Recreational vehicle camping parks	C	X	X	R	C	X	X	X
Zoo	X	X	C	R	C	C (61)	X	X
INSTITUTIONAL USES								
Accessory use or structure (1) (17) (51)	P	P	P	R	P	P	P	P
Government/Public structures	ACUP	ACUP	ACUP	R	ACUP	ACUP	ACUP	ACUP
Hospital	X	C	ACUP	R	ACUP	ACUP	C	X
Places of worship (12)	C	C	ACUP	R	ACUP	ACUP	C	C
Private or public schools (20)	C	C	ACUP	R	ACUP	ACUP	C	C

GORST ZONING & DEVELOPMENT REGULATIONS | KITSAP COUNTY

17.381.040(B)
Commercial and Mixed Use Zones.

Use	Low Intensity Commercial/Mixed Use			High-Intensity Commercial/Mixed Use				Rural
	(NC) (19) (30) (48) (57)	UVC (30) (48) (57)	LIC (48) (57)	UTC (48) (57)	HTC (19) (29) (30) (48) (57)	RC (19) (48) (57)	MU (19) (44) (45) (48) (57)	RCO (12) (64)
Public facilities, transportation and parking facilities, electric power and natural gas utility facilities, substations, ferry terminals, and commuter park-and-ride lots (16)	ACUP	ACUP	ACUP	R	ACUP	ACUP	ACUP	C
INDUSTRIAL USES								
Accessory use or structure (1) (17) (51)	P	P	<u>P</u>	R	P	P	P	P
Air pilot training schools	X	P	<u>X</u>	R	P	P	X	X
Assembly and packaging operations	X	C	<u>X</u>	R	C	C (61)	C <u>X</u> (80)	X
Boat yard	X	X	<u>X</u>	R	ACUP	ACUP (61)	X	X
Cemeteries, mortuaries, and crematoriums (10)	C	C	<u>X</u>	R	ACUP	ACUP (61)	X	C
Cold storage facilities (69)	X	X	<u>X</u>	R	X	X	X	C
Contractor's storage yard (21)	X	X	<u>X</u>	R	X	X	X	X
Food production, brewery or distillery	X	X	<u>X</u>	R	C	C (61)	C <u>X</u> (80)	C
Fuel distributors	X	X	<u>X</u>	R	C	C (61)	X	X
Helicopter pads (13)	X	C	<u>C</u>	R	C	C	C	X
Manufacturing and fabrication, light	X	C	<u>X</u>	R	C	C (61)	X	X
Manufacturing and fabrication, medium	X	X	<u>X</u>	R	X	X	X	X
Manufacturing and fabrication, heavy	X	X	<u>X</u>	R	X	X	X	X
Manufacturing and fabrication, hazardous	X	X	<u>X</u>	R	X	X	X	X
Recycling centers	X	X	<u>X</u>	R	X	X	X	C
Rock crushing	X	X	<u>X</u>	R	X	X	X	X
Slaughterhouse or animal processing	X	X	<u>X</u>	R	X	X	X	C (70)
Storage, hazardous materials	X	X	<u>X</u>	R	X	X	X	C (75)

GORST ZONING & DEVELOPMENT REGULATIONS | KITSAP COUNTY

17.381.040(B)

Commercial and Mixed Use Zones.

Use	Low Intensity Commercial/Mixed Use			High-Intensity Commercial/Mixed Use				Rural
	(NC) (19) (30) (48) (57)	UVC (30) (48) (57)	LIC (48) (57)	UTC (48) (57)	HTC (19) (29) (30) (48) (57)	RC (19) (48) (57)	MU (19) (44) (45) (48) (57)	
Storage, indoor	X	X	X	R	C	C (61)	X	C (75)
Storage, outdoor	X	X	X	R	X	X	X	C (75)
Storage, self-service	C	C	ACUP X (79)	R	ACUP	ACUP (61)	ACUP (40)	C (75)
Storage, vehicle and equipment (1)	X	X	X	R	ACUP	X	X	C
Top soil production, stump grinding	X	X	X	R	X	X	X	C
Transshipment facilities, including docks, wharves, marine rails, cranes, and barge facilities	X	X	X	R	X	X	X	X
Uses necessary for airport operation such as runways, hangars, fuel storage facilities, control towers, etc. (13)	X	X	X	R	X	X	X	X
Warehousing and distribution (68)	X	X	X	R	X	X	X	X
Wrecking yards and junk yards (1)	X	X	X	R	X	X	X	X
RESOURCE LAND USES								
Accessory use or structure (1) (17) (51)	P	P	P	R	P	P	P	P
Aggregate extraction sites	X	X	X	R	X	X	X	C
Agricultural uses (15)	P	X	P X (79)	R	P	P	P	P
Aquaculture practices	C	C	C	R	C	C	C	C
Forestry	P	X	P X (79)	R	P	P	P	P
Shellfish/fish hatcheries and processing facilities	X	X	X	R	X	X	X	X
Temporary stands not exceeding 200 square feet in area and exclusively for the sale of agricultural products grown on site (27)	P (2)	X	P (2)	R	P (2)	P (2)	P (2)	P (2)

GORST ZONING & DEVELOPMENT REGULATIONS | KITSAP COUNTY

Table 17.381.040(E)
Parks, Rural and Resource Zones.

Use	Parks	Resource		Rural			
	Parks	FRL	MR	URS	RP	RR	RW
RESIDENTIAL USES							
Accessory dwelling units (1)	X	X	X	C	C	C	C
Accessory living quarters (1)	X	X	X	P	P	P	P
Accessory use or structure (1) (17) (18) (51)	X	P	P	P	P	P	P
Adult family home	X	X	X	ACUP P (41)	ACUP P (41)	ACUP P (41)	ACUP P (41)
Bed and breakfast house	X	X	X	ACUP C (34)	ACUP C (34)	ACUP C (34)	ACUP C (34)
Caretaker's dwelling	P	X	X	X	X	X	X
Convalescent home or congregate care facility	X	X	X	X	X	X	X
Cottage housing developments	X	X	X	X	X	X	X
Dwelling, duplex	X	P (3)	X	P (3)	P (3)	P (3)	P (3)
Dwelling, existing	X	P	P	P	P	P	P
Dwelling, multi-family	X	X	X	X	X	X	X
Dwelling, single-family attached	X	C	X	C	C	C	X
Dwelling, single-family detached	X	C	X	P	P	P	P
Guest house (1)	X	X	X	P	P	P	P
Home business (1) (52)	X	C (23)	X	ACUP	ACUP	ACUP	ACUP
Hotel/Motel	X	X	X	X	X	X	X
Manufactured homes	X	C (43)	X	P (43)	P (43)	P (43)	X
Mixed use development (44)	X	X	X	X	X	X	X
Mobile homes	X	P (43)	P	P (43)	P (43)	P (43)	P
Residential care facility	X	X	X	X	X	X	X
COMMERCIAL/BUSINESS USES							
Accessory use or structure (1) (17) (51)	P	P	P	P	P	P	P
Adult entertainment (1)	X	X	X	X	X	X	X
Ambulance service	X	X	X	X	X	X	X
Auction house	X	X	X	X	X	X	X
Auto parts and accessory stores	X	X	X	X	X	X	X
Automobile rentals	X	X	X	X	X	X	X
Automobile repair and car washes	X	X	X	X	X	X	X

GORST ZONING & DEVELOPMENT REGULATIONS | KITSAP COUNTY

Table 17.381.040(E)
Parks, Rural and Resource Zones.

Use	Parks	Resource		Rural			
	Parks	FRL	MR	URS	RP	RR	RW
COMMERCIAL/BUSINESS USES (continued)							
Automobile service station (6)	X	X	X	X	X	X	X
Automobile, recreational vehicle or boat sales	X	X	X	X	X	X	X
Boat/marine supply stores	X	X	X	X	X	X	X
Brew pubs	X	X	X	X	X	X	X
Clinic, medical	X	X	X	X	X	X	X
Conference center	ACUP	X	X	X	X	X	X
Custom art and craft stores	X	X	X	X	X	X	X
Day-care center (14)	ACUP X(79)	X	X	C	C	C	X
Day-care center, family (14)	X	X	X	ACUP	P	P	X
Drinking establishments	X	X	X	X	X	X	X
Engineering and construction offices	X	X	X	X	X	X	X
Espresso stands (58)	X	X	X	X	X	X	X
Equipment rentals	X	X	X	X	X	X	X
Farm and garden equipment and sales	X	X	X	X	X	X	X
Financial, banking, mortgage and title institutions	X	X	X	X	X	X	X
General office and management services – less than 4,000 s.f.	X	X	X	X	X	X	X
General office and management services – 4,000 to 9,999 s.f.	X	X	X	X	X	X	X
General office and management services – 10,000 s.f. or greater	X	X	X	X	X	X	X
General retail merchandise stores – less than 4,000 s.f.	X	X	X	X	X	X	X
General retail merchandise stores – 4,000 to 9,999 s.f.	X	X	X	X	X	X	X
General retail merchandise stores – 10,000 to 24,999 s.f.	X	X	X	X	X	X	X
General retail merchandise stores – 25,000 s.f. or greater	X	X	X	X	X	X	X
Kennels or Pet day-cares	X	X	X	C (12)	C (12)	C (12)	X
Kennels, hobby	X	X	X	P	P	P	P
Laundromats and laundry services	X	X	X	X	X	X	X
Lumber and bulky building material sales	X	X	X	X	X	X	X
Mobile home sales	X	X	X	X	X	X	X
Nursery, retail	X	X	X	C	C	C	X
Nursery, wholesale	X	X	X	P	P	P	P
Off-street private parking facilities	X	X	X	X	X	X	X
Personal services – skin care, massage, manicures, hairdresser/barber	X	X	X	X	X	X	X
Pet shop – retail and grooming	X	X	X	X	X	X	X

GORST ZONING & DEVELOPMENT REGULATIONS | KITSAP COUNTY

Table 17.381.040(E)
Parks, Rural and Resource Zones.

Use	Parks	Resource		Rural			
	Parks	FRL	MR	URS	RP	RR	RW
Research laboratory	X	X	X	X	X	X	X
Restaurants	X	X	X	X	X	X	X
Restaurants, high-turnover	X	X	X	X	X	X	X
Recreational vehicle rentals	X	X	X	X	X	X	X
Temporary offices and model homes (27)	X	X	X	X	ACUP	ACUP	X
Tourism facilities, including outfitter and guide facilities	X	X	X	X	X	X	X
Tourism facilities, including seaplane and tour-boat terminals	X	X	X	X	X	X	X
Transportation terminals	X	X	X	X	X	X	X
Veterinary clinics/Animal hospitals	X	X	X	C	C (8)	C (8)	X
RECREATIONAL/CULTURAL USES							
Accessory use or structure (1) (17) (51)	P	P	P	P	P	P	P
Amusement centers	ACUP	X	X	X	X	X	X
Carnival or Circus	ACUP	X	X	X	X	X	X
Club, civic or social	ACUP	X	C (12)	X	C (12)	C (12)	X
Golf courses	ACUP	X	X	C (12)	C (12)	C (12)	X
Marinas	ACUP	X	X	X	X	X	X
Movie/Performance theaters, indoor	X	X	X	X	X	X	X
Movie/Performance theaters, outdoor	C	X	X	X	X	X	X
Museum, galleries, aquarium, historic or cultural exhibits	ACUP	X	X	X	X	X	X
Parks and open space	P	P	P	P	P	P	P
Race track, major	C (12)	X	X	X	X	X	X
Race track, minor	C (12)	C (12)	C (12)	X	X	X	C (12)
RECREATIONAL/CULTURAL USES (continued)							
Recreational facilities, private	ACUP	X	X	C (12)	C (12)	C (12)	C
Recreational facilities, public	ACUP	X	X	ACUP	ACUP	ACUP	C
Recreational vehicle camping parks	ACUP	X	X	X	C (46)	C (46)	C (46)
Zoo	X	X	X	X	X	X	X
INSTITUTIONAL USES							
Accessory use or structure (1) (17) (51)	P	P	P	P	P	P	P

GORST ZONING & DEVELOPMENT REGULATIONS | KITSAP COUNTY

Table 17.381.040(E)
Parks, Rural and Resource Zones.

Use	Parks	Resource		Rural			
	Parks	FRL	MR	URS	RP	RR	RW
Government/Public structures	P	X	X	P	ACUP	ACUP	X
Hospital	X	X	X	X	X	X	X
Places of worship	X	X	X	C (12)	C (12)	C (12)	X
Private or public schools (20)	X	X	X	C	C	C	X
Public facilities, transportation and parking facilities, electric power and natural gas utility facilities, substations, ferry terminals, and commuter park-and-ride lots (16)	P	C (5)	C	C	C	C	C
INDUSTRIAL USES							
Accessory use or structure (1) (17) (51)	X	P	P	P	P	P	P
Air pilot training schools	X	X	X	X	X	X	X
Assembly and packaging operations	X	X	X	X	X	X	X
Boat yard	X	X	X	X	X	X	X
Cemeteries, mortuaries, and crematoriums (10)	X	X	X	C	C	C	C
Cold storage facilities	X	X	X	X	X	X	X
Contractor's storage yard (21)	X	X	ACUP	X	C (12)	C (12)	X
Food production, brewery or distillery	X	X	X	X	X	X	X
Fuel distributors	X	X	X	X	X	X	X
Helicopter pads (13)	X	X	X	X	X	X	X
Manufacturing and fabrication, light	X	X	X	X	X	X	X
Manufacturing and fabrication, medium	X	X	X	X	X	X	X
Manufacturing and fabrication, heavy	X	X	X	X	X	X	X
Manufacturing and fabrication, hazardous	X	X	X	X	X	X	X
Recycling centers	X	X	X	X	X	X	X
Rock crushing	X	C (39)	C (39)	X	X	X	C (39)
Slaughterhouse or animal processing	X	X	X	X	X	X	X
Storage, hazardous materials	X	X	X	X	X	X	X
Storage, indoor	X	X	X	X	X	X	X
Storage, outdoor	X	X	X	X	X	X	X
Storage, self-service	X	X	X	X	X	X	X
Storage, vehicle and equipment (1)	X	X	X	X (18)	X (18)	X (18)	X
Top soil production, stump grinding	X	X	C	X	C (22)	C (22)	X

GORST ZONING & DEVELOPMENT REGULATIONS | KITSAP COUNTY

Table 17.381.040(E)
Parks, Rural and Resource Zones.

Use	Parks	Resource		Rural			
	Parks	FRL	MR	URS	RP	RR	RW
Transshipment facilities, including docks, wharves, marine rails, cranes, and barge facilities	X	X	X	X	X	X	X
Uses necessary for airport operation such as runways, hangars, fuel storage facilities, control towers, etc. (13)	X	X	X	X	X	X	X
Warehousing and distribution	X	X	X	X	X	X	X
Wrecking yards and junk yards (1)	X	X	X	X	X	X	X
RESOURCE INDUSTRIES							
Accessory use or structure (1) (17) (51)	P	P	P	P	P	P	P
Aggregate extractions sites	X	P (4)	P	X	C	C	C
Agricultural uses (15)	P X(79)	X	P	P	P (7)	P (7)	P (7)
Aquaculture practices	P	X	X	C	C	C	C
Forestry	P X(79)	P	P	P	P	P	P
Shellfish/fish hatcheries and processing facilities	X	X	X	X	X	X	X

17.381.050 Footnotes for zoning use table.

A. Where noted on the preceding use tables, the following additional restrictions apply:

1. Where applicable subject to Section 17.381.060, Provisions applying to special uses.
2. Minimum setbacks shall be twenty feet 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 or 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.

9. Veterinary clinics and animal hospitals are allowed, provided a major part of the site fronts on a street and the director finds that the proposed use will not interfere with reasonable use of residences by reason of too close proximity to such residential uses, or by reason of a proposed exterior too different from other structures and character of the neighborhood. All activities shall be conducted inside an enclosed building.

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.

11. A circus, carnival, animal display, or amusement ride may be allowed through administrative review in all industrial zones and any commercial zones, except neighborhood commercial (NC), for a term not to exceed ninety days, with a written approval of the director. The director may condition such approval as appropriate to the site. The director's decision may be appealed to the hearing examiner.

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 incidences 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 sight-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.

19. All development within the Silverdale Design District boundaries must be consistent with the Silverdale Design Standards.
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.
24. Mobile homes are prohibited, except in approved mobile home parks.
25. All uses must comply with the town development objectives of Section 17.321B.025.
26. Within the MVC zone, a new single-family dwelling may be constructed only when replacing an existing single-family dwelling. All replacement single-family dwellings and accessory structures within the MVC zone must meet the height regulations, lot requirements, and impervious surface limits of the MVR zone.
27. Subject to the temporary permit provisions of Chapter 17.455.
28. Allowed only within a commercial center limited in size and scale (e.g., an intersection or corner development).
29. The Bethel Road Corridor Development Plan sets forth policies and regulations for development within the Highway Tourist Commercial Zone located along the Bethel Corridor in South Kitsap from SE Ives Mill Road to the Port Orchard city limits. Development within the Bethel Road Corridor Highway Tourist Commercial Zone shall be conducted in a manner consistent with the policies and regulations of the Land Use Element of the Bethel Road Corridor Development Plan.
30. The Design Standards for the Community of Kingston set forth policies and regulations for properties within the downtown area of Kingston. All development within this area must be

consistent with these standards. A copy of the Design Standards for the Community of Kingston may be referred to on the Kitsap County web page or at the department of community development front counter.

31. Uses permitted only if consistent with an approved master plan pursuant to Chapter 17.415. Where a master plan is optional and the applicant chooses not to develop one, all uses shown as permitted require an administrative conditional use permit.
32. For properties with an approved master plan, except as described in Section 17.370.025, all uses requiring a conditional use permit will be considered permitted uses.
33. Must be located and designed to serve adjacent area.
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.
35. The use shall be accessory and shall not occupy more than twenty-five percent of the project area.
36. Requires a conditional use permit when abutting SVR or SVLR zone.
37. Permitted only within a mixed use development or office complex.
38. Customer service-oriented uses over five thousand square feet are prohibited.
39. For the purpose of construction and maintenance of a timber management road system.
40. Self storage facilities must be accessory to the predominant residential use of the property, sized consistently for the number of lots/units being served and may serve only the residents of the single-family plat or multi-family project.
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 sight-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.

45. New or expanded commercial developments that will result in less than five thousand gross square feet of total commercial use within a development site or residential developments of fewer than four dwelling units are permitted outright outside of the Silverdale UGA.

46. Allowed only as an accessory use to a park or recreational facility greater than twenty acres in size.

47. As a hearing examiner conditional use, UM and UH zones adjacent to a commercial zone may allow coordinated projects that include commercial uses within their boundaries. Such projects must meet the following conditions:

- a. The project must include a combination of UM and/or UH and commercially zoned land;
- b. The overall project must meet the density required for the net acreage of the UM or UH zoned land included in the project;
- c. All setbacks from other residentially zoned land must be the maximum required by the zones included in the project;
- d. Loading areas, dumpsters and other facilities must be located away from adjacent residential zones; and
- e. The residential and commercial components of the project must be coordinated to maximize pedestrian connectivity and access to public transit.

48. Within urban growth areas, all new residential subdivisions, single-family or multi-family developments are required to provide an urban level of sanitary sewer service for all proposed dwelling units.

49. Mixed use development is prohibited outside of urban growth areas.

50. The 2007 Manchester Community Plan, Appendix A – Manchester Design Standards, sets forth policies and regulations for properties within the Manchester Village Commercial (MVC) district. All development within the MVC district must be consistent with these standards.

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).

53. Commercial or industrial uses otherwise prohibited in the zone may be allowed as a component of a home business subject to the requirements of Section 17.381.060(B).

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.
56. There shall be no more than six rental vehicles kept on site.
57. When a component of development located within a commercial zone involves the conversion of previously undeveloped land which abuts a residential zone, it shall be treated as a Type II Administrative Decision.
58. In addition to the other standards set forth in the 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.
59. Use is permitted in the South Kitsap Industrial Area only.
60. All development in Illahee shall be consistent with the Illahee Community Plan.
61. Use prohibited in the Waaga Way Town Center area (see the Silverdale Design Standards).
62. General retail merchandise stores greater than one hundred twenty-five thousand square feet in size are prohibited in the Waaga Way Town Center area (see the Silverdale Design Standards). Additional square footage may be allowed for projects greater than twenty-five acres in size.
63. Restaurants, high-turnover that provide drive-through service must be compatible with the pedestrian focus of the Waaga Way Town Center (see the Silverdale Design Standards). Such businesses shall minimize potential conflicts with pedestrian and bicycle traffic and gathering areas by subordinating the drive-through service to the overall development design.
64. When a component of development is 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, slaughterhouses and animal processing may have a retail component not to exceed four thousand 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. Allowed for existing airports only.
75. All storage must be screened from public view by a twenty-five-foot 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
77. All dwelling units must be included within a senior living development and consistent with the residency requirements of Section 17.335.080(A).
78. Allowed only in concentrated commercial/mixed use areas designated at the time of performance-based development approval for a senior living development. The use shall be sized and located consistent with the needs of the proposed senior living development.
79. Use prohibited within the portion of the Gorst urban growth area between the Sinclair Inlet shoreline and State Highways 3 and 16.
80. Use prohibited within the Gorst urban growth area.
81. Use permitted outright in the Gorst urban growth area.
82. Use requires a conditional use permit in the Gorst urban growth area.
83. In the Gorst urban growth area, must take access from state route. Auto uses with underground storage tanks (such as gas stations) shall not be located in the Gorst Creek floodplain.

CHAPTER 17.382

DENSITY, DIMENSIONS, AND DESIGN

17.382.010 Standards established.

The following sections and tables contain density, dimension standards, and other limitations for the various zones. Additional development requirements not found in these sections and tables may also apply.

17.382.020 Measurement methods.

A. Density. Except as provided in Section 17.382.110(A)(18), density shall be calculated as follows:

In all zones where a maximum or base density is identified, maximum or base density is calculated on gross acreage of the site. In all zones where a minimum density is required, minimum density is calculated on net developable acreage. If a calculation results in a partial dwelling unit, the partial dwelling unit shall be rounded to the nearest whole number. Less than .5 shall be rounded down. Greater than or equal to .5 shall be rounded up.

B. Setbacks. Setbacks shall be measured perpendicularly from a property line to the nearest vertical wall or other element of a building or structure, not including driveways, patios, pools, sidewalks, landscaping elements or other similar improvements built at or below grade.

C. Height. Except as provided for in Section 17.382.110(A)(14), height shall be measured from a reference datum to the highest point of the coping of a flat roof, to the deck line of a mansard roof, or to the average height of the highest gable of a pitched or hipped roof. The reference datum shall be selected by either of the following, whichever yields a greater height of building:

1. The elevation of the highest adjoining sidewalk or ground surface within a five-foot horizontal distance of the exterior wall of the building when such sidewalk or ground surface is not more than ten feet above lowest grade.
2. An elevation ten feet higher than the lowest grade when the sidewalk or ground surface described in subsection (C)(1) of this section is more than ten feet above lowest grade.
3. The height of a stepped or terraced building is the maximum height of any segment of the building.

D. Lot Area. Lot area for lots in urban areas shall be calculated by adding the area contained within the lot lines, exclusive of public or private streets or rights-of-way, tidelands, storm water detention-retention facilities, and the panhandle of a flag lot if the panhandle is less than thirty feet in width. Lots in rural areas may compute to the centerline of public or private streets or rights-of-way. Further, rural lots shall be considered five acres if the lot is 1/128 of a section, ten acres if the lot is 1/64 of a section, and twenty acres if the lot is 1/32 of a section.

E. Lot Width and Depth. Lot width shall be measured as the average horizontal distance between the side lot lines. Lot depth shall be measured as the horizontal distance between the midpoint of the front and opposite (usually the rear) lot line. In the case of a corner lot, lot depth shall be the length of its longest front lot line.

F. Lot Coverage and Impervious Surface. Lot coverage shall be calculated by dividing the area of land covered by buildings into the total lot area. Impervious surface coverage shall be calculated by dividing

the area of land covered by buildings, structures, and all other impervious surfaces (such as sidewalks, driveways, and patios) into the total lot area.

17.382.030 Design standards.

A. In addition to other standards and requirements imposed by this title, all uses except single-family detached dwellings, duplexes and uses located in the RW, FRL, or MR zones shall comply with the provisions stated herein. Should a conflict arise between the requirements of this section and other requirements of this title, the most restrictive shall apply.

B. Landscaping, Building Height, Buffering and Screening.

1. The development must comply with Chapter 17.385 of this title regarding landscaping standards.
2. The director may require increased landscaping, screening and setbacks to minimize conflicts and improve compatibility with adjacent uses.
3. The director may reduce landscaping, screening, and setback requirements:
 - a. Where the nature of established development on adjacent parcels partially or fully provides the screening and buffering which otherwise would be required;
 - b. Where the density of the proposed development is less than that permitted by the zone; or
 - c. Where topographical or other site conditions provide natural screening and buffering.
4. A reduction in landscaping/screening requirements may be approved by the director in conjunction with a joint landscape screening proposal submitted by adjacent landowners for their combined boundaries or for an integrated project located within two or more zones.

C. Exterior Lighting. In all zones, artificial outdoor lighting shall be arranged so that light is directed away from adjoining properties and so that no more than one foot candle of illumination leaves the property boundaries.

D. Screening of Equipment, Storage, and Refuse Areas.

1. All roof-mounted air conditioning or heating equipment, vents, ducts, or other equipment shall not be visible from any abutting lot, or any public street or right-of-way as feasible. This shall be accomplished through the use of parapet roof extensions, or screened in a manner which is architecturally integrated with the main structures;
2. Locate service areas, outdoor storage areas and other intrusive site features away from neighboring properties to reduce conflicts with adjacent uses. Building materials for use on the same premises may be stored on the parcel during the time that a valid building permit is in effect for construction;
3. Every parcel with a structure shall have a trash receptacle on the premises. The trash receptacle shall comply with adopted public works standards and be of sufficient size to accommodate the trash generated. All receptacles shall be screened on three sides with fencing and/or landscaping as determined appropriate by the director;

E. Access and Circulation.

1. Pedestrian access shall be accommodated on-site from the public right-of-way, and throughout the site to minimize potential conflicts between pedestrian and vehicular circulation. Pedestrian paths

must correspond with state and local codes for barrier-free access. Projects should also integrate walkways into the site plan leading to transit stops within one thousand two hundred feet of the site and incorporate transit stops within the site plan design as appropriate;

2. Developments shall be limited to one ingress/egress per three hundred lineal feet along a public arterial. Small parcels that provide less than two hundred fifty feet of road frontage shall be limited to one parking lot entrance lane and one exit lane. Access points may be required at greater intervals as directed by the director of public works as demonstrated through a traffic analysis. Developments shall attempt to share access with adjoining parcels to minimize access points and potential conflicts from vehicles entering and exiting onto traveled roadways, unless deemed not feasible due to natural constraints such as critical areas or topographical relief, or existing development that precludes the ability to share access. Developments shall attempt to minimize vehicular movement conflicts with public roadways by use of connected frontage lanes.

F. Off-Street Parking. The development must comply with the off-street parking requirements prescribed by Chapter 17.435 of this title.

G. Solid Waste. The development must comply with the guidelines set forth in the Kitsap County Comprehensive Solid Waste Plan.

17.382.035 Additional mixed use development standards.

A. Total gross floor area devoted to residential uses in any mixed use development project shall not exceed eighty percent of the proposed gross floor area.

B. Total gross floor area dedicated to commercial uses in any mixed use development shall not exceed fifty percent of the proposed gross floor area.

C. If the mixed use development is phased, the development's commercial uses shall be constructed concurrent with or subsequent to the residential uses.

D. Development standards for mixed use development may be modified or waived, as set forth in Chapter 17.400 and Title 21 of this code, provided the applicant can demonstrate that the modification or waiver request will result in a project that:

1. Fosters a development pattern focused on the public street;
2. Provides for community spaces such as plazas, atriums or pocket parks;
3. Provides for a compatible mix of multi-family housing and commercial businesses and services;
4. Better meets the intent of the Comprehensive Plan;
5. Provides for compatibility with surrounding uses and zones; and
6. The commercial and residential components are constructed concurrently.

E. The following development standards may be modified or waived consistent with the criteria outlined in subsection (D) of this section:

1. Screening requirements in Title 17, provided the modification or waiver complies with the provisions of Section 17.382.030(B);
2. Landscaping requirements in Title 17, provided the modification or waiver complies with the provisions of Section 17.382.030(B);

3. Parking layout, access and dimensional standards in Chapter 17.435, provided the modification or waiver results in a design that provides safe and efficient pedestrian and vehicular circulation;
4. Minimum parking requirements in Chapter 17.435, provided the applicant demonstrates with a traffic and parking impact analysis that any adverse parking impacts resulting from the granting of the modification or waiver request are adequately mitigated;
5. Lot coverage limitations in Chapter 17.382; provided that this shall not apply in the Gorst UGA, which instead is subject to KCC 17.378.080.
6. Setback requirements in Chapter 17.382;
7. Residential open space requirements in Title 17; and
8. Height restrictions in Chapter 17.382, provided the modification or waiver is consistent with the recommendations of the fire marshal/fire district and results in a decrease in building coverage, an increase in public amenities, and/or a more creative or efficient use of land. The maximum height approved shall not exceed the heights listed in Section 17.382.110(A)(17). In the Gorst UGA, maximum height may only be earned through the incentives in KCC 17.378.080.

F. The criteria and provisions of this section supersede other variance, modification or waiver criteria and provisions contained in this title.

17.382.037 Single-family subdivision/development standards.

In addition to the provisions set forth elsewhere in this code, all single-family subdivisions, condominiums or residential developments of ten or more lots/units within urban growth areas must meet the following development standards:

A. Sidewalk Requirements.

1. Sidewalks shall be required on both sides of all public or private streets meeting the criteria for classification as a principal or minor arterial, collector, local sub-collector or local minor roads as described by the Kitsap County Road Standards. Sidewalk design shall be developed consistent with the requirements of the Kitsap County Road Standards.
2. Sidewalks shall be required on a minimum of one side of all public or private streets meeting the criteria for classification as local road, cul-de-sac or very low volume local road as designated by the Kitsap County Road Standards or of similar traffic volume. Sidewalk design shall be developed consistent with the requirements of the Kitsap County Road Standards. The director may require sidewalks on both sides based upon site-specific conditions.
3. Rolled-curb sidewalks are prohibited, except where the sidewalk is separated from the street by a bioswale, other water quality treatment facility or landscaping berm.

B. Public Street and Street Connectivity Requirements. Dedicating or deeding property for right-of-way or a portion thereof to the county for public streets within, or along the boundaries of all single-family subdivisions or developments, shall be required as a condition of application approval where the county demonstrates all of the following:

1. Facts support that such dedication is reasonably necessary as a result of the impact created by the proposed development;
2. Such dedication will result in mitigation of the impact in the reasonably foreseeable future;

3. Connectivity to existing public right-of-way is feasible; and

4. One or more of the following circumstances are met:

- a. A county transportation plan indicates the necessity of a new or additional right-of-way or portion thereof for street purposes;
- b. The dedication is necessary to provide additions of right-of-way to existing county right-of-way to meet county road standards;
- c. The dedication is necessary to extend or to complete the existing or future neighborhood street pattern;
- d. The dedication is necessary to comply with county road standards and Kitsap County transportation plans;
- e. The dedication is necessary to provide a public transportation system that supports future development of abutting property consistent with the Kitsap County Comprehensive Plan or Kitsap County Zoning Code.

C. Utility Connectivity Requirements. Dedication of easements for future public utility extensions to abutting or contiguous properties shall be required as a condition of application approval in cases where the county demonstrates the following:

1. Vacant or underutilized land abuts the proposed subdivision or development;
2. The location is reasonable based upon the design needs for future utility infrastructure;
3. The dedication may further the extension of utility infrastructure with the urban growth area; and
4. The dedication furthers the goals and policies of the Comprehensive Plan.

D. Landscaping Requirements.

1. A landscaped area will be provided at all entrances to the subdivision or development consistent with the landscaping standards of Chapter 17.385.
2. Street trees consistent with Chapter 17.385 shall be provided along all streets with the road classification of principal or minor arterial, collector, or local sub-collector as determined by the Kitsap County Road Standards or of similar traffic volume. Street trees shall be located in the road right-of-way or the front yards of individual lots or units. Street trees located on individual lots may be installed before final plat approval or before the certificate of occupancy for individual building permits.

E. Off-Street Parking.

1. Projects shall provide off-street parking consistent with the requirements of Chapter 17.435.
2. All fractional parking spaces shall be rounded up to the nearest whole number.
3. If the development includes set-aside parking areas, each area shall not include more than ten spaces each and shall be in locations throughout the development.

17.382.040 Tables.

There are five separate tables addressing the uses allowed within the following general land use categories and zones:

A. Urban Residential Zones.

1. Urban Restricted (UR).
2. Urban Low Residential (UL).
3. Senior Living Homestead (SLH).
4. Urban Cluster Residential (UCR).
5. Urban Medium Residential (UM).
6. Urban High Residential (UH).
7. Illahee Greenbelt Zone (IGZ).

B. Commercial and Mixed Use Zones.

1. Neighborhood Commercial (NC).
2. Urban Village Center (UVC).
3. Urban Town Center (UTC).
4. Highway Tourist Commercial (HTC).
5. Regional Commercial (RC).
6. Mixed Use (MU).

7. Low Intensity Commercial (LIC)**C. Airport and Industrial Zones.**

1. Airport (A).
2. Business Park (BP).
3. Business Center (BC).
4. Industrial (IND).

D. Limited Areas of More Intensive Rural Development (LAMIRD).

1. Manchester Village Commercial (MVC).
2. Manchester Village Low Residential (MVLRL).
3. Manchester Village Residential (MVR).
4. Port Gamble Rural Historic Town Commercial (RHTC).
5. Port Gamble Rural Historic Town Residential (RHTR).
6. Port Gamble Rural Historic Town Waterfront (RHTW).
7. Suquamish Village Commercial (SVC).
8. Suquamish Village Low Residential (SVLR).
9. Suquamish Village Residential (SVR).

E. Parks, Rural and Resource Zones.

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1. Parks (P).
2. Forest Resource Lands (FRL).
3. Mineral Resource (MR).
4. Rural Protection (RP).
5. Rural Residential (RR).
6. Rural Wooded (RW).
7. Urban Reserve (URS).

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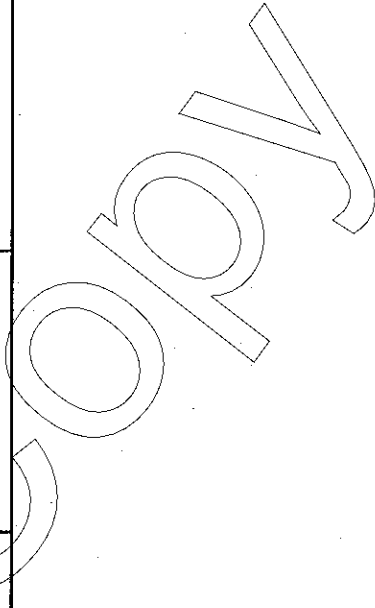
17.382.050 Interpretation of tables.

Development standards are listed down the left side of the tables and the zones are listed at the top. The table cells contain the minimum and, in some cases, maximum dimensional requirements of the zone. The small numbers (subscript) in a cell indicate additional requirements or detailed information. Those additional requirements can be found in the table footnotes in Section 17.382.110. A cell, marked with NA, indicates there are no specific requirements.

17.382.060 Urban Residential Density and Dimensions Table.

Standard	Urban Low-Density Residential					Urban Medium/High-Density Residential		
	UCR (5)	SLH (5)	IGZ (33) (50)	UR (33)	UL (5) (33)	UM (5)	UH (33)	
Minimum density (du/acre)	5 (19)	5	1 (3) (18)	1 (3) (18)	5 (19)	10 (19)	19	
Base/Maximum density (du/acre)	9 (19)	9	4 (18)	5 (18) 10 (53)	9 (19)	18 (19)	30	
Minimum lot size (39)	2,400 s.f.	2,400 s.f.	5,800 s.f.	5,800 s.f.	2,400 s.f.	None for multi-family; 2,400 s.f. for single-family	None	
Lot width (feet)	40	40	60	60	40 (20)	0 for multi-family; 40 for single-family	60	
Lot depth (feet)	60	60	60	60	60	0 for multi-family; 60 for single-family	60	
Maximum height (feet) (40)	35	Single-family 35 Multi-family 45	35 (50)	35	35	35 (17)	35 (17)	
Maximum impervious surface coverage	NA	NA	40%	50% 55% (53)	NA	85%	85%	

Urban Low-Density Residential		Urban Medium/High-Density Residential					
UCR (5)	SLH	IGZ (33) (50)	UR (33)	UL (5) (33)	UM (5)	UH (33)	
Standard							
Front (feet) (41)(42)(43)(45)	10 for single-family, duplex & townhouse; 10 for multi-family adjacent or abutting residential, otherwise 0 (29)	20 (29)	20 (29) 15 (54)	20 for garage or carport; 10 for habitable area (29)	Multi-family = 10 Single-family = 20 for garage or carport; 10 for habitable area (29)	20 (29)	
Side (feet) (42)(43)(45)(48)	5 If on an alley, 10 feet for a garage or carport opening directly onto the alley or 5 feet in all other instances (28) (29)	5 (29)	5 (29)	5 If on an alley, 10 feet for a garage or carport opening directly onto the alley or 5 feet in all other instances (29)	5 If on an alley, 10 feet for a garage or carport opening directly onto the alley or 5 feet in all other instances (29)	5 (29)	
Rear (feet) (42)(43)(48)	5 If on an alley, 10 feet for a garage or carport opening directly onto the alley or 5 feet in all other instances (28) (29)	5 (29)	5 (29) 15 (54)	5 If on an alley, 10 feet for a garage or carport opening directly onto the alley or 5 feet in all other instances (29)	5 If on an alley, 10 feet for a garage or carport opening directly onto the alley or 5 feet in all other instances (29)	10 (29)	



17.382.070 Commercial and Mixed Use Density and Dimensions Table.

Standard	Urban Low Commercial Intensity/Mixed-Use			Urban High Commercial Intensity/Mixed Use			Rural Commercial	
	NC (5) (33) (44)	UVC (5) (19)	LIC (51)	UTC	HTC (5) (25) (33) (44)	RC (33) (44)	MU (33) (32)	RCO
Minimum density (du/acre)	10 (44)	10 (19)	10 (51)	Reserved	10 (44)	10 (44)	10 (32)	None
Base/Maximum density (du/acre)	30	18 (19)	20 base 30 max (53)	Reserved	30	30	30	None
Maximum height (feet) (40)	35 (17)	45	25 base 45 max (53)	Reserved	35 (17)	35 (17)	35 (17)	35
Maximum impervious surface coverage	85%	85%	35% base 50% max (53)	85%	85%	85%	Base: 60% (54) 85% (53)	85%
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)	35%	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

Standard	Urban Low Commercial Intensity/Mixed-Use				Urban High Commercial Intensity/Mixed Use				Rural Commercial	
	NC (5) (33)	UVC (5)	LIC (51)	UTC	HTC (5) (25) (33)	RC (33)	MU (33)	RCO		
Minimum front (feet) (29) (41) (42) (43) (48)	20	None	None	Reserved	20	20	10	20	20	(26)
Maximum front (feet) (42) (43) (48)	NA	NA	10 (52)	NA	NA	NA	20	NA	NA	NA
Side (feet) (29) (42) (43) (48)	10 (21)	None	0 (10 feet when abutting UR zone)	Reserved	10 (21)	10 (21)	10 (21)	10 (21)	20 (50 feet when abutting residential)	20 (26)
Rear (feet) (29) (48)	10 (21)	None	15	Reserved	10 (21)	10 (21)	10 (21)	20 (50 feet when abutting residential)	20 (26)	

17.382.100 Parks, Rural and Resource Density and Dimensions Table.

Standard	Parks		Resource			Rural				URS
	P		FRL	MR	RP	RR	RW			
Base/Maximum density (du/acre)	NA	NA	NA	NA	NA	NA	Base: 1 du/20 acres Max: 1 du/5 acres (35)		NA	
Minimum lot size (acre) (39)	NA	40	20 (30)		10	5	20 (35)		10	
Lot width (feet)	NA	140	60 (31)		140	140	140		140	
Lot depth (feet)	NA	140	NA		140	140	140		140	
Maximum height (feet) (40)	35 (17)	35 (1)	NA		35 (2)	35 (2)	35 (2)		35	

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Standard	Parks			Resource			Rural			URS
	P	FRL	MR	RP	RR	RW				
Front (feet) (41) (42) (43)	20 0 (54)	50 (29)	NA	50 (29)	50 (29)	50 (29)	20 (29)	50 (29)	20 (29)	
Side (feet) (42) (43)	10	20 (29)	NA	20 feet; 5 feet for accessory structures (29)	20 feet; 5 feet for accessory structures (29)	20 feet; 5 feet for accessory structures (29)	5 (29)	20 (29)	5 (29)	
Rear (feet) (42) (43)	10 0 (54)	20 (29)	NA	20 feet; 5 feet for accessory structures (29)	20 feet; 5 feet for accessory structures (29)	20 feet; 5 feet for accessory structures (29)	5 (29)	20 (29)	5 (29)	
Front yard (feet) (48)	50	NA	NA	50	50	50	NA	NA	20	
Side yard (feet) (48)	50	NA	NA	50	50	50	NA	NA	50	
Rear yard (feet) (48)	50	NA	NA	50	50	50	NA	NA	50	

COPY

17.382.110 Footnotes for tables.

A. Where noted on the preceding tables, the following additional provisions apply:

1. Except for those buildings directly associated with timber production and harvest.
2. Except for silos and other uninhabited agricultural buildings.
3. Properties within the urban restricted (UR) zone and Illahee Greenbelt Zone (IGZ) may subdivide at densities below the minimum required for the zone under the following circumstances:
 - a. The reduced density provides a greater protection for critical areas or environmentally sensitive areas; and
 - b. The intent of the short subdivision or subdivision is to keep the property in the ownership of the immediate family members.
4. If a single lot of record, legally created as of April 19, 1999, is smaller in total square footage than that required under this chapter, or if the dimensions of the lot are less than required, said lot may be occupied by any reasonable use allowed within the zone subject to all other requirements of this chapter. If there are contiguous lots of record held in common ownership, each of the lots legally created as of April 19, 1999, and one or more of the lots is smaller in total square footage than required by this chapter, or the dimensions of one or more of them are less than required, said lots shall be combined to meet the minimum lot requirements for size and dimensions.
5. The Design Standards for the Community of Kingston sets forth policies and regulations for properties within the downtown area of Kingston. All development within this area must be consistent with these standards. A copy of the Design Standards for the Community of Kingston may be referred to on the Kitsap County web page or at the department of community development front counter.
6. Building replacements and remodels shall not create in excess of a total of forty percent impervious surface for lot area or more than the total existing impervious surface area, whichever is greater.
7. Excess area from acreage used to support proposed densities but not devoted to residential lots and public improvements such as streets and alleys shall be permanently dedicated and reserved for community open space, park land, and similar uses. For developments proposing densities no greater than one dwelling unit per five acres, the minimum and maximum lot sizes shall not apply, except that existing dwelling units shall be allocated lot area between three thousand five hundred and seven thousand five hundred square feet. New proposals may then proceed using the five-acre lot requirements of Section 17.310.030 for the rural residential (RR) zone.
8. Hotels may be developed with four above-ground floors and up to a height not exceeding fifty feet with approval of the fire marshal and relevant fire district.
9. May be reduced to ten feet for residential uses through the administrative conditional use or PBD process.
10. Uses allowed through the conditional use process shall provide minimum side setbacks of ten feet and minimum rear setbacks of twenty feet.
11. Any newly created lot within the Suquamish Rural Village shall be subject to Chapter 16.48 of this code, Short Subdivisions, and must meet the lot requirements below:

a. Lot Requirements.

- (1) Minimum lot size: twenty-one thousand seven hundred eighty square feet.
- (2) Minimum lot width: one hundred feet.
- (3) Minimum lot depth: one hundred feet.

b. Setbacks.

- (1) Front: twenty feet.
- (2) Side: five feet.
- (3) Rear: five feet.

12. Nonconforming Lots.

- a. Nonconforming Lots in Single Ownership. If a single lot of record, legally created before the adoption of the Manchester Community Plan, is less than eight thousand seven hundred twelve square feet in size or does not meet the dimensional requirements of its zone, the lot may be occupied by any use allowed within the zone subject to all other requirements of this chapter.
- b. Nonconforming Lots in Common Ownership. Contiguous lots of record held in common ownership, each lot legally created before adoption of the Manchester Community Plan, must be combined to meet the minimum lot requirements of its zone if one or more of the lots are less than eight thousand seven hundred twelve square feet in size or does not meet the dimensional requirements of its zone and, at the time of adoption of the Manchester Community Plan (March 18, 2002), either (i) a residential structure encumbered more than one of the contiguous lots or (ii) two or more of the contiguous lots were vacant. If one or more of the lots is sold or otherwise removed from common ownership after the adoption of the Manchester Community Plan, it will not be considered to meet the minimum lot requirements for non-conforming lots in single ownership. Property with two contiguous lots legally created before adoption of the Manchester Community Plan with a residential structure entirely on one lot may develop the second lot consistent with applicable zoning.

13. Residential structures within the MVC zone may not exceed twenty-eight feet.

14. Within the view protection overlay, the maximum height shall be twenty-eight feet. Height shall be measured from the average elevation of the property's buildable area to the structure's highest point. Buildable area is considered all portions of the property except wetlands and/or geologically hazardous areas. Properties within the view protection overlay zone may build as high as thirty-five feet under the following circumstances:

- a. There is no existing view of downtown Seattle, the Cascade Mountains, Mt. Rainier or the Puget Sound from the subject property or any adjacent property; or
- b. The owners of all adjacent properties approve the building height prior to building permit issuance; or
- c. It can be explicitly shown that the structure will not cause the blockage of existing views from any of the adjacent properties.

15. Clustering residential development is encouraged in all development. When clustering development, if a property owner designates forty percent of the gross acreage as naturally

vegetated open space, he or she may create one additional lot for every five lots clustered. The additional lot may not reduce the naturally vegetated open space to an amount less than forty percent of the gross acreage of the development.

16. All properties within the Manchester Village must also meet the requirements of the Storm Water Management Ordinance, Chapters 12.04 through 12.32 of this code. The use of pervious materials and other new technologies may be used in the construction of these areas and structures to reduce the impervious surface calculation.

17. A greater height may be allowed as set forth below and in accordance with the procedures in Title 21 of this code. Such approval must be consistent with the recommendations of the fire marshal/fire district and compatible with surrounding uses and zones. Such approval shall result in a decrease in building coverage, an increase in public amenities, and/or a more creative or efficient use of land. The maximum building height approved by the director shall not exceed:

- a. In the UM, NC, and P zones: forty-five feet.
- b. In the UH, HTC, and RC zones: sixty-five feet.
- c. In the BP, BC, and IND zones: fifty feet.
- d. In the mixed use zone:
 - i. Within Silverdale, the maximum height shall be forty-five feet;
 - ii. Along the Highway 303 corridor, the maximum height shall be sixty-five feet;
 - iii. Along Perry and National Avenues, the maximum height shall be forty-five feet.
 - iv. Within Gorst, the maximum height shall be sixty-five feet when public benefits are provided and incentives earned per 17.378.070.

18. The minimum and maximum densities within the range are based upon the net acreage of the property(s) after the removal of critical areas. In determining a development proposal's actual density within the range, the features of the subject parcel including on-site or adjacent wetlands, streams or steep slopes shall be considered first.

19. The maximum number of residential units permitted in the South Kitsap UGA/ULID #6 Sub-Area Plan is four thousand one hundred seventy-two until such time as a further population allocation is made to the sub-area. All residential development within the sub-area is subject to this density limitation. To ensure that the density limit for the sub-area is not exceeded, the director shall use the county's land information system (LIS) to monitor the number of dwelling units remaining and available for development within the sub-area.

20. The minimum lot width within the ULID #6 Sub-Area shall be forty feet.

21. Twenty feet when abutting a residential zone.

22. Maximum height shall be thirty feet when located within the two-hundred-foot shoreline area.

23. The minimum site setback shall be seventy-five feet for any yard abutting a residential zone, unless, based upon a site-specific determination, berming and landscaping approved by the director is provided that will effectively screen and buffer the business park activities from the residential zone that it abuts; in which case, the minimum site setback may be reduced to less than seventy-five feet but no less than twenty-five feet. In all other cases, minimum site setbacks shall be twenty feet.

24. An individual structure intended for future mixed commercial and residential uses may initially be used exclusively for residential use if designed and constructed for eventual conversion to mixed commercial and residential use once the Urban Village Center or Urban Town Center matures.

25. The Bethel Road Corridor Development Plan sets forth policies and regulations for development within the Highway Tourist Commercial Zone located along the Bethel Corridor in South Kitsap from SE Ives Mill Road to the Port Orchard City limits. Development within the Bethel Road Corridor Highway Tourist Commercial Zone shall be conducted in a manner consistent with the policies and regulations of the Land Use Element of the Bethel Road Corridor Development Plan.

26. No service road, spur track, or hard stand shall be permitted within required yard areas that abut a residential zone.

27. As approved by the director, wherever an industrial zone abuts a residential zone, a fifty-foot screening buffer area shall be provided. This screening buffer is intended to reduce impacts to abutting residential uses such as noise, light, odors, dust and structure bulk. No structures, open storage, or parking shall be allowed within this area. The director shall only approve screening buffers that improve the compatibility between the proposed use and the residential zone. The director may reduce this buffer to a minimum of twenty-five-foot width only when based upon a site-specific determination that topography, berming or other screening features will effectively screen industrial activities from the residential zone. Conversely, based upon a similar site-specific determination, the director may increase the buffer width from fifty feet to ensure adequate buffering and compatibility between uses.

28. Unless part of an approved zero-lot line development.

29. One-hundred-foot setback required for single-family buildings abutting FRL or RW zones.

30. No minimum lot size if property is used only for extraction.

31. Three hundred thirty feet if activity includes any uses in Section 17.380.020.

32. Existing lots developed with existing single-family residences are permitted to be maintained, renovated and structurally altered. Additions to existing residential structures in order to provide commercial uses are also permitted regardless of density.

33. All development within the Silverdale Design District boundaries must be consistent with the Silverdale Design Standards.

34. Development abutting a street for which a standard has been established by the Kitsap County Arterial Plan shall provide a special setback from the centerline of said street or a distance adequate to accommodate one-half of the right-of-way standard established by the arterial plans for the street. The building setback required by the underlying zone shall be in addition to the special setback and shall be measured from the edge of the special setback line. The special setback area shall be treated as additional required yard area and reserved for future street widening purposes.

35. Maximum density, smaller lot sizes and reduced setbacks may be allowed based upon the designation of a portion of the development acreage as "permanent open space" through the Rural Wooded Incentive Program per Section 17.301.080.

36. For standards applicable to master planned industrial developments and approved industrial parks, see Section 17.370.090.

37. When an airport zone abuts a residential zone, there shall be a minimum of five hundred feet from the end of any runway and the residential zone. Adjacent to airports, the director may impose height restrictions and/or other land use controls, as deemed essential to prevent the establishment of air space obstructions in air approaches to protect the public health, safety and welfare consistent with Federal Aviation Regulations (FAR) Part 77.

38. Cornices, canopies, eaves, belt courses, sills or other similar architectural features, or fireplaces may extend up to twenty-four inches into any required yard area. For setbacks along shorelines, see Chapter 17.450.

39. Unless otherwise stated in this title, if a lot of record which was legally created as of May 10, 1999, is smaller in total square footage than that required within the zone, or if the dimensions of the lot are less than that required within the zone, said lot may be occupied by any use allowed within that zone subject to all other requirements of the zone. Unless specifically stated within this title, where two or more contiguous lots which are nonconforming to the lot size or dimensions of the zone and are held in common ownership, said lots shall be considered separate legal nonconforming lots and each may be occupied by any use permitted within the zone subject to all other requirements of the zone. If a lot of record was lawfully occupied by two or more single-family residences (excluding accessory dwellings) as of May 10, 1999, the owner of such a lot may apply for a short plat approval in order to permit the segregated sale of such residences, even though some or all of the resulting new lots will have lot areas or dimensions less than required for the zone in which they are located. All other provisions of the Short Subdivision Ordinance (Chapter 16.48 of this code) shall apply to the application.

40. Height limitations set forth elsewhere in this title shall not apply to the following: barns, silos, or other farm buildings and structures, provided they are not less than fifty feet from every lot line; chimneys, spires on places of worship, belfries, cupolas, domes, smokestacks, flagpoles, grain elevators, cooling towers, solar energy systems, monuments, fire house towers, masts, aerials, elevator shafts, and other similar projections, and outdoor theater screens, provided said screens contain no advertising matter other than the name of the theater. The proponent seeking exception to the height limitation shall certify that the object being considered under this provision will not shade an existing solar energy system which, by the determination of the director, contributes substantially to the space or water-heating requirements of a building.

41. The following exceptions apply to front yard requirements:

- a. If there are dwellings on both abutting lots with front yards less than the required depth for the zone, the front yard for the lot need not exceed the average front yard of the abutting dwellings.
- b. If there is a dwelling on one abutting lot with a front yard less than the required depth for the zone, the front yard need not exceed a depth of half-way between the depth of the front yard on the abutting lot and the required front yard depth.
- c. If a modification to the front-yard requirement is necessary in order to site dwellings in a manner that maximizes solar access, the director may modify the requirement.
- d. On lots with multiple front yards, the front yard setback(s) in which the lot does not receive access may be modified by the director. Based upon topography, critical areas or other site constraints, the director may reduce these front yard setbacks to a minimum of twenty feet for properties requiring fifty feet and five feet for properties requiring twenty feet. The director may

not modify front yard setbacks from county arterials or collectors. Such reductions shall not have an adverse impact to surrounding properties.

42. The following exceptions apply to historic lots:

a. Building setback lines that do not meet the requirements of this title but were legally established prior to the adoption of this title shall be considered the building line for alterations, remodels, and accessory structures on the lot or parcel; providing, that no structure or portion of such addition may further project beyond the established building line.

b. Any single-family residential lot of record as defined in Chapter 17.110 that has a smaller width or lot depth than that required by this title, or is less than one acre, may use that residential zoning classification that most closely corresponds to the dimension or dimensions of the lot of record, for the purpose of establishing setbacks from the property lines.

43. Any structure otherwise permitted under this section may be placed on a lot or parcel within a required yard area if the director finds that such a location is necessary because existing sewer systems or roadways make compliance with the yard-area requirements of this title impossible without substantial changes to the site.

44. Outside of the Silverdale Sub-Area, densities required only with mixed use development.

45. Density in the KVLZ zone may be increased to three units per acre through a performance-based development (PBD) process pursuant to the regulations cited in Section 17.321D.090(B).

46. Front porch must meet following requirements to qualify for five-foot front setback:

a. Porch shall be forty percent open on each of two sides; no enclosed porches.

b. Minimum porch dimensions shall be four feet by six feet, or twenty-four square feet.

c. Porches shall not be less than four feet in width.

47. The 2007 Manchester Community Plan, Appendix A – Manchester Design Standards sets forth policies and regulations for properties within the Manchester Village commercial district (MVC). All developments within the MVC district must be consistent with these standards.

48. Cornices, canopies, eaves, belt courses, sills, bay windows, fireplaces or other similar cantilevered features may extend up to twenty-four inches into any required yard area. In no case shall a habitable area be considered for encroachment into a required yard through any land use process. Additionally, fire escapes, open-uncovered porches, balconies, landing places or outside stairways may extend up to twenty-four inches into any required side or rear yards, and shall not extend more than six feet into any required front yard. This is not to be construed as prohibiting open porches or stoops not exceeding eighteen inches in height, and not closer than twenty-four inches to any lot line.

49. Minimum project size applies to the initial land use application for the property such as master plan, PBD or other mechanism. Subsequent subdivision through platting or binding site plan consistent with scope and conditions of the land use approval is not required to meet this minimum size.

50. New or remodeled structures within the Illahee View Protection Overlay Zone may not exceed twenty-eight feet.

51. No residential uses are allowed within the portion of the Gorst urban growth area between the Sinclair Inlet shoreline and State Highways 3 and 16.

52. No motor vehicle parking allowed within the front yard setback. See also KCC 17.378.060 regarding conditions under which maximum setbacks may increase, as well as parking location standards.

53. Within the Gorst urban growth area, density, impervious surface coverage, and height may be increased to the maximum listed in the Density and Dimensions Table through compliance with the incentive program described in 17.378.030(B).

54. Standard listed applicable to Gorst UGA only.

10. DESIGN GUIDELINES

Introduction

Purpose

The Gorst Subarea Design Guidelines are intended to support the implementation of the land-use and zoning designations and development regulations contained within the Gorst Subarea Plan. These Guidelines will help ensure that future physical development within the Subarea is supportive of the overall Subarea Plan goals. The Guidelines apply primarily to the public realm, which generally consists of the space within the public right-of-way or other public ownership, and the relationship of private development to the public realm.

Specifically these Design Guidelines will:

- Implement the Gorst Subarea Plan Guiding Principles;
- Supplement the Gorst Subarea Plan Zoning and Development Regulations;
- Ensure design that is functional, sustainable, desirable, and appropriate for the Gorst Subarea;
- Provide design guidance to property owners, developers, architects, and other designers; and
- Provide City and County staff with guidance and metrics for evaluating development proposals.

Design Goals

The Gorst Subarea Plan contains several Guiding Principles that provide overarching goals toward which the future physical development of the Subarea aspires.

Three Guiding Principles in particular provide the overall design intent for these Design Guidelines:

- Make Gorst a place to stop.
- Create a cohesive and attractive urban character in the Gorst urban growth area (UGA) such as by improving building design, and creating and enhancing public spaces such as parks, pedestrian corridors and streetscapes.
- Improve transportation mode choices including transit, bicycle, pedestrian, and autos, recognizing local as well as regional travel needs.

Design can play an important role in realizing these Guiding Principles. Following are several specific Design Goals these Guidelines intend to achieve:

- *Walkability* – Ensure a safe, comfortable, and interesting pedestrian environment and prioritize pedestrian accessibility.
- *Complete Streets* – Ensure that streets are supportive of multiple modes of transportation, including walking, bicycling, transit, and automobiles.
- *Identifiable Character* – Create an attractive and functional public realm that identifies Gorst as a unique place. This contrasts with the uncoordinated, messy, and confusing development pattern that often characterizes auto-oriented strip development.

- *Efficient and Coordinated Use of Land and Infrastructure* – Use compact development, shared driveways and parking areas, and consistent street frontage standards to efficiently use land and infrastructure and avoid leftover or “dead” spaces.
- *Low Impact Development* – Minimize impervious surfaces, maximize vegetation retention, and manage stormwater close to the source to minimize water quality impacts.

How to Use These Guidelines

Applicability

These Design Guidelines apply to all new proposed development or significant redevelopment within the Gorst Subarea. The Kitsap County Director of Community Development (Director) or his/her designee shall have discretion to apply the Guidelines to the remodel or expansion of existing development to an extent that is proportional to the scope and scale of the proposal.

The Guidelines are intended to address primarily the public realm and how development relates to the public realm. The Guidelines are not intended to be prescriptive of architectural style nor are they intended to preclude design flexibility or innovation. The Guidelines are statements of design intent that provide guidance for project proponents and project reviewers during the design review process.

Relationship to City and County Code

These Guidelines are supplementary to the requirements of applicable County Codes and Policy as well as the zoning and development regulations of the Gorst Subarea Plan. Any topics not explicitly addressed herein are to be governed by applicable County standards. Where there is a conflict between these Guidelines and the KCC, it is intended that these Guidelines will apply. The final decision regarding the applicability of these Guidelines is within the discretion of the Director.

User Guide

These Guidelines are organized into two parts:

- Sections 10.100 to 10.150: Streetscape Guidelines
- Sections 10.200 to 10.20: Site Planning Guidelines

Some of the Streetscape Guidelines apply to specific street segments (e.g., West Frone Drive between State Route 3 and North Birch Avenue West). In all other cases, the guidelines apply to a general streetscape type (e.g., Neighborhood Access) or development types (e.g., Medium Density Residential). The Guidelines do not apply zoning designations to specific areas. Zoning regulations, including allowed uses and other development standards, are found in Chapters 8 and 9 of the Gorst Subarea Plan Zoning and Development Regulations.

To use these Guidelines, the following steps must be taken:

1. Locate the project site on the Gorst Subarea Plan Zoning Map (Chapter 5).
2. Identify the applicable use regulations and development standards within the Gorst Subarea Plan Zoning and Development Regulations, Chapters 8 and 9.
3. Locate the project site on the Design Guidelines Regulating Map (Figure 10-1) to determine the applicable streetscape standards.
4. Apply the Site Planning Guidelines applicable to the proposed development type.

Figure 10-1. Regulating Map



10.100 Streetscape Guidelines

Overall Intent

This section contains guidelines pertaining to the design of spaces within public street rights-of-way. These spaces include:

- The *Roadway*, which is the space inside the face of curb or edge of pavement and consists of vehicle travel and turning lanes, bicycle lanes, and parking lanes
- The *Street Frontage*, which is the space between the curb and the edge of the right-of-way and includes a curb zone, sidewalk, and transitional zone.
- The *Building Frontage*, which may include portions of a building façade where buildings abut or are adjacent to the right-of-way.
- *Intersections*, which may include crosswalks or curb bulb-outs.

Streetscape guidelines generally are intended to meet several objectives, including:

- Ensure sufficient capacity and safety for the movement of vehicles, transit, bicycles, and pedestrians
- Create an attractive and functional public realm
- Provide clear access to adjacent properties
- Reduce conflicts between pedestrians, bicycles, and vehicles
- Encourage walking and alternate modes of transportation

Guidelines for Commercial or Mixed Use Main Streets, West Sam Christopherson Road, Major Commercial Corridors, Neighborhood Access, and LID Streets are found in this section. Refer to Table 10-1 on the following page for a summary of applicable numerical standards.

Table 10-1. Streetscape Guidelines Summary

	Commercial/Mixed Use Main Street	West Sam Christopherson Road	Major Commercial Corridor	Neighborhood Access	LID Street
City Standard Detail	3006 (W Belfair: 3007)	3006 (except as noted)	3007 (varies)	3004	3004 (except as noted)
Travel Lanes	2 x 12' (W Belfair: 2 x 12' Outside 2 x 11' Inside)	2 x 12'	2 x 12' Outside 2 x 11' Inside	2 x 10'	2 x 10' or 1 x 13'
Bike Lanes	2 x 5'	2 x 5'	2 x 5' (optional)	2 x 5'	2 x 5' or 1 x 5'
Center Lane	N/A	11' Median or Turn Lane	Median or Turn Lane	N/A	N/A
On-Street Parking	2 x 8' (W Belfair: Optional)	Optional	No	1 x 8' or 2 x 8'	1 x 8' or 2 x 8'
Curb and Gutter	Yes	Yes	Varies	Yes	No
Street Frontage	11' Min.	11' Min.	11' Min.	9' Min.	9' Min.
Curb Zone	3'-6' Paved or Landscaped	6' Landscaped	6' Landscaped	4'-6' Landscaped	4'-6' with Bioretention
Sidewalk	5'-8'	5'	5'-8'	5'	5'
Transitional Zone²	2' Min.	2' Min. Optional	2' Min. Optional	2' Min. Optional	N/A
Weather Protection¹	60% of Building Frontage	40% of Building Frontage	40% of Building Frontage	40% of Building Frontage	N/A
Fences or Walls	42" Max.	3.5'-4' Max.	42" Max.	3.5'-4' Max.	4' Max.
Curb Radius	25'	25'	Per WSDOT/City	15' Min.	15' Min.

Notes:

1. To be located between 8 and 20 feet above grade. Minimum depth of weather protection is 3 feet and may project up to 5 feet into ROW.
2. Generally, that space between the back of the sidewalk and the building façade

10.110 Commercial or Mixed Use Main Street

Intent

The Commercial or Mixed Use Main Street guidelines are to be applied to the following street segments:

- West Belfair Valley Road between SR 3 and West Sam Christopherson Avenue
- West Frone Drive between SR 3 and North Birch Avenue West
- Other street segments in areas zoned for commercial or mixed use development

The roadway should be designed to primarily serve low-speed, local traffic and to provide access to abutting parcels, but will also accommodate pass-through traffic to adjacent neighborhoods. The exception to this is West Belfair Valley Road, which will accommodate greater regional pass-through traffic in addition to supporting local mixed uses. The roadway should accommodate bicycles and transit, in addition to automobile traffic. The street frontage should include design elements that prioritize pedestrian safety and comfort, create visual interest, and support fine-grained, mixed-use development.

Roadway

The roadway of a Commercial or Mixed Use Main Street should be designed to meet one of two subtypes. For West Belfair Valley Road, the roadway should be designed to meet City of Bremerton Minor Arterial standards, as defined in City Standard Details 3001 and 3007.

The following design elements should be included, provided sufficient right-of-way width is available:

- Two 12-foot outside travel lanes
- Two 11-foot inside travel lanes
- Two 5-foot bicycle lanes
- Two 8-foot on-street parallel parking lanes (optional)
- Curb and gutter

For all other street segments noted above, the roadway should be designed to meet City of Bremerton Collector Arterial standards, as defined in City Standard Details 3001 and 3006.

The following design elements should be included, provided sufficient right-of-way width is available:

- Two 12-foot travel lanes
- Two 5-foot bicycle lanes
- Two 8-foot on-street parallel parking lanes
- Curb and gutter

Street Frontage

Intent

Design of the Street Frontage is of particular importance for Commercial or Mixed Use Main Streets as it greatly affects both the pedestrian environment and the relation of the street to adjacent building

frontages. The following Street Frontage guidelines apply to all Commercial or Mixed Use Main Street segments. The Street Frontage should have a minimum width of 11 feet, where the right-of-way allows.

The design of the Street Frontage should encourage pedestrian activity while providing for pedestrian safety and comfort, and should facilitate pedestrian access to adjacent parcels. The width of the street frontage may be constrained by a lack of available right-of-way; however, Street Frontage design should seek to maximize the available width to facilitate pedestrian activity.

Curb Zone

The curb zone should be between 3 and 6 feet wide. The curb zone should be paved where adjacent to commercial or mixed use development, except where it is occupied by street trees or planter boxes. Where the street is adjacent to a residential use, a landscaped planter strip may be provided.

The curb zone may include the following elements:

- Street trees – Trees of an appropriate species should be planted every 30 feet on-center.
- Street lights
- Planter boxes or landscaped planting strip
- Bioinfiltration planters or other LID features
- Public or other authorized signage
- Authorized temporary sandwich board signs
- Bus stops
- Bike racks
- Fire hydrants
- Trash receptacles
- Newspaper boxes

Sidewalk

Sidewalks should be a minimum of 5 feet wide, but 8 feet is preferable where adjacent land uses are commercial or mixed use. An 8-foot sidewalk allows space for two people to walk side-by-side, while allowing a third person to pass. The entire sidewalk width should be paved and unobstructed.

Transitional Zone

Where building façades abut, or are within 2 feet of the right-of-way, a Transitional Zone should be provided. This zone should have a minimum paved width of 2 feet. This 2-foot zone allows people to pause in front of building windows or doorways without obstructing pedestrian movement within the sidewalk.

The Transitional Zone may include other elements as well, including benches, planters, temporary sandwich board signs or other temporary displays, and other street furniture. A wider Transitional Zone may accommodate outdoor seating (a 6-foot minimum width is required for one row of tables).

Similarly, a smaller Transitional Zone may be combined with a building forecourt or other building setback to accommodate outdoor seating, entryway plazas, or other semi-public spaces.

Building Frontage

Intent

Where buildings abut or are within 10 feet of the right-of-way, design of the Building Frontage should receive special attention. Design elements should be provided to encourage pedestrian activity and contribute to a varied and interesting streetscape.

Weather Protection

For commercial or mixed use buildings, weather protection should be provided along at least 60% of the building frontage through the use of awnings, canopies, or other architectural elements. The minimum depth for weather protection is 3 feet and should be placed between 8 and 20 vertical feet above the sidewalk. Weather protection may project into the right-of-way for a maximum of 5 feet.

Fences, Walls, and Planters

Fences, walls, or planters not exceeding 42 inches in height above the sidewalk grade are permitted.

Intersections

Intent

Intersections should be designed to ensure the safety and comfort of pedestrians while accommodating expected vehicular traffic.

Curb Radius

The minimum required curb radius is 25 feet.

Curb Bulb-outs

Curb bulb-outs are encouraged at intersections to reduce the crossing distance for pedestrians.

Crosswalks

A variety of treatments should be considered to define crosswalks, including striping, signage, stamped or colored concrete, or raised crosswalks where traffic calming is warranted.

Figure 10-2. Commercial Mixed Use Street Section

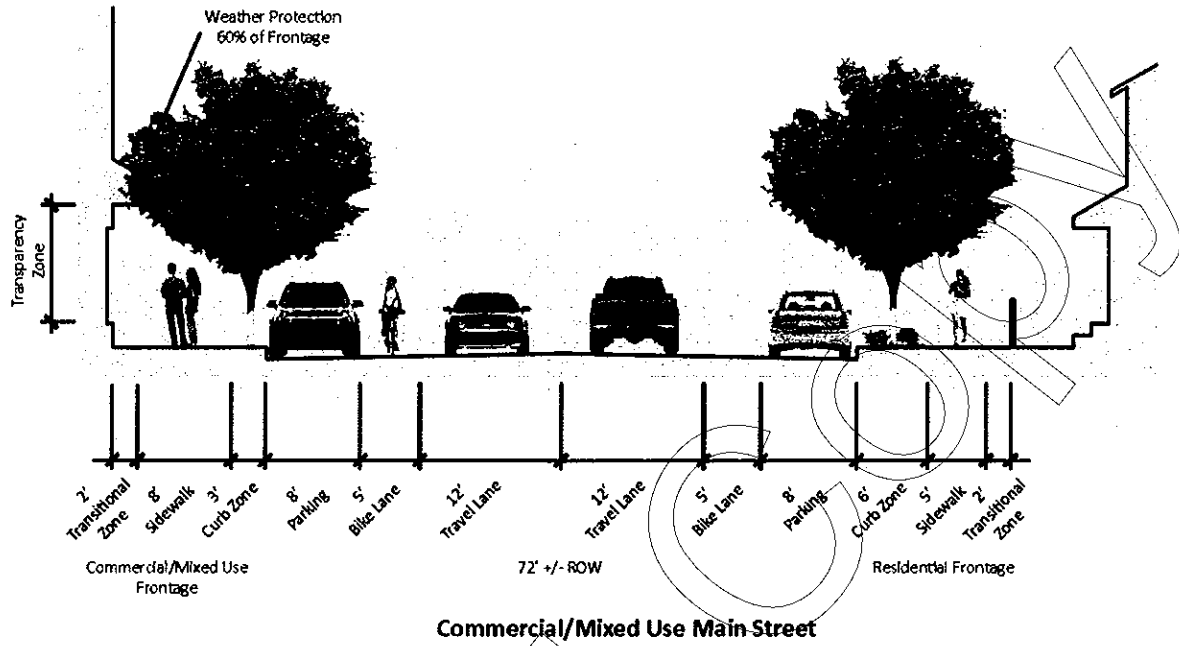
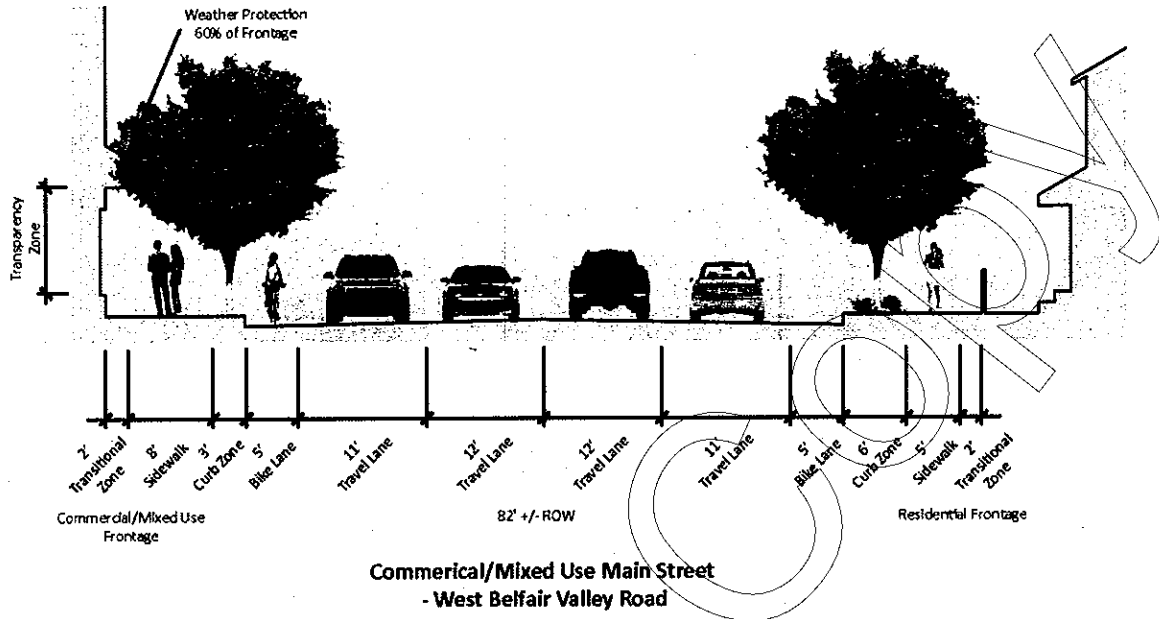


Figure 10-3. Commercial Mixed Use Belfair Street Section



10.120 West Sam Christopherson Avenue

Intent

West Sam Christopherson Avenue provides a connection between SR 3 and West Belfair Valley Road in addition to providing access to adjacent parcels. As such the roadway should be designed to provide a balance between pass-through and local traffic, while also accommodating bicycles and transit. The road will serve primarily low density residential development, with some limited mixed use and commercial development. The street frontage should include design elements that prioritize pedestrian safety and comfort.

Roadway

The roadway of West Christopherson Avenue should be designed to meet City of Bremerton Collector Arterial standards, as defined in City Standard Details 3001 and 3006, except that a center median or turn lanes should be provided. The following design elements should be included, provided sufficient right-of-way width is available:

- Two 12-foot travel lanes
- Two 5-foot bicycle lanes
- Two 8-foot on-street parallel parking lanes (optional)
- 11-foot planted median or left turn lane
- Curb and gutter

Street Frontage

Intent

The Street Frontage should have a minimum width of 11 feet, where the right-of-way allows.

The design of the Street Frontage should encourage pedestrian activity while providing for pedestrian safety and comfort.

Curb Zone

The curb zone should be a minimum of 6 feet wide and should provide a landscaped planter strip or bioinfiltration swales or cells. A paved curb zone may be provided where adjacent to commercial or mixed use development.

Sidewalks should be a minimum of 5 feet wide. The entire sidewalk width should be paved and unobstructed.

Transitional Zone

A Transitional Zone is not required where adjacent to residential uses. Where adjacent to commercial or mixed use development, a transitional zone may be provided, such as that described for a Commercial or Mixed Use Main Street.

Building Frontage

Intent

Where buildings abut or are within 10 feet of the right-of-way, design of the Building Frontage should receive special attention. Design elements should be provided to encourage pedestrian activity and contribute to a varied and interesting streetscape.

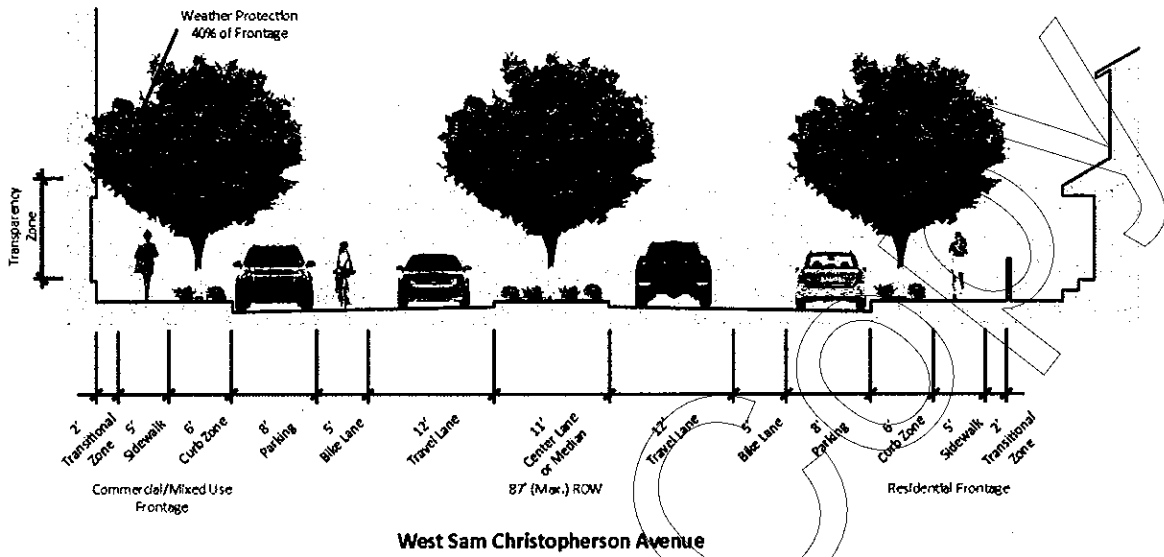
Weather Protection

For commercial or mixed use buildings, weather protection should be provided along at least 40% of the building frontage through the use of awnings, canopies, or other architectural elements. The minimum depth for weather protection is 3 feet and should be placed between 8 and 20 vertical feet above the sidewalk. Weather protection may project into the right-of-way for a maximum of 5 feet.

Fences, Walls, and Planters

Fences, walls, or planters not exceeding 42 inches in height above the sidewalk grade are permitted for commercial or mixed use development. Fences not exceeding 4 feet are permitted for residential uses.

Figure 10-4. Sam Christopherson Street Section



10.130 Major Commercial Corridor

Intent

The Major Commercial Corridor guidelines apply to the at-grade portions of SR 3 and SR 16 within the Gorst UGA.

SR 3 and SR 16 are major State Highways carrying heavy vehicular traffic. The intent of these guidelines is to mitigate the negative impacts of such traffic on the pedestrian environment and to promote a more coordinated and attractive character of development along these corridors.

Roadway

Design of the vehicle roadway will vary based on applicable WSDOT and City of Bremerton standards, typically being 4 to 6 lanes wide with a median or center turn lane. The City of Bremerton standard for a Principal Arterial, as defined in City Standard Details 3001 and 3007, provides an example of a typical section.

Typical roadway elements may include:

- Two 12-foot outside travel lanes
- Two 11-foot inside travel lanes
- Two High Occupancy Vehicle (HOV) lanes
- Center median or left turn lane
- Two 5-foot bicycle lanes (optional)
- Curb and gutter or shoulder

Street Frontage

Intent

The Street Frontage should prioritize pedestrian safety and comfort while maintaining vehicular access to adjacent properties. The Street Frontage should have a minimum width of 11 feet, where the right-of-way allows.

Curb Zone

The curb zone should be a minimum of 6 feet wide. The curb zone may be occupied by a landscaped planter strip, or planter boxes.

Elements included in the curb zone may include those elements noted for a Commercial or Mixed Use Main Street.

Sidewalk

Sidewalks should be a minimum of 5 to 8 feet wide. The entire sidewalk width should be paved and unobstructed.

Transitional Zone

A Transitional Zone is not required but may be provided, such as that described for a Commercial or Mixed Use Main Street, where buildings are placed within 5 feet of the right-of-way edge.

Building Frontage

Intent

Where buildings abut or are within 10 feet of the right-of-way, design of the Building Frontage should receive special attention. Design elements should be provided to encourage pedestrian activity and contribute to a varied and interesting streetscape.

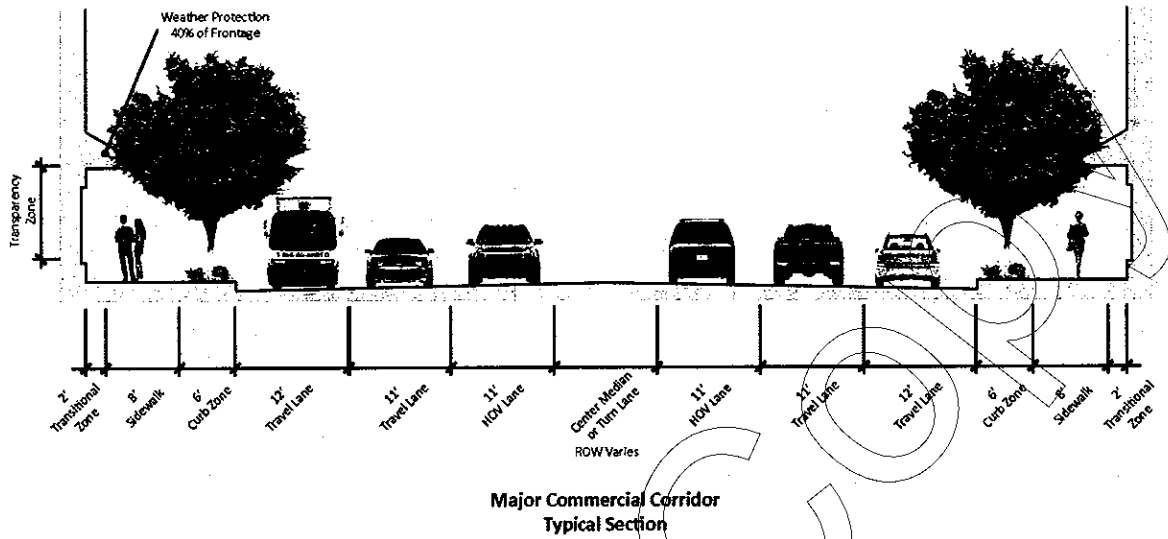
Weather Protection

For commercial or mixed use buildings, weather protection should be provided along at least 40% of the building frontage through the use of awnings, canopies, or other architectural elements. The minimum depth for weather protection is 3 feet and should be placed between 8 and 20 vertical feet above the sidewalk. Weather protection may project into the right-of-way for a maximum of 5 feet.

Fences, Walls, and Planters

Fences, walls, or planters not exceeding 42 inches in height above the sidewalk grade are permitted.

Figure 10-5. Commercial Corridor Street Section



10.140 Neighborhood Access

Intent

Neighborhood Access streets are intended to provide local access to low and medium density residential neighborhoods or limited neighborhood commercial or mixed use development where such development is located on a primarily residential block or street.

The roadway should be designed to primarily serve low-speed, local traffic and to provide access to abutting parcels. Pass-through traffic should be discouraged. The roadway should accommodate bicycles and transit, in addition to automobile traffic. The street frontage should include design elements that prioritize pedestrian safety and comfort, create visual interest, and promote a residential neighborhood feel.

Roadway

Neighborhood Access streets should be designed to meet City of Bremerton Local Access Two Way standards, as defined in City Standard Details 3001 and 3004.

The following design elements should be included, provided sufficient right-of-way width is available:

- Two 10-foot travel lanes
- Two 5-foot bicycle lanes
- One or two 8-foot parking lanes
- Curb and gutter

Street Frontage

Intent

The Street Frontage should prioritize pedestrian safety and comfort while promoting a residential neighborhood feel. The Street Frontage should have a minimum width of 9 feet, where the right-of-way allows.

Curb Zone

The curb zone should be between 4 and 6 feet wide. The curb zone should be landscaped with either a landscaped planter strip or with planter boxes. Where adjacent to commercial or mixed use development, a paved curb zone may be used.

Elements included in the curb zone should largely be limited to street trees, street lights, fire hydrants, LID features, and other elements required or compatible with a residential neighborhood. However, the additional elements noted for a Commercial or Mixed Use Main Street may be included where adjacent to a commercial or mixed use development.

Sidewalk

Sidewalks should be a minimum of 5 feet wide. The entire sidewalk width should be paved and unobstructed.

Transitional Zone

A Transitional Zone is not required where adjacent to residential uses. Where adjacent to commercial or mixed use development, a transitional zone may be provided, such as that described for a Commercial or Mixed Use Main Street.

Building Frontage

Intent

Where buildings abut or are within 10 feet of the right-of-way, design of the Building Frontage should receive special attention. Design elements should be provided to encourage pedestrian activity and contribute to a varied and interesting streetscape.

Weather Protection

For commercial or mixed use buildings, weather protection should be provided along at least 40% of the building frontage through the use of awnings, canopies, or other architectural elements. The minimum depth for weather protection is 3 feet and should be placed between 8 and 20 vertical feet above the sidewalk. Weather protection may project into the right-of-way for a maximum of 5 feet.

Fences, Walls, and Planters

Fences, walls, or planters not exceeding 42 inches in height above the sidewalk grade are permitted for commercial or mixed use development. Fences not exceeding 4 feet are permitted for residential uses.

Intersections

Intent

Higher traffic volume intersections should be designed to ensure the safety and comfort of pedestrians while accommodating expected vehicular traffic. Such intersections include where adjacent block faces serve commercial, mixed use, or medium density residential development. Where adjacent block faces serve primarily low density residential, curb bulb-outs and crosswalk treatments are of lesser priority.

Curb Radius

The minimum required curb radius is 15 feet.

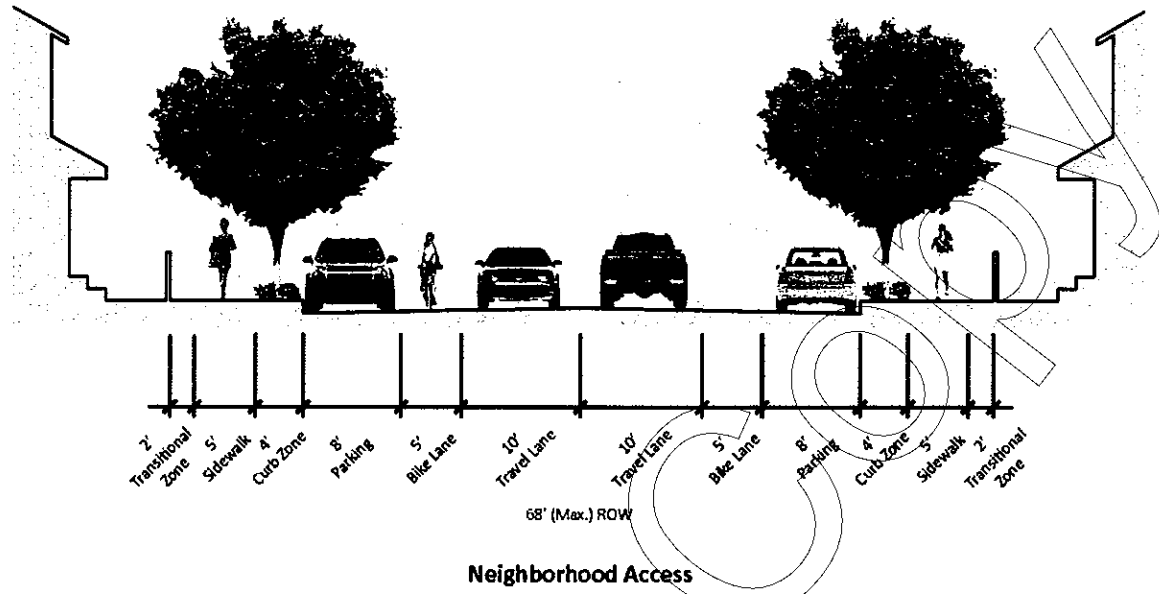
Curb Bulb-outs

Curb bulb-outs are encouraged at intersections to reduce the crossing distance for pedestrians.

Crosswalks

A variety of treatments should be considered to define crosswalks, including striping, signage, stamped or colored concrete, or raised crosswalks where traffic calming is warranted.

Figure 10-6. Neighborhood Access Street Section



10.150 LID Street

Intent

The LID Street guidelines are intended to for local access streets in low density, large lot, or clustered residential areas.

The roadway should be designed to primarily serve low-speed, local traffic and to provide access to abutting parcels. The street will have a more rural feel and is intended to minimize impervious area and associated stormwater impacts.

Roadway

LID Streets should be based on City of Bremerton Local Access Two Way or One Way standards, as defined in City Standard Details 3001 and 3004.

The following design elements should be included, provided sufficient right-of-way width is available:

- Two 10-foot travel lanes or one 13 foot travel lanes
- One or two 5-foot bicycle lanes
- One or two 8-foot parking lanes
- Curbless

Street Frontage

Intent

The Street Frontage should prioritize LID stormwater management while maintaining pedestrian safety and comfort. The Street Frontage should have a minimum width of 9 feet, where the right-of-way allows.

Planter Strip

The street edge should be curbless to direct runoff to a roadside planter strip. The planter strip should be between 4 and 6 feet wide and should contain bioretention facilities including swales or bioretention cells (rain gardens).

Sidewalk

Sidewalks should be a minimum unobstructed width of 5 feet wide. The sidewalk may be paved using conventional concrete or pervious concrete or asphalt. If conventional asphalt is used, the sidewalk should direct runoff to the roadside bioretention facility.

Building Frontage

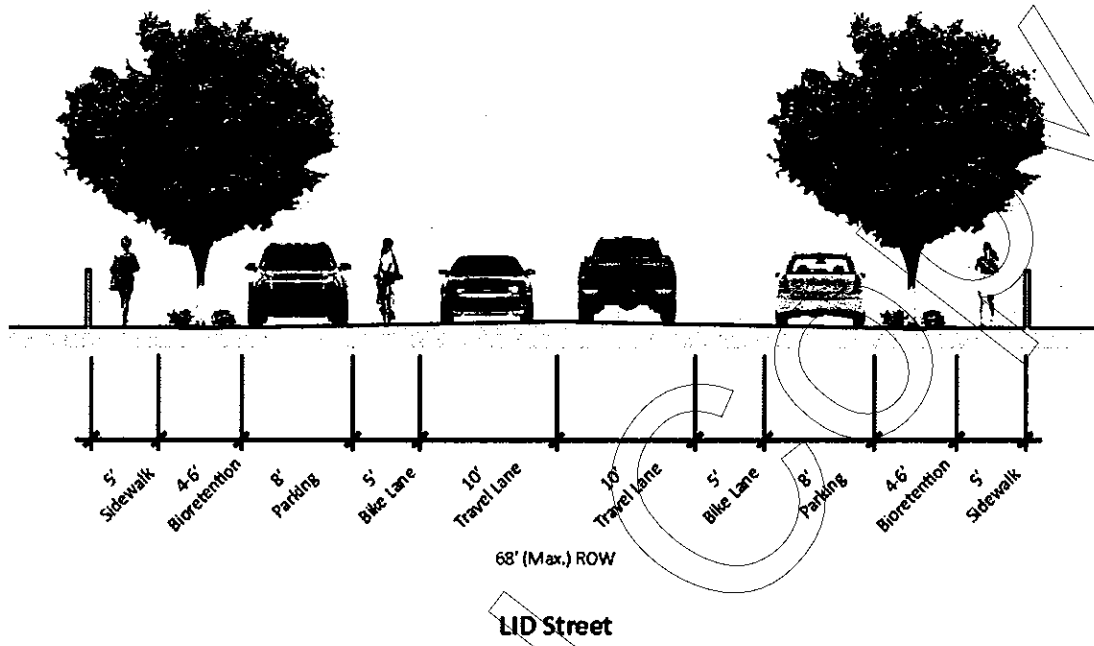
Intent

The LID street section is intended for low density or large lot residential neighborhoods and building frontages should be compatible with these areas.

Fences, Walls, and Planters

Street facing fences, walls, or planters not exceeding 4 feet are permitted for residential uses.

Figure 10-7. LID Street Section



10.200 Site Planning Guidelines

Overall Intent

The site planning guidelines are intended to ensure that new development or significant redevelopment within the Gorst Subarea supports the Guiding Principles.

To do this, development should:

- Contribute to an identifiable sense of place
- Define and enhance the public realm for residents, businesses, and visitors
- Create a safe, functional, and interesting pedestrian environment
- Facilitate the use of alternate modes of transportation, including walking, bicycling, and transit
- Incorporate Low Impact Development (LID) and other sustainable design principles

The guidelines apply to site design at a high level with special attention paid to those portions of the site adjacent to the street frontage. The guidelines are not intended to specify architectural style; however, certain building elements warrant guidance to ensure that buildings meet the above goals.

Guidelines are provided for Mixed Use, Commercial, Medium Density Residential, and Low Density Residential development. Refer to Table 10-2 for a summary of applicable numerical standards.

Table 10-2. Site Planning Guidelines Summary

	Mixed Use	Commercial	Medium Density Residential	Low Density Residential
Building Frontage	80% within Min/Max Setback	65% within Min/Max Setback	60% within Min/Max Setback	N/A
Transparency¹				
Commercial	60%	50%	N/A	N/A
Multifamily	50%	N/A	50%	N/A
Single Family	15%	N/A	N/A	N/A
Garages	50% of Façade or 12' Max.	N/A	50% of Façade or 12' Max.	N/A
Articulation	20' Max.	30' Max.	30' Max.	N/A
Blank Walls	20' Max.	30' Max.	30' Max.	N/A
Parking	50% of Frontage Max.	50% of Frontage Max.	50% of Frontage or 14' Max.	N/A

Notes:

1. Transparency zone is between 2 and 10 feet above grade.

10.210 Mixed Use

Intent

Mixed Use development is intended to create a moderately dense pattern of development with a variety of land uses within a walkable area. Mixed Use may be either vertical or horizontal. Vertical Mixed Use is where two or more uses are located within one building. One example is medium density residential units above ground floor retail. Horizontal Mixed Use is where two or more land uses are located adjacent to one another in separate buildings but within a compact, walkable district.

Mixed Use development in Gorst should achieve several key design principles, which include:

- Creating a compact pattern of development with multiple land uses that is generally more dense than neighboring, single use areas
- Locating multiple land uses within a walkable radius
- Supporting alternate modes of transportation

Building Orientation

Intent

Buildings within a Mixed Use area should be oriented toward the public right-of-way to define and strengthen the public realm. Building setbacks should be used to define the street wall. Building entrances should be oriented toward the street to facilitate pedestrian accessibility.

Building Frontage

No less than 80% of the building frontage should be located within the minimum/maximum setback allowable in the zone. It is preferable to place the building frontage as close to the public right-of-way as is allowable to create an identifiable street wall. The use of greater setbacks to create pedestrian-oriented plazas is a desirable exception.

Building Entrances

Primary building entrances should be oriented toward the public right-of-way, not toward off-street parking. Secondary entrances may be provided that are oriented toward off-street parking. Architectural elements should be used to clearly identify the primary entrance. Such elements include building articulation or projections, roof modulation, material or color changes, overhangs, or signage. The primary entrance should be connected to the public sidewalk by a clearly identifiable, unobstructed, all-weather pathway.

Residential Entrances

Where residential uses occupy the ground floor, entrances should be elevated a minimum of 24 inches above grade at the right-of-way to ensure privacy.

Building Façade

Intent

Building façades within a Mixed Use area should use design elements that help create a safe, functional, and interesting pedestrian environment.

Garages

For single family and attached residential units, garages or carports should not occupy more than 50% of a street facing façade or 12 feet, whichever is greater. Garages or carports should be even with or set back from the primary entrance. The garage should not be the defining architectural feature of the façade but should instead give prominence to the primary entrance.

Ground Floor Transparency

The ground floors of buildings within a Mixed Use area should incorporate windows oriented to the public right-of-way. Windows create a welcoming and interesting feel for pedestrians. Windows also provide “eyes on the street” that help to discourage crime. For retail uses, storefront glazing can be used to display merchandise or give views to uses within the building and draw customers in.

For ground floor retail, glazing should occupy 60% of the street facing building façade between 2 and 10 feet above the grade of the right-of-way. Curtain windows should be avoided. Use muntins, transom windows, and other architectural elements to add interest.

For multifamily residential uses on the ground floor, windows should occupy 50% of the street facing building façade. For single-family residential, windows should occupy 15% of the street facing building façade.



Example of a pedestrian friendly building frontage.

Building Articulation

Unbroken wall planes of greater than 20 feet along the street facing building frontage should be avoided. Use articulation of the wall plane, changes in color or material, roof modulation, or other architectural elements to add visual interest to larger building frontages.

Blank Walls

Blank walls greater than 20 feet along the street facing building frontage should be avoided. Use building articulation elements noted above, or additional treatments such as windows, planters or other landscaping, trellises, weather protection, or other architectural elements to add visual interest.

Parking and Vehicular Access

Intent

Buildings within a Mixed Use area should be primarily oriented to the public right-of-way and conducive to pedestrian activity. Off-street parking areas, driveways, and curb cuts should be designed to be minimally disruptive of the pedestrian environment while efficiently serving the need for vehicular access.

Location of Parking

Whenever practicable, parking should be located to the side or rear of a building. Parking located between a building and the street should only be allowed in unavoidable circumstances. No more than 50% of the street frontage of any site may be occupied by parking or driveways.

Curb Cuts

Curb cuts should be minimized to ensure continuity of sidewalks and minimize conflicts between pedestrians and vehicles. Limiting curb cuts also improves traffic flow and traffic safety. Alley access or service drive access to a site should be used where such access exists or can reasonably be provided to avoid curb cuts on the primary street. On corner lots it is preferable to locate the curb cut on the secondary street frontage. Curb cuts should be designed to be no wider than is warranted to ensure safe ingress/egress for the expected traffic. Minimizing curb cut width shortens pedestrian crossing distance and reduces pedestrian/vehicle conflicts.

Shared Driveways

Driveways should be shared between two or more building site wherever practicable, as a means of limiting curb cuts. Driveways should be located along side lot lines where future development of the adjacent lot may be reasonably expected to occur and an access easement provided to allow for future shared use.

Shared Parking

Parking should be shared between two or more building site wherever practicable. This may take the form of a single parking area that is shared by multiple users or separate parking areas that are connected and accessed via a shared driveway. Provision should be made to allow for future shared parking with an adjacent lot where future development of the adjacent lot may be reasonably expected to occur. Provisions may include stubbing a drive aisle to the adjacent lot line and providing an access easement.

In the cases above, parking areas and access are shared, but each use requires a minimum number of parking spaces. Parking may also be shared through reciprocal use agreements between uses in such a way as to reduce the total number of spaces required. For example, a use requiring primarily daytime parking, such as office or some retail, may share parking spaces with another use that requires primarily evening and nighttime parking, such as residential or a restaurant. It is the responsibility of the project proponent to provide parking generation data to justify the parking requirement reduction and to establish a reciprocal use agreement.

Pedestrian Accessibility

Parking areas and driveways should be designed to provide pedestrian accessibility through the parking area to the building. Separated pedestrian ways, striping, signage, traffic calming, and other measures

should be used to create clearly identifiable and safe routes for pedestrians from parking areas to building entrances. Where parking is located between the street and a building, there must be a clear and direct route from the public sidewalk, through the parking area, to the primary building entrance.

Unofficial Copy

10.220 Commercial

Intent

The commercial design guidelines apply to highway oriented and stand-alone commercial uses, which include auto sales and service and office uses, as well as small scale light industrial uses. These uses currently characterize much of the non-residential development in the Gorst Subarea. The intent of the guidelines is to ensure that commercial development contributes to an attractive and inviting streetscape and minimizes conflicts between pedestrians and vehicles. The guidelines recognize the importance of maintaining vehicle accessibility but seek to mitigate some of the negative impacts of automobile-oriented development on the pedestrian environment.

Building Orientation

Intent

Commercial buildings should be oriented toward the public right-of-way to define and strengthen the public realm and avoid the uncoordinated and confusing pattern of development that often occurs with auto-oriented uses. Building entrances should be oriented toward the street to facilitate pedestrian accessibility.

Building Frontage

No less than 65% of the building frontage should be located within the minimum/maximum setback allowable in the zone.

Building Entrances

Primary building entrances should be oriented toward the public right-of-way, not toward off-street parking. Secondary entrances may be provided that are oriented toward off-street parking. Architectural elements should be used to clearly identify the primary entrance. Such elements include building articulation or projections, roof modulation, material or color changes, overhangs, or signage. The primary entrance should be connected to the public sidewalk by a clearly identifiable, unobstructed, all-weather pathway.

Building Façade

Intent

Commercial building façades should use design elements that help create a safe, functional, and interesting pedestrian environment.

Ground Floor Transparency

For ground floor retail, glazing should occupy 50% of the street facing building frontage between 2 and 10 feet above the grade of the right-of-way. Curtain windows should be avoided. Use muntins, transom windows, and other architectural elements to add interest.

Building Articulation

Unbroken wall planes of greater than 30 feet along the street facing building frontage should be avoided. Use articulation of the wall plane, changes in color or material, roof modulation, or other architectural elements to add visual interest to larger building frontages.

Blank Walls

Blank walls greater than 30 feet along the street facing building frontage should be avoided. Use building articulation elements noted above, or additional treatments such as windows, planters or other landscaping, trellises, weather protection, or other architectural elements to add visual interest.



Example of a commercial building.

Parking and Vehicular Access**Intent**

Commercial buildings should be primarily oriented to the public right-of-way and conducive to pedestrian activity. Off-street parking areas, driveways, and curb cuts should be designed to be minimally disruptive of the pedestrian environment while efficiently serving the need for vehicular access.

Location of Parking

Wherever practicable, parking should be located to the side or rear of a building. Parking located between a building and the street should only be allowed in unavoidable circumstances. No more than 50% of the street frontage of any site may be occupied by parking or driveways.

Curb Cuts

Curb cuts should be minimized to ensure continuity of sidewalks and minimize conflicts between pedestrians and vehicles. Alley access or service drive access to a site should be used where such access exists or can reasonably be provided to avoid curb cuts on the primary street. On corner lots it is preferable to locate the curb cut on the secondary street frontage. Curb cuts should be designed to be no wider than is warranted to ensure safe ingress/egress for the expected traffic.

Shared Driveways

Driveways should be shared between two or more building site wherever practicable, as a means of limiting curb cuts. Driveways should be located along side lot lines where future development of the adjacent lot may be reasonably expected to occur and an access easement provided to allow for future shared use.

Shared Parking

Parking should be shared between two or more building site wherever practicable. This may take the form of a single parking area that is shared by multiple users or separate parking areas that are connected and accessed via a shared driveway. Provision should be made to allow for future shared parking with an adjacent lot where future development of the adjacent lot may be reasonably expected to occur. Provisions may include stubbing a drive aisle to the adjacent lot line and providing an access easement.

Parking may also be shared through reciprocal use agreements between uses in such a way as to reduce the total number of spaces required. It is the responsibility of the project proponent to provide parking generation data to justify the parking requirement reduction and to establish a reciprocal use agreement.

Pedestrian Accessibility

Parking areas and driveways should be designed to provide pedestrian accessibility through the parking area to the building. Separated pedestrian ways, striping, signage, traffic calming, and other measures should be used to create clearly identifiable and safe routes for pedestrians from parking areas to building entrances. Where parking is located between the street and a building, there must be a clear and direct route from the public sidewalk, through the parking area, to the primary building entrance.

10.230 Medium Density Residential

Intent

The medium density residential guidelines are intended to promote a variety of housing types at moderate densities that will achieve several design objectives, including:

- Creating a pedestrian friendly streetscape
- Ensuring privacy for residents
- Ensuring “eyes on the street” for safety

Building Orientation

Intent

Medium density residential buildings should be oriented toward the public right-of-way in most cases to define and strengthen the public realm. Building entrances should be oriented toward the street to facilitate pedestrian accessibility. Exceptions would include cottage housing, where homes are oriented around a common central open space, or garden apartments, where individual unit entrances are oriented to a central courtyard. In these cases, the overall development should still bear a clear relationship to the public realm such as by making the central area visible from the public right-of-way and providing a clear and direct pedestrian connection from the central area to the public sidewalk.

Building Frontage

The use of smaller front yard setbacks is encouraged to help define the public realm. This is particularly important for townhouse developments, since the connected façades contribute to the feeling of a defined street wall. No less than 60% of the building frontage should be located within the minimum/maximum setback allowable in the zone.

Building Entrances

Primary building entrances should be oriented toward the public right-of-way, not toward off-street parking. Some housing types, such as cottage housing or garden apartments, may not lend themselves to this type of design. In these cases, the design should still relate to the public right-of-way by providing clear pedestrian connections from the public sidewalk to common areas and internal pathways. Provide architectural elements such as fenestration and building articulation on the street facing façade.

In all cases, architectural elements should be used to clearly identify the primary entrance. Such elements include building articulation or projections, roof modulation, material or color changes, or overhangs. The primary entrance should be connected to the public sidewalk by a clearly identifiable, unobstructed, all-weather pathway.

Residential Entrances

Where primary unit entrances face the public right-of-way, entrances should be elevated a minimum of 24 inches above grade at the right-of-way to ensure privacy.



Example of Townhomes.

Building Façade

Intent

Medium density residential building façades should use design elements that help create a safe, functional, and interesting pedestrian environment. Garages or carports should not dominate street-facing façades.

Garages

Garages or carports should not occupy more than 50% of a street facing façade or 12 feet, whichever is greater. Garages or carports should be even with or set back from the primary entrance. The garage should not be the defining architectural feature of the façade but should instead give prominence to the primary entrance.

Ground Floor Transparency

The ground floors of medium density residential buildings should incorporate windows oriented to the public right-of-way. Windows should occupy 50% of the street facing ground floor building façade. Considerations should be given to privacy in the placement of windows.

Building Articulation

Unbroken wall planes of greater than 30 feet along the street facing building frontage should be avoided. Use articulation of the wall plane, changes in color or material, roof modulation, or other architectural elements to add visual interest to larger building frontages.

Blank Walls

Blank walls greater than 30 feet along the street facing building frontage should be avoided. Use building articulation elements noted above, or additional treatments such as windows, planters or other landscaping, trellises, weather protection, or other architectural elements to add visual interest.

Parking and Vehicular Access

Intent

Medium density residential buildings should be primarily oriented to the public right-of-way and conducive to pedestrian activity. Off-street parking areas, driveways, and curb cuts should be designed

to be minimally disruptive of the pedestrian environment while efficiently serving the need for vehicular access.

Location of Parking

Wherever practicable, parking should be located to the side or rear of a building. Parking located between a building and the street should only be allowed in unavoidable circumstances. No more than 50% of the street frontage or 14 feet, whichever is greater, may be occupied by parking or driveways.

Curb Cuts

Curb cuts should be minimized to ensure continuity of sidewalks and minimize conflicts between pedestrians and vehicles. Alley access is encouraged where such access can reasonably be provided.

Shared Driveways

Driveways should be shared between two or more building sites or between two or more units in the case of townhouse, duplex, or triplex housing types as a means of limiting curb cuts. Driveways should be located along side lot lines where future development of the adjacent lot may be reasonably expected to occur and an access easement provided to allow for future shared use.

Shared Parking

Parking should be shared between two or more building sites wherever practicable and accessed via a shared driveway. Provision should be made to allow for future shared parking with an adjacent lot where future development of the adjacent lot may be reasonably expected to occur. Provisions may include stubbing a drive aisle to the adjacent lot line and providing an access easement.

Parking may also be shared through reciprocal use agreements between uses in such a way as to reduce the total number of spaces required. It is the responsibility of the project proponent to provide parking generation data to justify the parking requirement reduction and to create a reciprocal use agreement.

Pedestrian Accessibility

Parking areas and driveways should be designed to provide pedestrian accessibility through the parking area to the building. Separated pedestrian ways, striping, signage, traffic calming, and other measures should be used to create clearly identifiable and safe routes for pedestrians from parking areas to building entrances. Where parking is located between the street and a building, there must be a clear and direct route from the public sidewalk, through the parking area, to the primary building entrance.

10.240 Low Density Residential

Intent

Low density residential development in the Gorst subarea will primarily consist of single family detached homes, although some attached homes (e.g., townhomes³ or duplexes) or accessory dwelling units may be appropriate within low density areas.

The low density residential guidelines are intended to:

- Ensure that new development contributes to an attractive streetscape
- Promotes the creation of walkable neighborhoods
- Ensure “eyes on the street” for safety

Building Orientation

Intent

Homes should be oriented toward the public right-of-way to define and strengthen the public realm. Front doors should be oriented toward the street to facilitate pedestrian accessibility.

Building Frontage

The use of smaller front yard setbacks is encouraged to help define the public realm.

Building Entrances

Front doors should be oriented toward the public right-of-way. Architectural elements should be used to clearly identify the primary entrance. Such elements include building articulation or projections, roof modulation, material or color changes, or overhangs. The primary entrance should be connected to the public sidewalk by a clearly identifiable, unobstructed, all-weather pathway.

³ In Kitsap County Code considered under definition of single family attached.



Example of a single family home.

Building Façade

Intent

The façades of single family homes should use design elements that help create a safe, functional, and interesting pedestrian environment. Garages or carports should not dominate street-facing façades but should instead give prominence to the front door. The ground floors of single family homes should incorporate windows oriented to the public right-of-way.

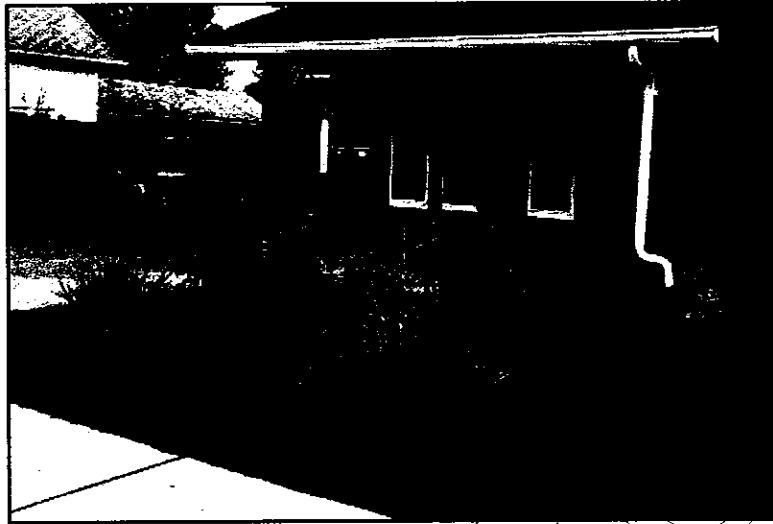
Low Impact Development

Intent

Low density residential development is encouraged to incorporate LID design features that go above and beyond the LID requirements of the Gorst Subarea Development Regulations.

Such features may include:

- Rain barrels
- Downspout disconnection and dispersion
- Rain gardens
- Green roofs
- Native landscaping or xeriscaping instead of grass lawn
- Native tree and vegetation retention on 65% of lot area
- Pervious materials for walkways and driveways
- Pin foundations



Example of a rain garden in a single family yard.

11. CAPITAL FACILITIES PLAN

Purpose

Capital facilities such as roads, stormwater, water, sewer and others will be needed to support the land use plan for the Gorst UGA to mitigate the impacts of development and to achieve and maintain adopted standards for levels of service.

Both the City and County have adopted capital facilities plans (CFPs) in association with their current Comprehensive Land Use Plan, and this chapter supplements those plans.

Transportation

Roadways

The following improvements to State and County Roadways are assumed to occur by 2035 in the County transportation model and would affect the Gorst UGA:

- SR 3 and SR 304 interchange assume an additional lane is in place on SR 3. WSDOT is currently studying this interchange to finalize the improvements needed.
- SKIA Connector from Lake Flora Road to SR 3 – New 2 lane roadway

The assumed transportation improvements needed to meet the adopted Kitsap County roadway segment level of service (LOS) as shown in Kitsap County's Capital Facility Plan in the Gorst vicinity include:

- Belfair Valley Rd (W), Mason County Line - Bremerton City Limits Widen to undivided 4 lanes: 2019-2025
- Belfair Valley Rd (W), Bremerton City Limits - Sam Christopherson Ave W, Widen to undivided 4 lanes

These improvements are expected to occur outside of the six year 2013-2018 capital improvement program, but were developed as mitigation measures for the Kitsap County Comprehensive Plan amendments in 2012.

In addition to these projects, the County's CFP also notes the following non-capacity project on Sam Christopherson Road: Sam Christopherson Ave. Arch Bridge #17: Implement bridge scour counter measures to protect bridge footings.

The Washington Department of Transportation Bremerton Economic Development Study has developed a number of transportation improvement projects along SR 3 and SR 16 within the Gorst area. While these projects were not included in the County Transportation model many of them are or will be included in the PSRC Transportation 2040 plan and amendments. Following is a summary of these projects:

- SR 3 from Belfair to Gorst: Widen to four lanes with inside and outside shoulders. Widening will also include improved intersections and access management.

- SR 16/SR 3 from Sedgwick Road Interchange to Loxie Eagans Boulevard Interchange: Widen to provide a six lane, divided, limited access highway with HOV lanes. Improved access management will be included throughout this segment.
- Sam Christopherson Avenue/SR 3: Construct a four lane bridge with shoulders over Sam Christopherson Avenue .
- As part of the improvements for the SR 16/SR 3 intersection area, the Bremerton Economic Development Study recommends improvements, including potentially a roundabout to eliminate the existing merging, weaving, and access issues.

While WSDOT has long range plans to address capacity on SR 3, the amount of widening of this roadway will be limited by the presence of Sinclair Inlet on the east side of the roadway, a steep hillside on the west side of the roadway and a railway crossing with abutments that limit widening.

Nonmotorized Travel

Within the Gorst UGA, there are few areas with formal sidewalks or protected paths since the area was originally developed with rural road standards. As noted in Chapters 4 and 6, some urban design goals for Gorst include enhancing non-motorized travel, improving shoreline access, and promoting walkability and complete streets.

The Mosquito Fleet Trail Master Plan defines in greater detail a project that is both part of the Kitsap County Open Space Plan and the Kitsap County Bicycle Facilities Plan. The basic concept is that of a trail corridor for use by bicyclists and pedestrians that skirts the eastern shoreline of Kitsap County and Bainbridge Island, connecting historic Mosquito Fleet docks along the way. Within Gorst, the opportunity for a shoreline trail along Sinclair Inlet is limited by the location of the railroad used for sensitive military purposes. Thus it is likely that an alternative alignment will be needed. Other options are to provide regional trail connections through Jarstad Park and the Gorst Creek Watershed area. See Figure 11-1.

While sidewalks can be required for new streets, retrofitting existing streets with pedestrian and bicycle facilities will require coordination by the City of Bremerton, Kitsap County, and WSDOT. A particular challenge is connecting central Gorst with the Sinclair Inlet given heavy vehicular travel on SR 3 and SR 16. A grade separated pedestrian crossing could achieve greater connectivity and shoreline access. See Figure 11-1.

Stormwater and Fish Passage

The watershed characterization analysis has prompted a capital facility plan intended to address stormwater and flooding deficiencies and fish passage barriers. A map of stormwater improvement locations is shown in Figure 11-2. Where possible regional stormwater solutions can be considered in County and City capital facility plans. Potential improvements on private property would be the responsibility of the private property owner and would be considered at the time of a development application or other property owner initiative.

Water System

The Kitsap County CFP (August 2012) coordinates water improvements planned by the County, cities, and special districts. Within the Gorst UGA, the City of Bremerton identified the following improvement:

- Project #2 – 36" Transmission Main McKenna Falls to Gorst

Future development at the mine site would require an evaluation of drinking water improvements. It is likely that service providers have adequate water supply for added growth. New development at the mine site would require developer installed improvements for adequate distribution of drinking water.

Wastewater System

In 2010, a wastewater (sanitary sewers) collection system was built in the Gorst UGA. Wastewater is conveyed through several 8-inch gravity mains located along W Belfair Valley Road, W Frone Drive, Feigley Road W, SR 3, and SR 16. These mains tie into two sewer pump stations and an 18-inch force main that connects to a wastewater treatment plant on Oyster Bay Avenue in Bremerton. Kitsap County Public Health found 7 water quality hotspot areas in the Gorst UGA. After the wastewater collection system was constructed in 2010, 6 of the 7 areas were downgraded to a level of no significance. A total of 125 residences and commercial properties have connected to the Gorst wastewater system as of August 2011. Remaining parcels in the UGA manage wastewater through on-site septic systems. The high ground water and poor draining soils in the area tend to cause septic systems to fail prematurely, resulting in the discharge of untreated sanitary sewage into Gorst Creek and its tributaries (City of Bremerton 2009).

The Kitsap County CFP (August 2012) coordinates wastewater improvements planned by the County, cities, and special districts. Within the Gorst UGA, the City of Bremerton identified the following improvement:

- Project #1 – Pump Station SB 3 (Gorst) Upgrade: 2019-2025 period

In addition, an extension of sewer mains and improvement to existing pump stations may be required for the proposed development in the mine area. A preliminary analysis of sewer capacity at the mine where approximately 96 acres currently used for mineral resources would be converted to for residential or mixed use purposes results in a projected sanitary flow consistent with the recommended 8-inch diameter system documented in the Kitsap County CFP and could accommodate the additional residential population at the mine site. In addition, the proposed new residential area would require developer installed improvements to the wastewater system to accommodate new growth.

Other Services

The Gorst EIS, Volume 2, identifies and compares special district, Kitsap County and City of Bremerton levels of service for parks and recreation, law enforcement, and fire suppression/emergency medical services. As a result of added growth in the UGA there would be an increased demand for these services. The EIS identifies mitigation measures to minimize impacts. Additionally, City and County coordination regarding any transition of services due to annexation would entail ensuring appropriate phasing of services.

Upon population reallocation to Gorst, the Gorst Planned Action EIS results regarding Preferred Alternative levels of service should be integrated into the next update of the County or City CFP.

Proposed Capital Facility Cost Estimates

The table below presents transportation, stormwater, water and wastewater capital facilities needed in particular to support growth and development in Gorst. There are other improvements that support cumulative growth such as system wide improvements to transportation, parks, fire protection, and

other services. Thus, the Bremerton and Kitsap County capital facility plans are hereby incorporated by reference.

**Table 11-1. Capital Facilities Projects and Financing
2013-2035 Preferred Land Use Plan (All Amounts in \$1,000)**

Project and (thousands \$)	Cost/Revenue	Source (Responsibility)	Capacity Project (Yes/No)	2013-2018 Total	2019-2035 Total	2013-2035 Total
Transportation						
Belfair Valley Rd (W) Mason County Line - Bremerton City Limits Widen to undivided 4 lanes Cost ¹		County CFP 2012	Yes		9,982	9,982
Belfair Valley Rd (W) Bremerton City Limits - Sam Cristopherson Ave W Widen to undivided 4 lanes Cost ¹		County CFP 2012	Yes		2,822	2,822
Stormwater and Fish Passage Project/Cost: Flood Cause Study Evaluate source areas and flooding Revenue: Stormwater Utility Funding, Grants		Gorst Watershed Planning (City Lead)		600		
				600		
Project/Cost: Stormwater and Fish Passage Projects 1-35, Appendix A Revenue: Stormwater, Utility Funding Grants, Developer, Property Owner		Gorst Watershed Planning (Agency with Jurisdiction)			11,930	11,930
					11,930	11,930
Water						
Project #2 - 36" Transmission Main McKenna Falls to Gorst Cost		County CFP 2012 (City)	Yes	2,000	4,000	6,000
Revenue: Fees/Charges/Other				2,000	4,000	6,000
Sanitary Sewer						
Project #1 - Pump Station SB 3 (Gorst) Upgrade Cost		County CFP 2012 (City)	Yes		100	100
Revenue: Utility Local Improvement District					100	100

Notes:

1. For projects in the 2019-2035 period, revenue sources will be identified as they advance through the Kitsap County six-year TIP process.

FIGURE 11-2. STORMWATER DEFICIENCY AND CAPITAL IMPROVEMENT LOCATIONS



Drainage Infrastructure Deficiency Category

- FLOODING
- CHEMICAL
- BIOLOGICAL

City Limits

Date: September 2013
 Source: AECOM, Department of Ecology, Department of Fish & Wildlife, BERK



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APPENDIX A: STORMWATER CAPITAL IMPROVEMENT PROGRAM

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GORST CREEK WATERSHED STORMWATER CAPITAL IMPROVEMENT PLAN

Technical Memorandum



For: City of Bremerton, WA



September 2013

Stormwater Capital Improvement Plan
 Technical Memorandum

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 Technical Memorandum**

Appendix E: Ranking of Improvements

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INTRODUCTION

This memorandum is prepared as part of the Stormwater Management Plan used to comply with National Pollutant Discharge Elimination System Phase II (NPDES II) permit requirements. It follows up on the findings described in the Stormwater Facility Deficiencies Technical Memorandum for the Stormwater Plan of the Gorst Creek Watershed. The watershed encompasses the Bremerton city limits, portions of unincorporated Kitsap County, and a small portion of the Port Orchard city limits. No improvements were identified within Port Orchard. The City of Bremerton is planning for the Gorst Creek Watershed, and particularly for the unincorporated Gorst Urban Growth Area (UGA) in partnership with Kitsap County. Possible approaches for correcting drainage deficiency problems are discussed for locations in the watershed, focusing on lands in and adjacent to the Gorst UGA where drainage deficiencies were concentrated.

OBJECTIVE

The objective of this technical memorandum is to prioritize stormwater corrective actions based on stormwater infrastructure deficiencies identified in the *Existing Conditions and Deficiencies Technical Memorandum* (AECOM, January 2013).

METHODOLOGY

A strategy for the City and County will be suggested from a priority ranking of identified drainage infrastructure deficiencies. This will be accomplished by developing a schematic level solution to estimate programmatic costs and then provide a ranking based on Kitsap County Surface and Stormwater Management ranking criteria. Potential funding sources will be identified.

SITE-SPECIFIC IDENTIFIED DRAINAGE INFRASTRUCTURE DEFICIENCIES

Drainage infrastructure deficiencies are identified by site and are located on Figure 1. General potential or observed deficiency concerns are provided in notes for each of the 16 sites shown on the figure. The legend identifies flooding, chemical, and biological deficiency concerns for each site. Unresolved or potential problems from drainage complaints and records are also noted for the site locations shown on Figure 1. The storm sewer systems and creeks within the Gorst UGA boundary are shown on the map in Appendix A.

Identified Fish Passage Barriers

In addition to the site-specific infrastructure deficiencies, fish passage barriers have been identified in the Gorst Creek Watershed. A final summary basin-wide barrier inventory and assessment is addressed in the *Fish Passage Barrier Capital Improvement Plan Technical Memorandum*, included as Appendix D.

Creek UGA Flooding

The floodplain for the 100-year event in the Gorst Creek Watershed extends well beyond the creek banks and encompasses significant developed areas within the UGA. Two creeks, Gorst Creek and Parish Creek, are responsible for flooding in the UGA. Flooding also occurs off of an unnamed creek at the very northeast corner of the drainage basin, flowing from north to south. Runoff from approximately eight acres of the Gorst Creek Watershed extends flooding within the UGA. The flooding closes state highways and local roads and homes and businesses are inundated by flood waters. Several drainage deficiency flood sites are related to the inability of these creeks to discharge peak flows to Sinclair Inlet, especially during high tides.

Discussion and Recommendations:

Recent increases in flooding on Parish Creek may indicate that flooding on Gorst Creek may be increasing due to development. Upstream unincorporated Kitsap County area development that discharges into Gorst Creek is regulated by Kitsap County Stormwater Management Standards. To comply with the NPDES Phase II stormwater permit, in 2008, Kitsap County adopted the current Washington State Department of Ecology

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(Ecology) stormwater standards in the *Kitsap County Stormwater Management Ordinance and Design Manual*. These standards generally provide for flow and water quality controls for new development. However, these standards do not necessarily reduce current existing discharge volumes or provide days long lag time strategies to control peak discharge flows into these creeks. Applying low impact development strategies is an approach being considered to reduce peak flow runoff and was discussed in a separate *Programmatic Stormwater Management Alternatives Technical Memorandum* (AECOM, March 2013).

Recent hydrology studies were completed for Gorst Creek when the City of Bremerton added fish habitat features to the creek. In the 1930s, Gorst Creek was diverted into a straight, 700-foot-long channel to control Bremerton's drinking water supply at Gorst and salmon passage was deliberately restricted. Improvements have since removed the concrete channel features and altered the stream section. The creek must provide fish habitat as well as function for flow conveyance purposes. These dual needs will require careful stream analysis prior to any future alterations. Flows for Parish Creek and the unnamed creek northeast of the Gorst Creek outlet should also be accurately modeled with broad based watershed solutions in mind.

Chemical and Biological Deficiencies

In 2010, two pump stations and a sanitary sewer collection system were built in the Gorst UGA as part of the Sinclair Inlet Restoration Project. The project tied in residential properties with failing or non-conforming septic systems into the sewer system in the UGA. All residential properties and most of the businesses on septic systems in the UGA in the Gorst area were connected to the collection system. The Kitsap County Public Health District is currently administrating and monitoring the connection of five remaining businesses to this sanitary collection system.

The Kitsap County Public Health District has noted chemical issues in runoff coming off parking lots that water quality treatment facilities would help mitigate. No specific parking lots are currently noted as a specific drainage infrastructure deficiency but this general issue should be considered.

In the case of two residential sites noted as stormwater facility deficiencies outside of the UGA, the septic systems were designed before the established standards were developed and before the 1960s when reporting requirements associated with permitting began. While no observed problem is evident, hillside seepage and flooding can potentially pose a condition where septic systems could conceivably be compromised. It is recommended that homes using septic systems in the older neighborhoods either be required to perpetually maintain a well-functioning septic system or be eventually tied into the county sanitary sewer collection system.

Additional sites with potential biologic issues include cases of observed cloudy creek water at fish rearing ponds where Parish Creek joins into Gorst Creek and an older report observing several waterfowl residing within a backyard residential pond. These deficiencies are addressed in the comments that follow.

Description of Deficiencies by Site**Site 0 Basin UGA Flood Assessment**

Due to uncertainty associated with the root causes of flooding within the UGA, it is recommended that a comprehensive flood and flow study be performed to assess the volume and source of stormwater inputs into the area by mapping the streams, flow patterns and storm systems (including illicit connections) upgradient of the UGA area. This would involve field survey and mapping of source areas, channel scour and in-ground piping, as well as stream flow gauging, storm observation, and other tasks. The goal of this study is to evaluate where excess flow is coming from and to determine possible mitigation for this increased flow in the uplands. The estimated cost for this study is \$600,000.

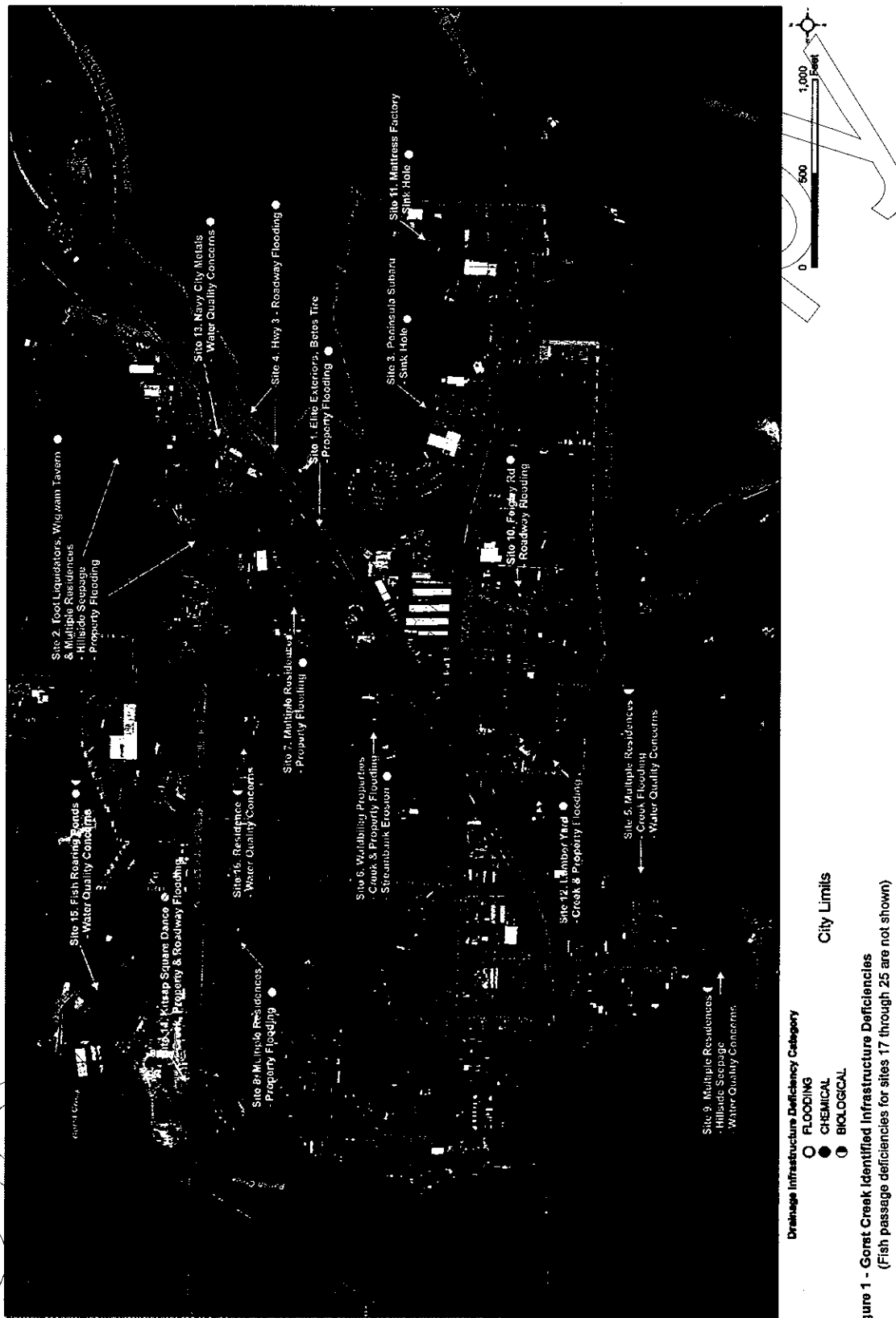


Figure 1 - Gorst Creek Identified Infrastructure Deficiencies
 (Fish passage deficiencies for sites 17 through 25 are not shown)

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Site 1 – Elite Exteriors and Betos Tire, 3987 State Highway 3 W, Bremerton, WA 98312-4940

Identified Deficiency – State Highway (Hwy) 3 runoff is channeled along the road shoulder to a sag point in the road profile near the properties of Elite Exteriors and Betos Tires. The two properties are flooded as the runoff drains northwest to Gorst Creek. The frequency of the flooding problem is not known. The roadway lacks any ditch or tight-line drainage system at this low point.

Discussion and Recommendations: Road runoff at this low spot should be picked up, treated, and conveyed to the north approximately 75 feet to Gorst Creek. A backflow preventer may be needed to restrict reverse drainage from high tailwater levels in Gorst Creek. The hydraulic grade lines for the creek and the sewer would need to be checked. Gorst Creek is overwhelmed during high tides and heavy rainfall, and under these conditions, the creek is known to cause highway flooding (See Appendix B for the storm sewer system layout). The flood runoff is adjacent to Hwy 3 and any drainage modifications needed within the Washington State Department of Transportation (WSDOT) right-of-way is the responsibility of WSDOT. Public flooding of properties may require a City and WSDOT solution to resolve.

Estimate: Study scope includes researching the boundaries of WSDOT right-of-way, commercial property boundaries, and drainage easements; developing the hydrologic and hydraulic analysis; designing the catch basin and water quality treatment for roadway runoff, storm sewer, and possible backflow preventer. Construction costs include installing a catch basin in pavement with 75 linear feet (LF) of storm sewer with a backflow preventer. See Appendix C for site cost estimate summaries.

Site 2 – Multiple business and residential sites, along W. Belfair Valley Road, north of Navy City Metals property

Site 2, Problem 1, Hillside Seepage Deficiency - Seepage from the upland hillside flows behind the building of Tool Liquidators (3476 W. Belfair Valley Road) and Winners Circle Bar and Grill (3548 W. Belfair Valley Road, or old Wigwam Tavern) after day long rains.

Hillside Seepage Discussion and Recommendations: The owner of Tool Liquidators installed sump pumps at the rear of the property to counter seepage flow as high as 2 inches through the building. The Winner's Circle Bar and Grill property also corrected rear property hillside drainage problems while under previous ownership. The source of the seepage was reported to appear from along an extended width of the hillside somewhere at the base. This drainage seepage upstream, with high volumes and broad width area within the UGA properties, is worth reviewing.

To investigate the problem, additional discussions are suggested with the rest of the property owners in the general area known to flood. A limited geotechnical investigation would be required to review the seepage flow source (see Appendix A). Existing geotechnical mapped and soil drilling data for the area should be reviewed.

Site 2, Problem 2, Unnamed Tributary Flooding Deficiency - The unnamed tributary begins at the northeast corner of the basin and flows south and then east along the north side of W. Belfair Valley Road in 7-foot-wide by 8-foot-deep ditches. The tributary crosses the road in a 36-inch-diameter concrete culvert into one of the ditches and then outlets through a 36-inch culvert to the southeast into Sinclair Inlet across Hwy 3. The ditch gets overwhelmed with the combination of rising tides and heavy rain at this Hwy 3 sag location. Flooding in this area is frequent and severe in impact. Business for Winners Circle Bar and Grill shuts down when the lot floods and the road is closed by the high water. Tool Liquidators, the Winner's Circle Bar and Grill, and adjacent residential properties to the west reported ditch overflow flooding up to the foundation footing of their buildings during high tides and high



Photo 1 Belfair Valley Road 36 IN Culvert crosses the roadway at the Winner's Circle Bar and Grill

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intensity storms. Tool Liquidators has had up to 18 inches of flood waters within their building. The Navy City Metals yard has occasionally flooded next to these ditches. Finally, a discharging street drainage line/inlet to the northeast silts up from reverse pipe flow sediment in the front of Tool Liquidators.

Unnamed Tributary Discussion and Recommendations: Flooding of the multiple businesses and residences is closely related to the Hwy 3 flooding road closures discussed for Site 4. Flooding of business and residences is common and severe enough that drainage subreach creek source controls and outlet culvert design of the ditch flow should be carefully reviewed.

If adequate studies have not been completed by the county, the size and elevation of the ditches and culverts should be reviewed and compared to tidal information and flood elevations. Any solution requiring modifications to the state culvert or highway will involve cooperation with WSDOT to resolve.

Estimate: Preliminary study scope includes providing time for discussions with property owners, the county, and WSDOT; limited geotechnical investigation and reporting; hydrologic investigation of the tributary; and preparation of an alternatives memorandum.

Site 3 - Peninsula Subaru, 3888 State Highway 16 W, Bremerton, WA, 98312

A 270 LF by 18-inch CMP culvert runs from south to north under the Subaru car lot and into Sinclair Inlet (see Appendix B for the County's storm sewer system). A sink hole developed on the northeast side of the Peninsula Subaru property in their paved parking area over the top of this culvert. It appears that the CMP culvert has corroded and has created the sink hole as a result of culvert piping or exterior flows undermining and eroding out the bedding around the pipe. The outlet for this pipe is set roughly 10 feet below the parking area and includes a tee diffuser at or below the water level depending on the tides. A culvert and a storm sewer trunk line drains into this culvert on the south end. The storm sewer is adjacent to Hwy 16. The culvert crosses Hwy 16 and picks up the flow from an unnamed tributary. Proper drainage for these connecting pipes is dependent on the repair of the Subaru culvert.

In addition, this culvert is the downstream component of Culvert 18, Map ID - NL 6, which is considered a fish barrier culvert with 500 LF of habitat gain and a high obstacle rating.

Discussion and Recommendations: Repair of the culvert is complicated by a claim by the owner that the culvert is set within an easement and they are not responsible for its repair. The City of Bremerton does not claim ownership nor honor the maintenance responsibility for a storm drainage line within the easement. The issue of maintenance will need to be resolved before the repair can be completed.

Capacity of this undermined culvert may be reduced and might be affecting the ability to drain runoff away from Hwy 16. However, flow upstream in the unnamed tributary appeared to be unencumbered at the culvert entrance in observations during recent near record rains. Public comments report that stormwater is undermining many of the roads in the vicinity of Feigley Road and the frontage road on the south side of Hwy 16 as discussed with flood deficiencies for Site 10. Common sediment accumulations are noted to clog road drainage catch basins in this area. WSDOT, Subaru, and the City of Bremerton need to coordinate to address the underground erosion and capacity issues associated with this culvert.

Estimate: Preliminary design and coordination scope includes multi-jurisdictional and private owner coordination; survey services to include resolving land dispute; and design of culvert replacement. Construction scope assumes replacing the existing culvert with 270 LF of 48-inch-wide arch culvert.



Photo 2 At south culvert end, looking south across SR 16 toward unnamed tributary

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Site 4 – Hwy 3 /Hwy 16 (at two culvert road crossing locations near the Navy City Metals property at 3805 Hwy 3 W. Bremerton).

On several occasions within the last seven years, Hwy 3 W and Hwy 16 have closed down to traffic at these two culvert crossing locations due to a simultaneous high tide and high rainfall intensity. These road crossing locations cross Hwy 3 and Hwy 16 to Sinclair Inlet and are the outlets of Gorst Creek and the unnamed creek tributary northeast of the Gorst Creek outlet. The runoff from the unnamed tributary outlets into Sinclair Inlet through a 36-inch concrete culvert as discussed in Site 2. Gorst Creek outlets through twin 7-foot-wide concrete bottomless box culverts into Sinclair Inlet. Vehicle access between Bremerton and large outlying areas within the Kitsap Peninsula is dependent on Hwy 16 and Hwy 3 at this critical location.

Roadway runoff and property flooding as discussed in Sites 2, 7, and 13 are impacted by the flooding in floodplain areas. Gorst Creek is unable to discharge to Sinclair Inlet through the culvert during high tides and heavy rainfall events without backwater flooding in the floodplain areas. According to FEMA insurance studies, Gorst Creek has a peak 100-year NGVD elevation of 14.3 feet and record tide levels have been recorded as high as 12.9 feet. The 100-year and 500-year flood levels for the Gorst Creek Watershed are illustrated in the FEMA Flood Insurance Map shown in Figure 2.

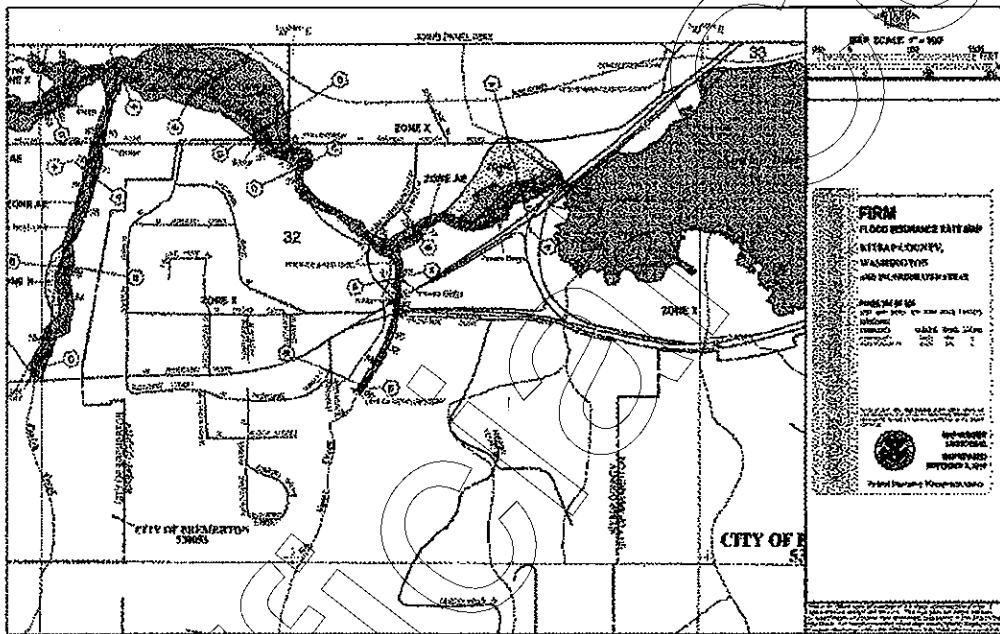


Figure 2 - FEMA Flood Map

Discussion and Recommendations: It is evident from Figure 2 that Gorst Creek has a huge floodplain area. Generally, as development adds impervious surface within the subbasins, creek volumes increase. Times of concentration are reduced for the peak creek flows. When Sinclair Inlet tides are high at the same time as peak stream flows are occurring, the creeks cannot drain the backwater through the outlet culverts. The inability of the backwater to drain through the culverts causes overflows onto the roadway. Three intuitive options to reduce roadway flooding include:

1. Review if creek flow concentrations to the outlet culverts can be reduced, minimized, or mitigated.
2. Look at improving the hydraulic capacity of the outlet culverts and creek channel.
3. Look at raising the roadway grade above the floodway elevation.

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Any solution requiring modifications to the culverts or roadway will require a multi-jurisdictional solution with WSDOT to resolve. Culvert flow line and soffit elevations and highway profile elevations should be reviewed against record or prevailing high tide information. From site observations, it appears to be possible to raise the roadway profile several feet in the vicinity of the culvert at the unnamed creek to keep traffic from being blocked during flooding. Bridge clearance could be a problem for raising Hwy 3 at Gorst Creek because the Hwy 16 bridge crosses at this point and it already has a substandard 15.1-foot vertical clearance.

Estimate: Preliminary study scope includes a hydrology study for Gorst Creek, including defining floodplain impacts addressed in Site 7; reviewing alternatives for culvert modifications; analyzing and reviewing alternative channel modifications, including environmental and fish passage implications; and reviewing the feasibility of raising the highway profile at both culvert locations. Fish habitat and environmental permitting will be needed and impacts will need to be assessed. Construction scope assumes contingencies for raising Hwy 3 at the unnamed creek; modifying the Gorst Creek culvert; and providing possible undefined channel widening improvements/riparian enhancement features to Gorst Creek.

Site 5 – Multiple residences, east end of W. Alder Street (Outside of the Gorst UGA)

Residences may flood from creek overflows. Septic systems in this old part of town could be under stress during peak flow periods creating a concern for water quality by the Kitsap County Public Health District. Many of the septic systems were designed before established standards were developed and before the 1960s when reporting requirements associated with permitting began.

Discussion and Recommendations: Grandfathered septic systems may eventually fail. For replacement or restoration of services, regulations should require upgrading to current standards of care to ensure water quality concerns are addressed for the community.

Estimate: No costs are anticipated for resolving this deficiency.

Site 6 – Waldbillig Properties.

These properties include the residences of 4159 and 4177 Hwy 3 and a commercial property at 4163 Hwy 3 that are all located on the north side of the highway and east of Sam Christopherson Avenue W.

Unnamed Creek (1227026475270) Flooding - A ditch carries flow along the west side of the property to the north into Gorst Creek. This perched elevated ditch overtops its banks and floods the yards of two homes. At the north end of the property, the ditch flow cascades down into Gorst Creek.

Sam Christopherson Road Culvert - A drainage complaint was received by Kitsap County Public Works that the two residences flood due to installation of a 24-inch private driveway culvert upstream along Sam Christopherson Road. The County inspected the site and noted that the culvert and driveway were on private property.

Gorst Creek Erosion - The Kitsap County Public Health District thought that the owner claimed that the residence at 4159 Hwy 3 was almost lost to stream bank erosion in Gorst Creek three to four years ago.

Discussion and Recommendations: The ditch flow is mostly restricted by the upstream 36-inch-diameter culvert(s) that constrain the maximum flow volumes coming from Hwy 3 and the unnamed creek. Since the ditch flow overtops the banks, the capacity of the ditch will need to be increased and sized based on the outlet flows picked up by the ditch to prevent flooding of the properties. Fish habitat and environmental impacts will need to be assessed.



Photo 3 Looking south

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The Sam Christopherson Road culvert is located west of the Waldbillig properties. No action was taken by the County after determining that the culvert was on private property. It is not apparent how a driveway culvert would cause flooding on any property other than the adjacent property on Sam Christopherson Road. More investigation is needed to determine if culvert clogging was the issue or not.

The slopes along the sides of the Gorst Creek channel are erodible and show recent sloughing on the southern slopes. Gorst Creek has flows up to 1,145 cfs at a peak velocity of 8 fps based on FEMA insurance studies for a 100-year storm event during the last ¼ mile where profile slopes are near flat. The shear stresses are likely high enough to continue to cause erosion. The basis of erosion potential in Gorst Creek should be quantified. The threat to property structures can be evaluated in this location compared to erosion potential within the creek. Stream bank protection measures will be reviewed and considered if needed.

Estimate: Preliminary study scope includes modeling receiving waters into the ditch; designing and analyzing the ditch channel; holding discussions with the culvert property owners along Sam Christopherson Road; computing shear stresses in Gorst Creek near the Waldbillig properties; determining fish habitat and environmental requirements; and developing design of stream bank protective measures. The construction estimate scope assumes 380 LF of ditch modifications and 250 LF of Gorst Creek stream bank protective measures adjacent to the properties.

Site 7 – Old Belfair Valley Road properties

These properties are southeast of Old Belfair Valley Road and Sam Christopherson Avenue W. and west of Navy City Metals. Flooding was reported to have occurred in this area in the past. Neighbors reported that homes in the area are now abandoned. This area is within the Gorst Creek 100-year floodplain according to the FEMA floodplain Flood Insurance Rate Mapping shown in Figure 2. Access into the site was restricted, probably because of abandonment of homes due to previous flooding.

Discussion and Recommendations: The area closer to Gorst Creek would likely be more susceptible to flooding damages. The *Water Resource Inventory Area #15 2000 Salmon Habitat Limiting Functions Report* from the Washington State Conservation Commission made recommendations in this area to:

- Restore natural channel configuration and floodplain function in the lower 0.8 mile of Gorst Creek.
- Seek removal or relocation of approximately six businesses and 10 to 12 residences that encroach into the natural floodplain.
- Restore functional riparian zones from the mouth of Gorst Creek to the old diversion site at river mile 0.8.

Modeling of the creek flow and floodplain as discussed for Site 4 would be helpful to determine a more accurate floodplain boundary and property impacts.

Estimate: Study scope includes effort to determine floodplain impacts and the reach of general flooding in this residential and commercial zoned area documented in a technical memorandum. This effort assumes use of the hydrologic modeling completed for Site 4.

Site 8 – Multiple residential homes, W. Belfair Valley Road at Gorst Creek (Outside of the UGA)

It was reported by Kitsap County Public Health District that Gorst Creek has flooded near the fish hatchery where the creek crosses Belfair Valley Road. Several homes at 4277, 4259 and 4273 W Belfair Valley Road on the south side of the road and west of the Gorst Creek crossing have experienced minor flood runoff impacts caused by overflow from the Kitsap Square Dance property where Parish Creek overtops its banks. The overflow travels downstream along the shoulder edges of W. Belfair Valley Road and into the low lying driveways and grades of these homes.

Discussion and Recommendations: Although these homes are located adjacent to Gorst Creek, the flooding threat is the upstream creek bank overtopping at Parish Creek, located a quarter of a mile away. Parish Creek

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flooding is discussed under Site 14. Currently, the problem has been mitigated by the County sandbagging the driveways to 1 foot high or so to prevent flooding of the property and downstream neighboring properties.

Estimate: The scope is directly tied to solving flooding discussed under Site 14. No costs have been estimated for this site.

Site 9 – Multiple residences between W. Summit Street and O'Brian Drive, Gorst, WA (Outside of Gorst UGA)

Stress on septic systems is a water quality concern for the Kitsap County Public Health District in this neighborhood due to hillside seepage and raised water tables during peak rain events. The septic systems were designed earlier than the current established standards were developed and before the 1960s when reporting requirements associated with permitting began. Monitoring of septic systems is not normally completed during peak flow events so the performance of these systems is uncertain under these circumstances.

Discussion and Recommendations: As these unincorporated county septic systems fail, new permits will bring the older systems up to current code compliance required in the implementation of the NPDES II stormwater permits as specified through the *Kitsap County Stormwater Management Ordinance and Design Manual* and county and state water quality laws.

Estimate: No task work is required other than coordination of these water quality concerns with Kitsap County.

Site 10 – Multiple residences along Feigley Road switchback (Outside of Gorst UGA)

Drainage records reported that flooding occurred when a frontage road crossing culvert was plugged on Feigley Road, a moderately sloped and switchbacked street. The location was not specified and the problem was reportedly resolved by removing the debris blockage and may not be an ongoing problem. Additionally, public comments reported that stormwater is undermining the roads in the vicinity of Feigley Road and the frontage road on the south side of Hwy 16.

Discussion and Recommendations: Hwy 16 is curbed and ditched along the stretch adjacent to W. Frontage Road. Inlets located within the shoulder area are sparsely spaced. Feigley Road is mildly sloped with no curbing or ditching near the intersection with W. Frontage Road. From initial observations, it is not apparent what could create an erosive condition that could undermine any of the local or state roadways in the area.

More investigation and discussions with neighboring businesses are needed to identify the threats, damages, and jurisdiction of responsibility of the deficiencies identified by drainage records and public comments, if any. Coordination may eventually be needed between the City of Bremerton, Kitsap County, and WSDOT. A site visit is needed to review culverts along Feigley Road that might be more susceptible to clogging and therefore cause flooding of property downstream.

Estimate: Study scope includes coordination with Kitsap County and WSDOT, a site visit, and development of a memorandum detailing problems and proposed actions.

Site 11 - The Mattress Ranch, 3650 Hwy 16 W., Port Orchard

The owner currently has a sink hole developing approximately 25 feet from the back of the parking lot in line with drainage structures at the Mattress Factory. Kitsap County Public Works storm sewer mapping shows a storm sewer under the Mattress Ranch parking lot that is connected to a WSDOT storm sewer and two upstream Hwy 3 catch basins. A Kitsap County Public Works drainage complaint shows that the storm sewer under the Mattress Ranch is a 30-inch CMP private line that is the responsibility of the owner. The complaint notes a sink hole problem in 2003. The storm sewer section that is maintained by the Mattress Ranch likely has a problem with piping or the undermining of culvert bedding that causes the sink holes. Kitsap County maintains the outfall swale at the end of the Mattress Ranch drain pipe and is averse to taking responsibility for cleaning this private drainage line.

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WSDOT maintains 120 LF of 30-inch culvert upstream of this culvert and is identified as a fish passage barrier (Site 34, Culvert 20, Map ID 108494).

Discussion and Recommendations: Kitsap County Public Works reports that sediment filled up the WSDOT catch basins and connecting storm sewer quickly after a recent maintenance cleaning in this area. The upstream runoff from the south side hills can carry sand and gravel unto the highway. The County suspects that the private storm sewer line may have significant silt deposits as a result. Overflow from inlets on Hwy 16 may be contributing to the downstream issues reported with Site 10 near Feigley Road.

Estimate: The design scope includes City coordination with WSDOT, Kitsap County, and the property owner to fix the culvert and discuss state highway maintenance to find solutions for maintaining the roadway drainage system. Construction scope assumes replacement of the existing culvert with 310 LF of 58-inch-wide by 36-inch arch culvert to connect up to the WSDOT culvert.

Site 12 – Washington Cedar Lumber Yard, 4041 Hwy 3 W, Bremerton (junction of Hwy 16 and Hwy 3)

Kitsap County Public Works and the Kitsap County Public Health District noted previous flooding from an upstream unnamed tributary that caused property damage in the lumber yard from an overwhelmed 36-inch diameter steel CMP culvert entrance upstream of the paved lot. Flows enter the site from an upstream unnamed stream 12270264775270 from the south (see photo 4). The headwater of the unnamed stream is just downstream of the Port Orchard UGA near the McCormick Woods development.

To avoid flooding, the manager has to maintain a screen at the culvert entrance that prevents debris from entering the 350 LF by 36-inch-diameter culvert pipe. Silt has not been an issue with the culvert. In the *Existing Fish Passage Barriers Technical Memorandum*, the culvert is classified as a fish barrier due to 1-foot-high peak flows and a length longer than 100 feet. The obstacle rating was evaluated as low to medium. The culvert is downstream of 5,000 LF of potential habitat.

Discussion and Recommendations: Past and potential flooding from this private culvert predominantly is a threat mostly to damage of material stored on this private site. However, flows draining across the paved lot could end up quickly flowing north across Hwy 16. The business has taken preventative measures by removing the culvert screen guard during heavy rains that collect debris and dams up the stream but also prevents debris from entering the culvert. Flooding caused by debris clogging can be mitigated by using a pool near the culvert entrance to slow velocities and snag debris before lodging in the inlet.

Fish passage improvements are discussed for Site 26 (Culvert 12 - Map ID 111010) in the *Fish Passage Barrier Capital Improvement Plan Technical Memorandum* (Appendix D).

Site 12 emphasizes reducing clogging, while Site 26 emphasizes abandoning the culvert with a rerouted culvert to reduce culvert lengths to improve fish passage.

Estimate: The design scope includes a site visit, review of property ownership, and development of an inlet pond with debris catchment features. Construction scope assumes an inlet pond.

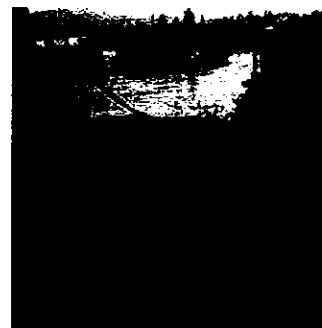


Photo 4 Looking south at 36-inch culvert (in shadow)

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Site 13 – Navy City Metals, 3805 Hwy 3 W. Bremerton

This site is monitored by Ecology through an industrial permit. The ditch on the north side of W. Belfair Valley Road (see photo 5) is connected to a second continuing downstream ditch by a 36-inch culvert crossing under the road. This ditch is drained by a 36-inch culvert crossing Hwy 3 to Sinclair Inlet. The second ditch (see photo 4) is adjacent to this active metal recycling facility. Backwater from high tides and heavy rainfall floods the properties noted in Site 2 and the yard at Navy City Metals. Employees report that flooding as deep as 3 feet has been seen in the yard. All yard drainage leaves through an oil/water separator and is released into the ditch by a 6-inch pipe. Metal laden runoff released into Sinclair Inlet is a concern because copper and zinc levels are already high.



Photo 5 Looking southeast at ditch and 36-inch culvert crossing west of Hwy 3

Discussion and Recommendations: The water quality for this site is the responsibility of Ecology. The flooding of this site is related to solving the flooding problems described for Gorst Creek at the outlet with Sinclair Inlet as discussed for Site 4. Investigation should include discussions with the property owner. A backflow preventer with the 4-inch outlet pipe with their oil/water separator may help relieve flooding. The grades surrounding the site should be reviewed to see if the site is lower than the creek channel flood levels and straight-forward flood mitigation solutions should be reviewed.

Estimate: This is the responsibility of Ecology. No costs are estimated.

Site 14 –Kitsap Square Dance Association, 6800 W. Belfair Valley Road, Gorst, WA (Outside UGA)

Fish passage problems are encountered in Parish Creek downstream of the W. Belfair Valley Road crossing and bank overtopping problems occur from Parish Creek upstream of the road crossing within the Kitsap Square Dance Association property. During high flows, Parish Creek jumps the narrow and shallow creek bed channel into surrounding floodplain areas to the east, approximately 400 feet upstream of the W. Belfair Valley Road culvert. Over the years, high flow events have brought sediment into this area causing loss of the main channel due to infilling, and creating braiding and broad floodplain overflows into the adjacent areas (see photos 17 and 18). From this location, floodplain drainage tends to flow through the Kitsap Square Dance Association gravel parking lot to the northeast corner where it crosses W. Belfair Valley Road. The sheet flow flows down both road shoulders toward the road's sag point at the Gorst Creek crossing, 800 feet to the east.

For flows that remain in Parish Creek west of the dance hall facility, the main channel flows through a 5-foot-diameter steel CMP culvert under the W. Belfair Valley Road. This culvert outlet is directed into a concrete channel constructed with 12-inch weir drops.

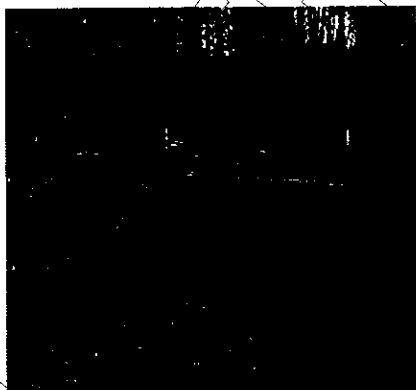


Photo 6 Creek bank overflow from behind first row of trees upstream of the Association's property



Photo 7 Kitsap Square Dance Association parking that overtops W. Belfair Valley Road

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Discussion and Recommendations: The culvert fish passage problem and creek flooding problems and solution alternatives are discussed in a technical memorandum called *Parish Creek Fish Habitat Improvement* (AECOM 2012). The obstacle rating for this culvert was evaluated as medium. Barrier elements include 1-foot weir drops without notches, slope culvert, and high velocities at peak flows. This culvert is downstream of 7,400 LF of potential habitat.

The reason sediment is infilling Parish Creek needs to be identified. Soils are known to be susceptible to erosion and the site should be observed for evidence of slides or other tell tale signs of where the sediment is originating. Property development at the headwaters should be reviewed and analyzed for the possibility it is increasing Parish Creek flow rates. The Sunny Slope development, adjacent to Parish Creek, was constructed without any stormwater controls.

Estimate: Study scope includes hydrologic modeling of Parish Creek and design plans and specifications for a bridge providing fish passage and rechanneling of overtopping flows from Parish Creek. A conservative construction estimate is provided in the *Parish Creek Fish Habitat Improvement Technical Memorandum* for constructing a 34 LF by 40-foot flat slab fish passage bridge over W. Belfair Valley Road and a 256 LF 6-foot by 4-foot box culvert to redirect overtopped flows back to Parish Creek.

Site 15 – Fish Rearing Ponds (Outside UGA)

A Sun Times article reported that 1.6 million baby Chinook salmon died from oxygen deprivation in May 2006 as sediment debris washed into the creek from rains and clogged an intake pipe. Coincidentally, a County drainage complaint cited a concern for silt clouding up the creek water twice in one week about that time. The County noted that the engineer suspected that a large slide occurred up Parish Creek Canyon due to heavy rain.

Discussion and Recommendations: Additional investigation will be needed to fully understand siltation of Parish Creek upstream as discussed for Site 14. Silt accumulation of Parish Creek is seen as the cause of flooding for Sites 8 and 14. A site visit should be included to discuss the drainage incident with the owner of the parcel belonging to the property owners called Bremerton Watershed.

Estimate: Study scope includes a site visit to walk the Parish Creek valley and watershed ridge, discussions and meeting notes with the engineer at the town of Sunny Slope about recent property development, and drainage code requirements; and provision for limited geotechnical research and preparation of a memorandum.

Site 16 – Residence, 4052 Old Belfair Valley Highway, Gorst, WA

A formal drainage complaint received from the Kitsap County Public Works addressed possible water quality pollution by animals and vehicles on this private property. The concern was that pollution could end up in Gorst Creek (KCPW Ref#100876). The property has a pond with resident waterfowl. The property was inspected but no corrective action was requested by Kitsap County Public Works at that time.

Discussion and Recommendations: This drainage complaint may no longer be valid if the conditions have changed or if pollution is not likely to escape from the property. The property should be visited by the City to note current condition. Following the site visit, the property should be removed as a concern if there is not a noticeable problem. No costs are estimated for this private site.

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Appendix A: Gorst Creek Watershed Plan

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Stormwater Capital Improvement Plan
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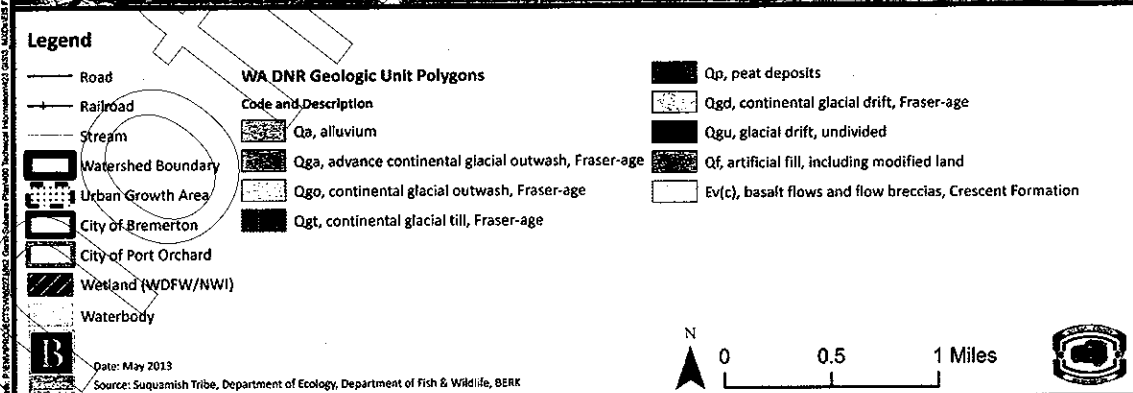
FIGURE 3.1-1 GORST CREEK WATERSHED: SOILS



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 Technical Memorandum

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FIGURE 3.1-1 GORST CREEK WATERSHED: GEOLOGY



Appendix B: Kitsap County Public Works Surface and Stormwater Management

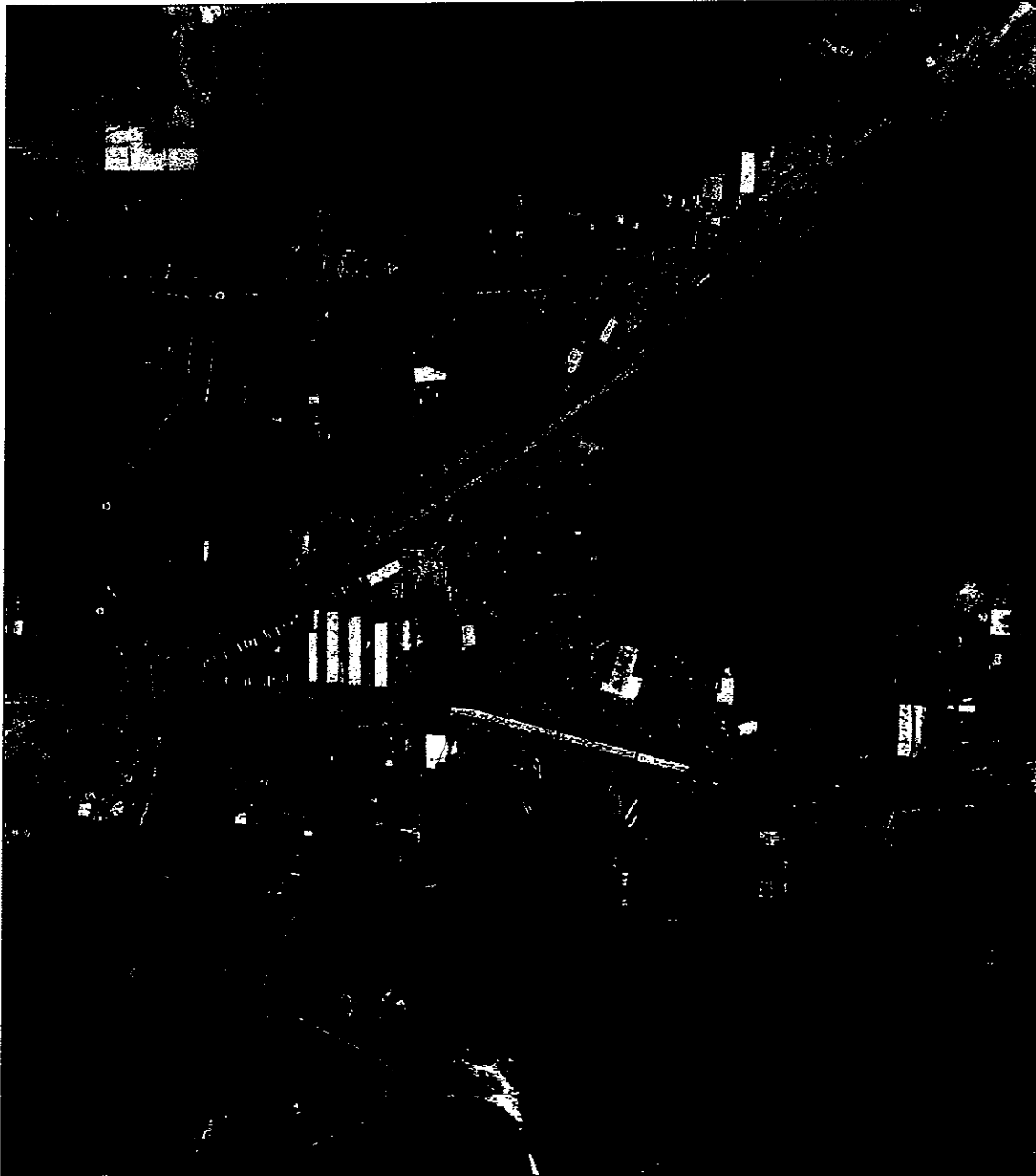
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- | | | |
|------------|-------------------------|----------------------|
| □ CB1 | Collector/Kitsap County | ▨ DischargeStructure |
| △ CB1-SL | Collector/Private | ▨ DiversionPoint |
| ○ CB1-BL | Collector/Commercial | ▨ JunctionChamber |
| ○ CB2 | Ditch | ▨ StorageBasin |
| ● CMH | Trench | ▨ Other |
| ○ CHS1 | Curved | ▨ Vault |
| ○ CHS2 | Swale | ▨ Storm Grid |
| ○ Other | | ▨ Tax Parcels |
| ⋮ TideGate | | |

KITSAP COUNTY PUBLIC WORKS
 Surface and Stormwater Management

Note: The information presented in the map comes from several sources and varies in data quality. This map provides information on the type and relative location of components which comprise the surface water drainage system of Kitsap County. It should not be used as a basis for developing engineering designs. For more information contact Kitsap County Surface and Storm Water Management Program at 360-237-5777.



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Appendix C: Site Costs

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**Gorst Watershed
Summary of Programmatic Costs**

Site	Location	Description	Engineering Costs	Construction Costs	Rounded Total	Revenue Source
0	Flood Cause Study	Evaluate source areas and flooding within UGA	\$600,000	\$0	\$600,000	S, G
1	Elite Exteriors/Beyos Tire	WSDOT Hwy 3 flooding	\$ 24,491.39	\$ 149,735.67	\$ 174,000.00	S, G
2	Business and homes north of Navy City Metals	Hillside seepage & stream overbank flooding	\$ 99,180.00	-	\$ 99,000.00	S, G
3	Peninsula Subaru	Storm drain piping & sink hole	\$ 36,753.26	\$ 179,682.58	\$ 216,000.00	S, G
4	State Hwy 3/16	Highway flooding from two creeks	\$ 172,560.00	\$ 3,051,000.00	\$ 3,224,000.00	S, G
5	Residences east end of W. Alder Street	Water quality from septic systems	\$0.00	\$0.00	\$0.00	
6	Waidbillig Property	Stream overtopping	\$ 175,485.39	\$ 873,526.27	\$ 1,049,000.00	S, G
7	Old Belfair Residences at Sam Christopherson	Gorst-Creek floodplain flooding	\$ 14,640.00	-	\$ 15,000.00	S, G
8	W. Belfair Valley Rd. Residences w. of Gorst Cr.	Parish Creek street flooding	\$0.00	\$0.00	\$0.00	
9	Multiple residences between W. Summit Street and O'Brian Drive	Water quality concern to septic systems from high water tables	\$0.00	\$0.00	\$0.00	
10	Feigley Road switchback	Roadway undermining and culvert clogging	\$ 13,260.00	-	\$ 13,000.00	S, G
11	The Mattress Ranch	Private storm sewer piping creating sink hole & fish passage barrier	\$ 77,394.23	\$ 378,371.80	\$ 456,000.00	S, G*
12	Washington Cedar lumber yard	Upstream Culvert 12 inlet flooding and fish passage, Map ID #111010	\$ 20,480.00	\$ 271,288.65	\$ 292,000.00	S, G
13	Navy City Metals	Water quality concerns with yard flooding Parish Creek bank overtopping w/ Culvert 8, Map ID #105106	\$0.00	\$0.00	\$0.00	
14	Kitsap Square Dance Association	Gorst Creek bank overtopping	\$ 32,580.00	\$1,013,000	\$ 1,046,000.00	S, G*
15	Fish Rearing Ponds	Water quality with private pond	\$ 17,560.00	-	\$ 18,000.00	S, G
16	Residence, 4052 Old Belfair Valley Highway	W. Belfair Valley Rd near Gold Mountain Golf Course Road vicinity	\$0.00	\$0.00	\$0.00	
17	Culvert 1, Map ID 105103	Gold Mountain Golf Course Road	\$ 45,919.35	\$ 114,494.62	\$ 160,000.00	S, G
18	Culvert 2, NL #1	W. Belfair Hwy @ Gold Mountain Golf Course Rd	\$ 51,905.76	\$ 143,761.49	\$ 196,000.00	S, G
19	Culvert 3, Map ID NL #2	Heins Creek Culvert Crossing	\$ 16,185.28	\$ 79,128.02	\$ 95,000.00	S, G
20	Culvert 4, Map ID NL #3	Jarstad Creek Railroad Crossing	\$ 55,232.78	\$ 80,013.47	\$ 135,000.00	S, G
21	Culvert 6, Map ID 105105	Heins Creek COB access road crossing	\$ 45,786.38	\$ 113,844.53	\$ 160,000.00	S, G
22	Culvert 7, Map ID 105107	Parish Creek Culvert W. Belfair Highway	\$0.00	\$0.00	\$0.00	
23	Culvert 8, Map ID 105106	North side Hwy 3 @ junction of Hwy 16	\$ 52,589.48	\$ 147,104.13	\$ 200,000.00	S, G
24	Culvert 10, Map ID 111009	Unnamed Creek 1227026475270 at South Side of Hwy 16	\$ 67,612.05	\$ 220,547.80	\$ 288,000.00	S, G
25	Culvert 11, Map ID 108414	Unnamed Creek 1227026475270 at South Side of Hwy 16	\$ 61,899.42	\$ 192,619.40	\$ 255,000.00	S, G
26	Culvert 12, Map ID 111010	Gorst Creek at Hwy 3 MP 28	\$ 154,201.80	\$ 742,933.24	\$ 897,000.00	S, G, WSDOT
27	Culvert 13, Map ID 107158					

		\$0.00	\$0.00	\$0.00	
28	Culvert 14, Map ID 105104				
29	Culvert 15, Map ID NL #5	\$ 27,357.08	\$ 133,745.72	\$ 161,000.00	S, G, WSDOT
30	Culvert 16, Map ID 113006	\$ 233,522.57	\$ 1,141,665.89	\$ 1,375,000.00	S, G
31	Culvert 17, Map ID 110964			\$0.00	
32	Culvert 18, Map ID NL #6	\$ 72,665.13	\$ 306,564.66	\$ 379,000.00	S, G, WSDOT*
33	Culvert 19, Map ID NL #7	\$ 36,660.00	\$ -	\$ 37,000.00	S, G, WSDOT
34	Culvert 20, Map ID 108494	\$ 54,964.17	\$ 198,392.12	\$ 253,000.00	S, G, WSDOT
35	Stream Barrier 1, Map ID 110970	\$ 41,950.94	\$ 95,093.50	\$ 137,000.00	S, G, WSDOT

Gorst Creek South of Hwy 3 MP 28
 Unnamed Stream 1227418475110 South of Hwy 3
 MP 28
 Gorst Creek at West Belfair Highway
 Gorst Creek at Hwy 3 at Outfall
 Unnamed Creek at Hwy 16 and connects to Subaru
 culvert
 Unnamed Creek at Hwy 16
 Unnamed Stream 1226919475271 at Hwy 16 and
 connects to Mattress Ranch Culvert
 Unnamed Stream 1226919475271 at Hwy 16

Notes: Sites with \$0.00 are: the responsibility of an entity other than the City of Bremerton, are included under another site, or were not costed. See notes below.

Site 5: No costs are anticipated.

Site 8: Costs are tied to Site 14, no direct costs for Site 8.

Site 9: No costs were estimated.

Site 13: Responsibility of Washington State Department of Ecology.

Site 16: No costs, private site.

Site 21: No costs, owned by the U.S. Navy

Site 23: Costs are included in Site 14 work.

Site 28: No costs or scope estimated.

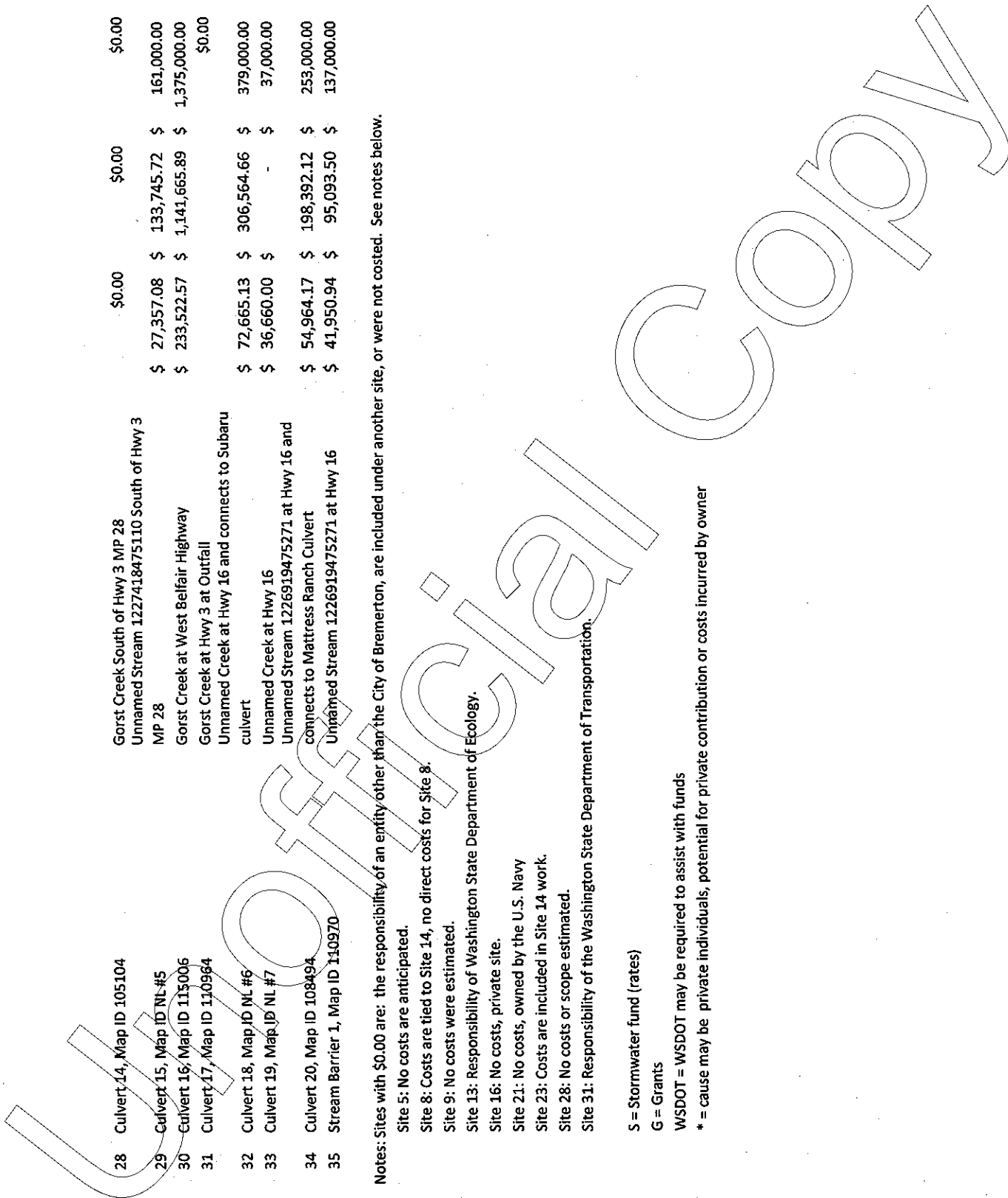
Site 31: Responsibility of the Washington State Department of Transportation.

S = Stormwater fund (rates)

G = Grants

WSDOT = WSDOT may be required to assist with funds

* = cause may be private individuals, potential for private contribution or costs incurred by owner



Site 1

Description	PM	SR Eng	Eng	
Elite Exteriors/Betos Tire Flooding	\$170	\$150	\$100	
Hydraulics & Hydrology, Calcs 5%				5,442.53
Plans, Specs & Est. for culvert 10%				10,885.06
Subtotal Hours*				16,327.59
OH & Contingencies 50%				8,163.80
Design Totals				24,491.39

Culvert Construction	L	W	D	Qty	Unit Cost	Unit	Total
Excavation	75	4	4	1200	35.00	CY	42,000.00
Pav't Repair	20	10	0.5	100	129.00	SY	12,900.00
18" Stormsewer				75	50.00	LF	3,750.00
Shoring	75	4	1	300	5.00	SF	1,500.00
Culvert Testing				75	2.56	LF	192.00
Type 1L CB				1	1,300.00	EA	1,300.00
CB filter insert				1	200.00	EA	200.00
18" Flap gate				1	2,000.00	EA	2,000.00
Subtotal							63,842.00
Misc Construction 25%							15,960.50
Construction Subtotal							79,802.50
Traffic Control 10%							7,980.25
Survey Services 2%							1,596.05
Erosion Control & Env Permits 12%							9,576.30
Construction Subtotal							98,955.10
Mobilization 10%							9,895.51
Construction Subtotal							108,850.61
Construction Engineering 10%							10,885.06
Construction Total							\$ 119,735.67

Property Acquisition	75	20		1500	20	SF	\$ 30,000.00
Site Total							\$ 174,227.06

* = calculated as a percentage of construction costs

Site 2

Description	PM	SR Eng	Eng	
Business and homes north of Navy City Metals	\$170	\$150	\$100	
Discussions & minutes property owners	8	8		
Discussions & minutes w/ Kitsap County	8	8		
Discussions & minutes w/ WSDOT	8	8		
Hydrologic & hydraulic study	16	60	120	
Alternatives memo	16	80	80	
Subtotal Hours	56	164	120	46,120.00
OH & Contingencies 50%				23,060.00
Geotechnical investigation & rpt				30,000.00
Engineering Total				\$ 99,180.00

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Site 3

Description	PM	SR Eng	Eng
Peninsula Subaru	\$170	\$150	\$100

Stream and culvert analysis 5% of construction

8,167.39

Design (10% of construction)

16,334.78

Subtotal hours*

0 0 0

24,502.17

OH & Contingencies 50%

12,251.09

Engineering total**\$ 36,753.26****Culvert Construction**

	L	W	D	Qty	Unit Cost	Unit	Total
Excavation	270	6	8	480	35.00	CY	16,800.00
Embankment	270	6	8	480	35.00	CY	16,800.00
Pav't Repair	270	6	1	180	129.00	SY	23,220.00
48" wide arch CMP culvert	270			270	85.00	LF	22,950.00
Shoring	270	1	8	2,160	5.00	SF	10,800.00
Type II 60" dia. CB	1			1	5,000.00	EA	5,000.00
Stream diversion	1			1	10,000.00	LS	10,000.00
Diffusion tail piece	1			1	500.00	EA	500.00
Subtotal							106,070.00
Misc Construction 25%							26,517.50
Construction Subtotal							132,587.50
Erosion Control & Env. Permits @12%							15,910.50
Survey @1.5%							1,988.81
Construction Subtotal							148,498.00
Mobilization 10%							14,849.80
Construction Subtotal							163,347.80
Construction Engineering 10%							16,334.78
Construction Total							\$ 179,682.58

Site Total**\$ 216,435.84**

* calculated as percentage of construction costs

Site 4

Description	PM	SR Eng	Eng
State Hwy 3/16	\$170	\$150	\$100
Gorst Creek hydrology stream study	40	80	120
Culvert/bridge modification alternatives	24	80	120
Creek modification alternatives memorandum	24	80	120
Feasibility study to raise Hwy 3	24	80	120
Total Hours	112	320	480
	19,040.00	48,000.00	48,000.00
Subtotal			115,040.00
OH & Contingencies 50%			57,520.00
Total Study			\$ 172,560.00

I. RIGHT OF WAY	Cost	
29000 SF	\$20	\$580,000

II. CONSTRUCTION	Unit	Quantity	Cost	Total
\$355,180				
1 Grading / Drainage				
1.1 Earthwork (100' x39'x10' Cut culvert)	CY	1,445	\$35.00	\$50,575.00
1.2 Earthwork Fill 500LFx90'x2' (raise road)	CY	3,333	\$35.00	\$116,655.00
1.3 Drainage Cut (2,900LFx5'x10' channel)	CY	5,370	\$35.00	\$187,950.00
2 Structures				\$39,500
2.1 Bridge Structure 34' x 40'	SF		\$180.00	\$0.00
2.2 Culvert Structure	LF	100	\$395.00	\$39,500.00
2.3 Retaining Walls (Cut)	SF		\$100.00	\$0.00
2.4 Retaining Walls (Fill)	SF		\$60.00	\$0.00
2.5 Bridge Removal	SF		\$20.00	\$0.00
3 Surfacing / Paving				\$ 708,050
3.1 HMA Paving (culv & raise road) (600LFx90'Wx8")/27*2.05T/CY	TN	2,747	\$150.00	\$412,050.00
3.2 CSBC (culv & raise road) (600LFx90'Wx12")/27*1.85T/CY	TN	3,700	\$80.00	\$296,000.00
4 Roadside Development				\$132,300
	12%	Of sections 1, 2 & 3		\$132,300.00
(Item includes Fencing, Temporary Water Pollution Control, Environmental Mitigation)				
5 Traffic Services & Safety				\$ 132,300
	12%	Of sections 1, 2 & 3		\$132,300.00
(Price includes Guard Rail, Striping, Utilities, Traffic Control)				
Construction Subtotal Items 1,2,3,4 and 5			(Round to nearest 1000)	\$1,367,000
6 Contingencies			25% of Subtotal	\$ 342,000
7 Construction Subtotal (Lines 1 through 6)				\$ 1,709,000
8 Mobilization			8% of Line 7	\$ 137,000
9 Subtotal (Lines 7 & 8)				\$ 1,846,000
10 Sales Tax			8.60% of Line 9	\$ 159,000
11 Subtotal				\$ 2,005,000
12 Construction Engineering			10% of Line 11	\$ 201,000
13 Construction Total (Lines 11 and 12)				\$ 2,206,000

III. DESIGN ENGINEERING & ADMINISTRATION			12% of Line 13	\$ 265,000
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IV. TOTAL ESTIMATED COST	Lines I, 13 and III			\$3,051,000
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Site Total				\$ 3,223,560.00
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Site 5

Description	PM	SR Eng	Eng
Residences east end of W. Alder Street	\$170	\$150	\$100

Total

No costs are anticipated for this site.

Unofficial Copy

Site 6

Description **PM SR Eng Eng**
Waldbillig Property \$170 \$150 \$100

Study

Hydrologic and hydraulic analysis & ditch
 flow report 5%*

38,996.71

Design of stream bank protection &
 report @5% construction*

38,996.71

Ditch design & concept design @ 10%

\$ 77,993.42

Subtotal Hours

0 0 0

Subtotal

\$ 155,986.83

OH & Contingencies 25%

19,498.35

Total Study

\$ 175,485.19**Ditch & stream bank Construction**

	L	W	D	Qty	Unit	Unit Cost	Total
Excavation	380	5	3	211	CY	35.00	7,388.89
Embankment	380	5	3	211	CY	35.00	7,388.89
Seeding	380	5	1	1900	SF	10.00	19,000.00
Cut Retaining wall	100	1	8	800	SF	60.00	48,000.00
Temporary stream diversion (Gorst Cr. & Unnamed Cr)	680			1	LS	30,000.00	30,000.00
stream bank Protection	250	1	10	2500	SF	60.00	150,000.00
Subtotal							261,777.78
Misc Construction 25%							65,444.44
Construction Subtotal							327,222.22
Survey 1.5%							4,908.33
Temp Erosion Control, Env permits 12%							39,266.67
Construction Subtotal							371,397.22
Mobilization 10%							37,139.72
Construction Subtotal							779,934.17
Const Engineering 10%							93,592.10
Construction Total							\$ 873,526.27

Site Total

\$ 1,049,011.45

* calculated as percentage of construction costs

Site 7

Description	PM \$170	SR Eng \$150	Eng \$100	
Old Belfair Residences at Sam Christopherson				
Technical memorandum on floodplain impacts	12	48	36	
Subtotal	<u>8</u>	<u>40</u>	<u>24</u>	9,760.00
OH & Contigencies 50%				4,880.00
Study Total				<u>\$ 14,640.00</u>

Unofficial Copy

Site 8

	PM	SR Eng	Eng
Description	\$170	\$150	\$100
W. Belfair Valley Rd. Residences w. of Gorst Cr.			
Total			0

Costs are tied to Site 14 , no direct costs for Site 8.

Unofficial Copy

Site 9

Description	PM	SR Eng	Eng
Multiple residences between W. Summit Street and O'Brian Drive	\$170	\$150	\$100

Total

0

No costs were estimated.

Unofficial Copy

Site 10

Description	PM	SR Eng	Eng	
Feigley Road switchback	\$170	\$150	\$100	
Site visit		8		
Meeting, minutes coordinating w/ WSDOT	8	8		
Technical Memorandum	4	24	8	
Total Hours	12	40	8	8,840.00
OH & Contingencies 50%				4,420.00
Study Total				\$ 13,260.00

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Site 11

Description

PM SR Eng Eng
\$170 \$150 \$100

The Mattress Ranch

Study

Hydrologic and hydraulic analysis (5% of construction)
Design (10% of construction)

17,198.72
34,397.44

Subtotal*

0 0 0

51,596.15

OH & Contingencies 50%

25,798.08

Total Study

\$ 77,394.23

Culvert Construction

	L	W	D	Qty	Unit	Unit Cost	Total
Excavation	310	7	7	563	CY	35.00	19,690.74
Embankment	310	5	3	172	CY	35.00	6,027.78
58" width x 36" arch culvert	310	1	1	310	LF	95.00	29,450.00
Shoring	310	1	7	2,170	SF	5.00	10,850.00
Pavement Repair	310	10	1	344.4	SY	129.00	44,433.33
Temporary stream diversion (tie into nearby storm sewer)	1	1	1	1	EA	5,000.00	5,000.00
Subtotal							115,451.85
Misc Construction 25%							28,862.96
Construction Subtotal							144,314.81
Survey 1.5%							2,164.72
Temp Erosion Control, Env permits 12%							17,317.78
Construction Subtotal							163,797.31
Mobilization 10%							16,379.73
Construction Subtotal							343,974.36
Const Engineering 10%							34,397.44
Construction Total							\$ 378,371.80

Site Total

\$ 455,766.03

* calculated as percentage of construction costs

Unofficial

Site 12

Description	PM	SR	Eng	Eng
Washington Cedar lumber yard	\$170	\$150	\$100	
Site visit		8	8	
Hydrologic and hydraulic analysis	8	24	24	
Research and report	16	40	24	
Totals	24	72	56	\$ 20,480.00

Basin Construction	L	W	D	Qty	Unit	Unit Cost	Total
Excavation	100	75	8	2,222	CY	35.00	77,777.78
(Culvert 12 Construction covered under Site 26)				0	LF		
Temporary stream diversion (tie into nearby storm sewer)	1	1	1	1	EA	5,000.00	5,000.00
Subtotal							82,777.78
Misc Construction 25%							20,694.44
Construction Subtotal							103,472.22
Survey 1.5%							1,552.08
Temp Erosion Control, Env permits 12%							12,416.67
Construction Subtotal							117,440.97
Mobilization 10%							11,744.10
Construction Subtotal							246,626.04
Const Engineering 10%							24,662.60
Construction Total							\$ 271,288.65
Site Total							\$ 291,768.65

Unofficial

CORP

Site 13

Description	PM	SR Eng	Eng
Navy City Metals	\$170	\$150	\$100

Total

0

Site is responsibility of the Washington State Department of Ecology

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Site 14

Description
Kitsap Square Dance Association

PM \$170 SR Eng \$150 Eng \$100

Hydrologic analysis Parish Creek
OH & Contingencies 50%

16 100 40

21,720.00
10,860.00

Total Design
(Engineering design included on line III below)

\$ 32,580.00

I. RIGHT OF WAY
1100 SF

Cost
\$5

\$5,500

II. CONSTRUCTION

Unit Quantity Cost Total \$97,200

1 Grading / Drainage

1.1 Earthwork (256' Culvert Cut/Fill)
1.2 Earthwork (425' Ditch Cut/Fill)
1.3 Drainage

CY 1,897 \$35.00 \$66,395.00
CY 880 \$35.00 \$30,800.00
10% Of Sections 2.3-4, & 3 N/A

2 Structures

\$345,920

2.1 Bridge Structure 34' x 40'
2.2 Culvert Structure
2.3 Retaining Walls (Cut)
2.4 Retaining Walls (Fill)
2.5 Bridge Removal

SF	1,360	\$180.00	\$244,800.00
LF	256	\$395.00	\$101,120.00
SF		\$100.00	\$0.00
SF		\$40.00	\$0.00
SF		\$20.00	\$0.00

3 Surfacing / Paving

\$24,370

3.1 HMA Paving
(Assumes 100LF, 8" CSBC and 6" HMA)
3.2 CSBC

TN	99	\$150.00	\$14,850.00
TN	119	\$80.00	\$9,520.00

4 Roadside Development

\$56,100

12% Of sections 1, 2 & 3 \$56,100.00

(Item includes Fencing, Temporary Water Pollution Control, Environmental Mitigation)

5 Traffic Services & Safety

\$56,100

12% Of sections 1, 2 & 3 \$56,100.00

(Price includes Guard Rail, Striping, Utilities, Traffic Control)

Construction Subtotal Items 1,2,3,4 and 5 (Round to nearest 1000)

\$580,000

6 Contingencies

20% of Subtotal

\$116,000

7 Construction Subtotal (Lines 1 through 6)

\$696,000

8 Mobilization

8% of Line 7

\$56,000

9 Subtotal (Lines 7 & 8)

\$752,000

10 Sales Tax

8.60% of Line 9

\$65,000

11 Subtotal

\$817,000

12 Construction Engineering

10% of Line 11

\$82,000

13 Construction Total (Lines 11 and 12)

\$899,000

III. DESIGN ENGINEERING & ADMINISTRATION

12% of Line 13

\$108,000

IV. TOTAL ESTIMATED COST

Lines I, 13 and III

\$1,013,000

Site Total

\$ 1,045,580.00

Site 15

Description	PM	SR Eng	Eng	
Fish Rearing Ponds	\$170	\$150	\$100	
Site visit & notes		12		
Sunnyside Engineers Meeting w/ Notes	12	8		
<hr/> Total Hours	12	20	0	5,040.00
OH & Contingencies 50%				2,520.00
Geotechnical provision				10,000.00
<hr/> Study Total				\$ 17,560.00

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Site 16

	PM	SR Eng	Eng
Description	\$170	\$150	\$100
Residence, 4052 Old Belfair Valley Highway			

Total 0

No costs were estimated, private site.

Unofficial Copy

Site 17

Description PM SR Eng Eng
Culvert 1, Map ID 105103 **\$170 \$150 \$100**

Study

Hydrologic and hydraulic analysis & ditch flow report 5%*	0	0	0	5,204.30
Ditch design & concept design 10%*				10,408.60
Biological Assessment				15,000.00
Subtotal	0	0	0	30,612.90
OH & Contingencies 50%				15,306.45
Total Study				\$ 45,919.35

Culvert Construction	L	W	D	Qty	Unit	Unit Cost	Total
Excavation	40	27	12	480	CY	35.00	16,800.00
Embankment	40	27	12	480	CY	35.00	16,800.00
Shoring	40	1	12	480	SF	5.00	2,400.00
58" wide arch culvert	40			40	LF	95.00	3,800.00
Base Course (1.85 TN/CY)	60	24	1	99	TN	80.00	7,893.33
HMA Pavement (2.05 TN/CY)	60	24	0.67	73	TN	150.00	10,988.00
Temporary stream diversion	1	1	1	1	LS	10,000.00	10,000.00
Subtotal							58,681.33
Misc Construction 25%							14,670.33
Construction Subtotal							73,351.67
Erosion Control & Env Permits 12%							8,802.20
Traffic Control 15%							11,002.75
Survey 2%							1,467.03
Construction Subtotal							94,623.65
Mobilization 10%							9,462.37
Construction Subtotal							104,086.02
Construction Engineering 10%							10,408.60
Construction Total							\$ 114,494.62
Site Total							\$ 160,413.97

* calculated as percentage of construction costs

Site 18

Description **PM SR Eng Eng**
Culvert 2, NL #1 \$170 \$150 \$100

Study			
Hydrologic and hydraulic analysis & ditch flow report 5%			6,534.61
Ditch design & concept design 10%			13,069.23
Biological Assessment			15,000.00
<hr/>			<hr/>
Eng Labor Subtotal*	0	0	0
Subtotal			34,603.84
<hr/>			<hr/>
OH & Contingencies 50%			17,301.92
<hr/>			<hr/>
Total Study			\$ 51,905.76

Culvert Construction	L	W	D	Qty	Unit	Unit Cost	Total
Excavation	40	27	12	480	CY	35.00	16,800.00
Embankment	40	27	12	480	CY	35.00	16,800.00
58" wide arch culvert	40			40	LF	95.00	3,800.00
Shoring	40	1	12	480	SF	5.00	2,400.00
Base Course (1.85 TN/CY)	60	24	1	99	TN	80.00	7,893.33
HMA Pavement (2.05 TN/CY)	60	24	0.67	73	TN	150.00	10,988.00
Temporary stream diversion	1	1	1	1	LS	15,000.00	15,000.00
<hr/>							<hr/>
Subtotal							73,681.33
<hr/>							<hr/>
Misc Construction 25%							18,420.33
<hr/>							<hr/>
Construction Subtotal							92,101.67
<hr/>							<hr/>
Erosion Control & Env Permits 12%							11,052.20
Traffic Control 15%							13,815.25
Survey 2%							1,842.03
<hr/>							<hr/>
Construction Subtotal							118,811.15
<hr/>							<hr/>
Mobilization 10%							11,881.12
<hr/>							<hr/>
Construction Subtotal							130,692.27
<hr/>							<hr/>
Construction Engineering 10%							13,069.23
<hr/>							<hr/>
Total Construction							\$ 143,761.49
<hr/>							<hr/>
Site Total							\$ 195,667.25

* calculated as percentage of construction costs

Site 19

Description PM SR Eng Eng
Culvert 3, Map ID NL #2 **\$170 \$150 \$100**

Study

Hydrologic and hydraulic analysis & ditch
 flow report 5%
 Ditch design & concept design 10%

3,596.73
 7,193.46

Eng Labor Subtotal* 0 0 0

Subtotal 10,790.18

OH & Contingencies 50% 5,395.09

Total Study \$ 16,185.28

Culvert Construction	L	W	D	Qty	Unit	Unit Cost	Total
Excavation	20	24	8	142	CY	35.00	4,977.78
Embankment	20	24	8	142	CY	35.00	4,977.78
58" wide x 31" arch culvert	20			20	LF	95.00	1,900.00
Shoring	20	1	8	160	SF	5.00	800.00
Base Course (1.85 TN/CY)	40	24	1	66	TN	80.00	5,262.22
HMA Pavement (2.05 TN/CY)	40	24	0.67	49	TN	150.00	7,325.33
Temporary stream diversion	1	1	1	1	LS	15,000.00	15,000.00
Subtotal							<u>40,243.11</u>
Misc Construction 25%							<u>10,060.78</u>
Construction Subtotal							<u>50,303.89</u>

Erosion Control & Env Permits 12% 6,036.47
 Traffic Control 15% 7,545.58
 Survey 3% 1,509.12
Construction Subtotal 65,395.06

Mobilization 10% 6,539.51
Construction Subtotal 71,934.56

Construction Engineering 10% 7,193.46
Total Construction \$ 79,128.02

Site Total \$ 95,313.29

* calculated as percentage of construction costs

Site 20

Description **PM SR Eng Eng**
Culvert 4, Map ID NL #3 \$170 \$150 \$100

Study			
Hydrologic and hydraulic analysis & ditch flow report 5%			3,636.98
Ditch design & concept design 10%			7,273.95
Design of stream bank protection & report 15%			\$ 10,910.93
Biological Assessment			\$ 15,000.00
Eng Labor Subtotal*	<u>0</u>	<u>0</u>	<u>0</u>
Subtotal			<u>36,821.86</u>
OH & Contingencies 50%			<u>18,410.93</u>
Total Study			<u>\$ 55,232.78</u>

Bridge Construction	L	W	D	Qty	Unit	Unit Cost	Total
Excavation	12	24	8	85	CY	35.00	2,986.67
Embankment	12	24	8	85	CY	35.00	2,986.67
12' flat slab bridge or 3 sided culvert	12	12	1	144	SF	130.00	18,720.00
Base Course (1.85 TN/CY)	40	12	0.5	16	TN	80.00	1,315.56
HMA Pavement (2.05 TN/CY)					TN	150.00	-
Temporary stream diversion	1	1	1	1	LS	15,000.00	15,000.00
Subtotal							<u>41,008.89</u>
Misc Construction 25%							<u>10,252.22</u>
Construction Subtotal							<u>51,261.11</u>
Erosion Control & Env Permits 12%							6,151.33
Traffic Control 15%							7,689.17
Survey 2%							1,025.22
Construction Subtotal							<u>66,126.83</u>
Mobilization 10%							<u>6,612.68</u>
Subtotal							<u>72,739.52</u>
Construction Engineering 10%							<u>7,273.95</u>
Construction Total							<u>\$ 80,013.47</u>
Site Total							<u>\$ 135,246.25</u>

* calculated as percentage of construction costs

Site 21

Description	PM	SR Eng	Eng
Culvert 6, Map ID 105105	\$170	\$150	\$100
Owned by Navy			

Total **0**

No costs, site is owned by the U.S. Navy

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Site 22

Description **PM SR Eng Eng**
Culvert 7, Map ID 105107 \$170 \$150 \$100

Study

Hydrologic and hydraulic analysis & ditch flow report 5%				5,174.75
Ditch design & concept design 10%				10,349.50
Biological Assessment				15,000.00
Eng Labor Subtotal*	<u>0</u>	<u>0</u>	<u>0</u>	
Subtotal				30,524.25
OH & Contingencies 50%				15,262.13
Total Study				\$ 45,786.38

Bridge Construction	L	W	D	Qty	Unit	Unit Cost	Total
Excavation	20	24	8	142	CY	35.00	4,977.78
Embankment	20	24	8	142	CY	35.00	4,977.78
12' flat slab bridge or 3 sided culvert	12	20	1	240	SF	130.00	31,200.00
Base Course (1.85 TN/CY)	40	20	0.5	27	TN	80.00	2,192.59
HMA Pavement (2.05 TN/CY)					TN	150.00	-
Temporary stream diversion	1	1	1	1	LS	15,000.00	15,000.00
Subtotal							58,348.15
Misc Construction 25%							14,587.04
Construction Subtotal							72,935.19
Erosion Control & Env Permits 12%							8,752.22
Traffic Control 15%							10,940.28
Survey 2%							1,458.70
Construction Subtotal							94,086.39
Mobilization 10%							9,408.64
Subtotal							103,495.03
Construction Engineering 10%							10,349.50
Construction Total							\$ 113,844.53
Site Total							\$ 159,630.91

* calculated as percentage of construction costs

Site 23

Description	PM	SR Eng	Eng
Culvert 8, Map ID 105106	\$170	\$150	\$100

Total

0

Costs for this site are included under Site 14.

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Site 24

Description **PM SR Eng Eng**
Culvert 10, Map ID 111009 \$170 \$150 \$100

Study

Hydrologic and hydraulic analysis & ditch flow report 5%				6,686.55
Ditch design & concept design 10%				13,373.10
Biological Assessment				15,000.00
Eng Labor Subtotal*	<u>0</u>	<u>0</u>	<u>0</u>	-
Subtotal				35,059.65
OH & Contingencies 50%				17,529.83
Total Study				\$ 52,589.48

Culvert Construction

	L	W	D	Qty	Unit	Unit Cost	Total
Excavation	100	20	6	444	CY	35.00	15,555.56
Embankment	100	20	6	444	CY	35.00	15,555.56
Shoring	100	1	6	600	SF	5.00	3,000.00
58" wide x 36" arch culvert	100			100	LF	95.00	9,500.00
Base Course (1.85 TN/CY)	80	16	1	88	TN	80.00	7,016.30
HMA Pavement (2.05 TN/CY)	80	16	0.67	65	TN	150.00	9,767.11
Temporary stream diversion	1	1	1	1	LS	15,000.00	15,000.00
Subtotal							75,394.52
Misc Construction 25%							18,848.63
Construction Subtotal							94,243.15
Erosion Control & Env Permits 12%							11,309.18
Traffic Control 15%							14,136.47
Survey 2%							1,884.86
Construction Subtotal							121,573.66
Mobilization 10%							12,157.37
Subtotal							133,731.03
Construction Engineering 10%							13,373.10
Construction Total							\$ 147,104.13

Site Total \$ 199,693.61

* calculated as percentage of construction costs

Site 25

Description **PM SR Eng Eng**
Culvert 11, Map ID 108414 \$170 \$150 \$100

Study

Hydrologic and hydraulic analysis & ditch flow report 5%				10,024.90
Ditch design & concept design 10%				20,049.80
Biological Assessment				15,000.00
Eng Labor Subtotal*	<u>0</u>	<u>0</u>	<u>0</u>	-
Subtotal				45,074.70
OH & Contingencies 50%				22,537.35
Total Study				\$ 67,612.05

Culvert Construction	L	W	D	Qty	Unit	Unit Cost	Total
Excavation	190	20	6	844	CY	35.00	29,555.56
Embankment	190	20	6	844	CY	35.00	29,555.56
58" wide x 36" arch culvert	190			190	LF	95.00	18,050.00
Shoring	190	1	6	1140	SF	5.00	5,700.00
Base Course (1.85 TN/CY)	120	16	1	132	TN	80.00	10,524.44
HMA Pavement (2.05 TN/CY)	120	16	0.67	98	TN	150.00	14,650.67
Temporary stream diversion	1	1	1	1	LS	5000.00	5,000.00
Subtotal							113,036.22
Misc Construction 25%							28,259.06
Construction Subtotal							141,295.28
Erosion Control & Env Permits 12%							16,955.43
Traffic Control 15%							21,194.29
Survey 2%							2,825.91
Construction Subtotal							182,270.91
Mobilization 10%							18,227.09
Subtotal							200,498.00
Construction Engineering 10%							20,049.80
Construction Total							\$ 220,547.80
Site Total							\$ 288,159.85

* calculated as percentage of construction costs

Site 26

Description PM SR Eng Eng
Culvert 12, Map ID 111010 **\$170 \$150 \$100**

Study	8,755.43
Hydrologic and hydraulic analysis & ditch flow report 5%	17,510.85
Ditch design & concept design 10%	15,000.00
Biological Assessment	-
Eng Labor Subtotal*	0 0 0
Subtotal	41,266.28
OH & Contingencies 50%	20,633.14
Total Study	\$ 61,899.42

Culvert Construction	L	W	D	Qty	Unit	Unit Cost	Total
Excavation	440	20	6	1,956	CY	35.00	68,444.44
Embankment	50	20	6	222	CY	35.00	7,777.78
58" wide x 36" arch culvert (@fire station corner)	140			140	LF	95.00	13,300.00
Shoring	140	1	6	840	SF	5.00	4,200.00
Base Course (1.85 TN/CY)				0	TN	80.00	-
HMA Pavement (2.05 TN/CY)				0	TN	150.00	-
Temporary stream diversion	1	1	1	1	LS	5,000.00	5,000.00
Subtotal							98,722.22
Misc Construction 25%							24,680.56
Construction Subtotal							123,402.78
Erosion Control & Env Permits 12%							14,808.33
Traffic Control 15%							18,510.42
Survey 2%							2,468.06
Construction Subtotal							159,189.58
Mobilization 10%							15,918.96
Subtotal							175,108.54
Construction Engineering 10%							17,510.85
Construction Total							\$ 192,619.40
Site Total							\$ 254,518.82

* calculated as percentage of construction costs

Site 27

Description
Culvert 13, Map ID 107158

PM SR Eng Eng
\$170 \$150 \$100

Study

Hydrologic and hydraulic analysis & ditch flow report 3%

20,261.82

Ditch design & concept design 10%

67,539.39

Biological Assessment

15,000.00

Eng Labor Subtotal*

0 0 0

-

Subtotal

102,801.20

OH & Contingencies 50%

51,400.60

Total Study

\$ 154,201.80

Bridge Construction

	L	W	D	Qty	Unit	Unit Cost	Total
Excavation	174	16	6	619	CY	35.00	21,653.33
Embankment				0	CY	35.00	-
Bridge or 3 legged culvert	40	48		1,920	SF	180.00	345,600.00
Base Course (1.85 TN/CY)			1	0	TN	80.00	-
HMA Pavement (2.05 TN/CY)			0.67	0	TN	150.00	-
Temporary stream diversion	1	1	1	1	LS	15,000.00	15,000.00
Subtotal							382,253.33
Misc Construction 25%							95,563.33
Construction Subtotal							477,816.67
Erosion Control & Env Permits 12%							57,338.00
Traffic Control 15%							71,672.50
Survey 1.5%							7,167.25
Construction Subtotal							613,994.42
Mobilization 10%							61,399.44
Subtotal							675,393.86
Construction Engineering 10%							67,539.39
Construction Total							\$ 742,933.24

Site Total

\$ 897,135.05

* calculated as percentage of construction costs

Site 28

	PM	SR Eng	Eng
Description	\$170	\$150	\$100
Culvert 14, Map ID 105104			

Total

0

No costs or scope were estimated for this site.

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Site 29

Description

PM SR Eng Eng
\$170 \$150 \$100

Culvert 15, Map ID NL #5

Study

Hydrologic and hydraulic analysis & ditch flow report 5%

Ditch design & concept design 10%

Eng Labor Subtotal*

0 0 0

6,079.35
 12,158.70

Subtotal

18,238.05

OH & Contingencies 50%

9,119.03

Total Study

\$ 27,357.08

Culvert Construction

Ditch Excavation 5' wide

L	W	D	Qty	Unit	Unit Cost	Total
300	17	6	1,133	CY	35.00	39,666.67
			0	CY	35.00	-
80	1	6	480	SF	5.00	2,400.00
80			80	LF	95.00	7,600.00
30	48	1	99	TN	80.00	7,893.33
30	48	0.67	73	TN	150.00	10,988.00
			0	LS	15,000.00	-

Embankment

Shoring

58" wide x 36" arch culvert

Base Course (1.85 TN/CY)

HMA Pavement (2.05 TN/CY)

Temporary stream diversion

Subtotal

68,548.00

Misc Construction 25%

17,137.00

Construction Subtotal

85,685.00

Erosion Control & Env Permits 12%

10,282.20

Traffic Control 15%

12,852.75

Survey 2%

1,713.70

Construction Subtotal

110,533.65

Mobilization 10%

11,053.37

Subtotal

121,587.02

Construction Engineering 10%

12,158.70

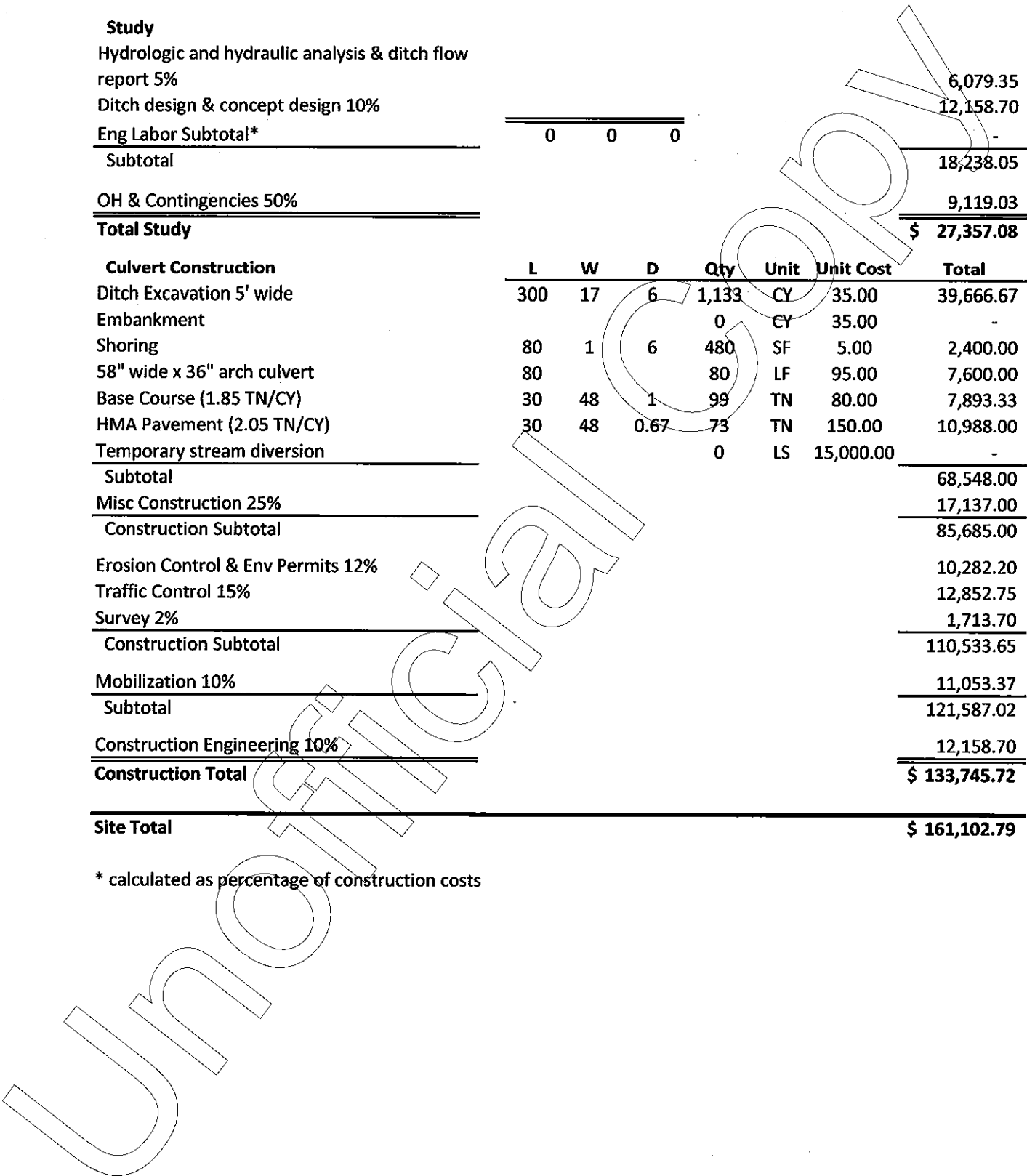
Construction Total

\$ 133,745.72

Site Total

\$ 161,102.79

* calculated as percentage of construction costs



Site 30

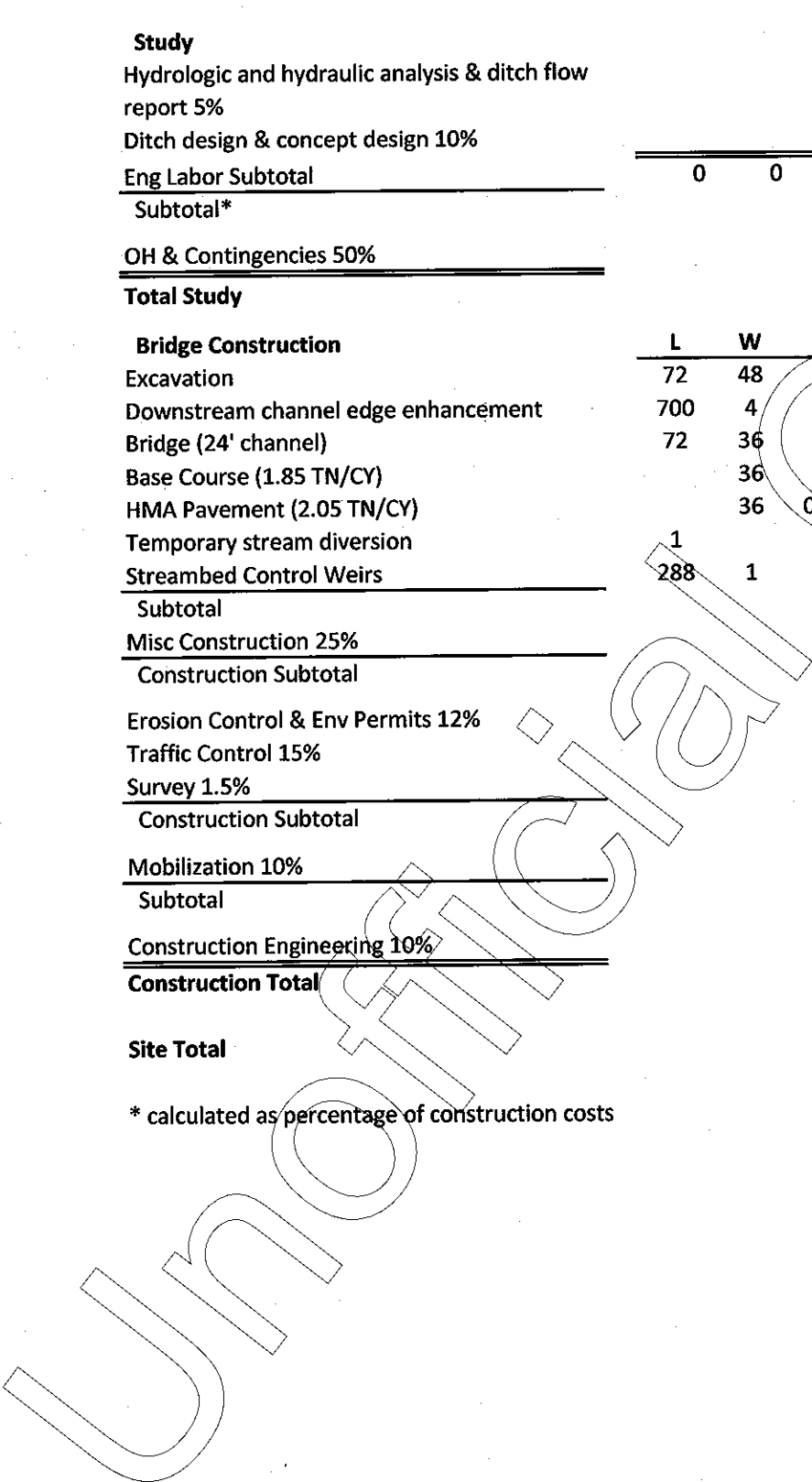
Description PM SR Eng Eng
Culvert 16, Map ID 115006 **\$170 \$150 \$100**

Study							
Hydrologic and hydraulic analysis & ditch flow report 5%							51,893.90
Ditch design & concept design 10%							103,787.81
Eng Labor Subtotal							-
Subtotal*	0	0	0				155,681.71
OH & Contingencies 50%							77,840.86
Total Study							\$ 233,522.57

Bridge Construction	L	W	D	Qty	Unit	Unit Cost	Total
Excavation	72	48	12	1,536	CY	35.00	53,760.00
Downstream channel edge enhancement	700	4	12	1,244	CY	35.00	43,555.56
Bridge (24' channel)	72	36		2,592	SF	180.00	466,560.00
Base Course (1.85 TN/CY)		36	1	0	TN	80.00	-
HMA Pavement (2.05 TN/CY)		36	0.67	0	TN	150.00	-
Temporary stream diversion	1			1	LS	15,000.00	15,000.00
Streambed Control Weirs	288	1	4	43	CY	200.00	8,533.33
Subtotal							587,408.89
Misc Construction 25%							146,852.22
Construction Subtotal							734,261.11
Erosion Control & Env Permits 12%							88,111.33
Traffic Control 15%							110,139.17
Survey 1.5%							11,013.92
Construction Subtotal							943,525.53
Mobilization 10%							94,352.55
Subtotal							1,037,878.08
Construction Engineering 10%							103,787.81
Construction Total							\$ 1,141,665.89

Site Total **\$ 1,375,188.46**

* calculated as percentage of construction costs



Site 31

Description	PM	SR Eng	Eng
Culvert 17, Map ID 110964	\$170	\$150	\$100

Total 0

No cost, site is the responsibility of the Washington State Department of Transportation

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Site 32

Description PM SR Eng Eng
Culvert 18, Map ID NL #6 **\$170 \$150 \$100**

Study			
Hydrologic and hydraulic analysis & ditch flow report 2%			5,573.90
Ditch design & concept design 10%			27,869.51
Biological Assessment			15,000.00
Eng Labor Subtotal	0	0	0
Subtotal*			48,443.42
OH & Contingencies 50%			24,221.71
Total Study			\$ 72,665.13

Culvert Construction	L	W	D	Qty	Unit	Unit Cost	Total
Excavation	210	8	10	622	CY	35.00	21,777.78
50" wide x 31" arch culvert	210		10	210	LF	85.00	17,850.00
Shoring	210	1	10	2,100	SF	5.00	10,500.00
Base Course (1.85 TN/CY)	170	48	1	559	TN	80.00	44,728.89
HMA Pavement (2.05 TN/CY)	170	48	0.67	415	TN	150.00	62,265.33
Temporary stream diversion				0	LS	15,000.00	-
Subtotal							157,122.00
Misc Construction 25%							39,280.50
Construction Subtotal							196,402.50
Erosion Control & Env Permits 12%							23,568.30
Traffic Control 15%							29,460.38
Survey 2%							3,928.05
Construction Subtotal							253,359.23
Mobilization 10%							25,335.92
Subtotal							278,695.15
Construction Engineering 10%							27,869.51
Construction Total							\$ 306,564.66
Site Total							\$ 379,229.79

* calculated as percentage of construction costs

Site 33

Description	PM	SR Eng	Eng	
Culvert 19, Map ID NL #7	\$170	\$150	\$100	
Hydrologic & hydraulic study	16	40	40	
Memorandum	16	60	40	
Subtotal Hours	32	100	40	24,440.00
OH & Contingencies 50%				12,220.00
Engineering Total				\$ 36,660.00

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Site 34

Description **PM SR Eng Eng**
Culvert 20, Map ID 108494 \$170 \$150 \$100

Study

Hydrologic and hydraulic analysis & ditch flow report @ 2% (Mostly completed w/Site 11)							3,607.13
Ditch design & concept design 10%							18,035.65
Biological Assessment							15,000.00
Eng Labor Subtotal*							-
Subtotal							36,642.78
OH & Contingencies 50%							18,321.39
Total Study							\$ 54,964.17

Culvert Construction	L	W	D	Qty	Unit	Unit Cost	Total
Excavation	120	8	8	284	CY	35.00	9,955.56
58" wide x 36" arch culvert	120		1	120	LF	95.00	11,400.00
Shoring	120	1	8	960	SF	5.00	4,800.00
Base Course (1.85 TN/CY)	120	48	1	395	TN	80.00	31,573.33
HMA Pavement (2.05 TN/CY)	120	48	0.67	293	TN	150.00	43,952.00
Temporary stream diversion				0	LS	15,000.00	-
Subtotal							101,680.89
Misc Construction 25%							25,420.22
Construction Subtotal							127,101.11
Erosion Control & Env Permits 12%							15,252.13
Traffic Control 15%							19,065.17
Survey 2%							2,542.02
Construction Subtotal							163,960.43
Mobilization 10%							16,396.04
Subtotal							180,356.48
Construction Engineering 10%							18,035.65
Construction Total							\$ 198,392.12
Site Total							\$ 253,356.29

* calculated as percentage of construction costs

Site 35

Description **PM SR Eng Eng**
Stream Barrier 1, Map ID 110970 \$170 \$150 \$100

Study

Hydrologic and hydraulic analysis & ditch flow report 5%

Ditch design & concept design 10%

Biological Assessment

Eng Labor Subtotal*

							4,322.43
							8,644.86
							15,000.00
						0	0
						0	0

Subtotal

27,967.30

OH & Contingencies 50%

13,983.65

Total Study

\$ 41,950.94

Bridge Construction

	L	W	D	Qty	Unit	Unit Cost	Total
Excavation	20	12	4	36	CY	35.00	1,244.44
Embankment	40	12	8	142	CY	35.00	4,977.78
Wooden Bridge	20	12		240	SF	130.00	31,200.00
Base Course (1.85 TN/CY)	40	12	0.5	16	TN	80.00	1,315.56
Temporary stream diversion	1	1	1	1	LS	10,000.00	10,000.00

Subtotal

48,737.78

Misc Construction 25%

12,184.44

Construction Subtotal

60,922.22

Erosion Control & Env Permits 12%

7,310.67

Traffic Control 15%

9,138.33

Survey 2%

1,218.44

Construction Subtotal

78,589.67

Mobilization 10%

7,858.97

Subtotal

86,448.63

Construction Engineering 10%

8,644.86

Construction Total

\$ 95,093.50

Site Total

\$ 137,044.44

* calculated as percentage of construction costs

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**Appendix D: Gorst Creek Watershed
Fish Passage Barrier Capital
Improvement Plan
Technical Memorandum**

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**GORST CREEK WATERSHED
FISH PASSAGE BARRIER
CAPITAL IMPROVEMENT PLAN
Technical Memorandum**



For: City of Bremerton, WA



September 2013

Fish Passage Barrier Capital Improvement Plan

Technical Memorandum

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Attachments

Attachment A: Fish Passage Barrier Inventory

Fish Passage Barrier Capital Improvement Plan

Technical Memorandum

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INTRODUCTION

This memorandum has been prepared as part of the Stormwater Capital Improvement Plan. It follows up on the findings of the existing fish passage barriers identified in the *Fish Passage Barrier Preliminary Engineering Technical Memorandum* prepared by Parametrix, December 30, 2011. The City of Bremerton is planning for the Gorst Creek Watershed, and particularly for the unincorporated Gorst Urban Growth Area (UGA) in partnership with Kitsap County. The City and County are considering best management practices for development, restoration, and protection, including how to manage stormwater and restore fish habitat. In this memorandum, programmatic solutions with cost estimates for fish passage drainage barrier problems are discussed.

OBJECTIVES

The objectives of this technical memorandum are:

1. Review the basin-wide barrier inventory in the *Fish Passage Barrier Preliminary Engineering Technical Memorandum*.
2. Provide a corrective action programmatic assessment for each barrier.
3. Prepare a programmatic cost for each fish barrier.

METHODOLOGY

The *Fish Passage Barrier Preliminary Engineering Technical Memorandum* (Parametrix 2011) includes the evaluation of fish passage barrier areas from inventoried Washington State Department of Fish and Wildlife (WDFW) and Washington State Department of Transportation (WSDOT) fish barriers, Water Resource Inventory Area (WRIA) 15, and seven additional sites. In this memorandum, programmatic strategies are developed for the City for the fish passage barriers previously identified. The fish passage deficiency locations were then ranked in order of priority based on effectiveness, implementation factors, and cost. The ranking is found in Appendix E of the *Stormwater Capital Improvement Plan Technical Memorandum*. Programmatic solutions were derived from WDFW guidelines for the sites listed in the *Fish Passage Barrier Preliminary Engineering Technical Memorandum*. Site visits to provide more accurate conditions were not included in this scope and more detailed costs and scope development should be expected to occur during design.

RELATED CITY OF BREMERTON AND GORST CREEK WATERSHED APPLICABLE FISH PASSAGE REGULATORY POLICIES**Fish Passage and Listed, Threatened or Endangered Species**

The *Existing Drainage Infrastructure Deficiencies Technical Memorandum* (AECOM, January 2013) identified several culverts with limited or blocked fish passage. WAC 220-110-070 defines the WDFW fish-passage criteria for new design and retrofit of culverts.

Recent significant judicial rulings (U.S. v. Washington, No. CV 70-9213, ruling issued March 29, 2013) require fish passage barrier removal on fish bearing streams to be completed by the fall of 2016 on state recreational lands, and by 2030 on highways administered by WSDOT.

Bremerton Municipal Code 15.40 Stormwater

Bremerton's Stormwater Management Plan Update was adopted January 2009. The plan identifies actions needed to coordinate the existing Stormwater Program with the National Pollutant Discharge Elimination System Phase II (NPDES II) Stormwater Permit and Puget Sound Partnership's Action Agenda.

Fish Passage Barrier Capital Improvement Plan

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CORRECTIVE ACTIONS FOR SITE-SPECIFIC FISH PASSAGE DEFICIENCIES

Existing fish passage barriers in the Gorst Creek Watershed were identified in the *Fish Passage Barrier Preliminary Engineering Technical Memorandum* (Parametrix 2011). The memorandum discussed remaining existing fish barriers inventoried by WSDOT (Attachment A) and WDFW (Attachment B). The fish passage barriers are based on Level A passability criteria of water surface drops, culvert length, and culvert velocity. Currently, WDFW has no listed fish species upstream of five of these identified barriers. However, these are included as fish barriers due to the potential habitat upstream of these impassable barriers. Of the existing inventoried fish barriers, two were improved and should no longer be considered barriers and should be reclassified. The two improvements were culvert 9 (Parish Creek at State Highway [Hwy] 3) where fish ladder type baffles were added to the existing culvert, and Heins Creek at the Navy Railroad Crossing, Fishway 1, Map ID 105108, which received a new baffled chute fish ladder.

Sites 17 through 35 General

Culverts typically are fish passage obstacles to both juvenile and adult species of fish under varying conditions. These culverts can pose a complete barrier, partial barrier, or a temporal barrier to both adult and juvenile fish depending on flow conditions. The culverts have been identified as barriers based on Level A passability criteria: water surface drops, culvert length, slope and flow velocity, and culvert width compared to stream channel width.

Stream flow capacity can often be achieved along with fish passage capacity. To achieve long-term effectiveness, Baker and Volcher, 1990 came up with a priority of stream crossing measures based on experience and research. In addition, WDFW provides design criteria for culvert and fishway design. Depending on stream width, profile, and other design requirements, the suggested preference for stream crossing design is:

1. Bridge over the floodway or main body of creek flow and 100-year floodplain
2. Bridge over the floodway
3. Culvert with natural streambed bottom wide enough to include the floodway
4. Culvert with slope less than 0.5%
5. Baffled culvert or fish ladder included with the culvert to allow fish to rest especially throughout a longer culvert.

Figure 1 shows the watershed with the UGA boundaries. The inventoried fish passage barriers are shown on map FP-1 in the *Fish Passage Barrier Preliminary Engineering Technical Memorandum* (Parametrix 2011).

Fish Passage Barrier Capital Improvement Plan

Technical Memorandum

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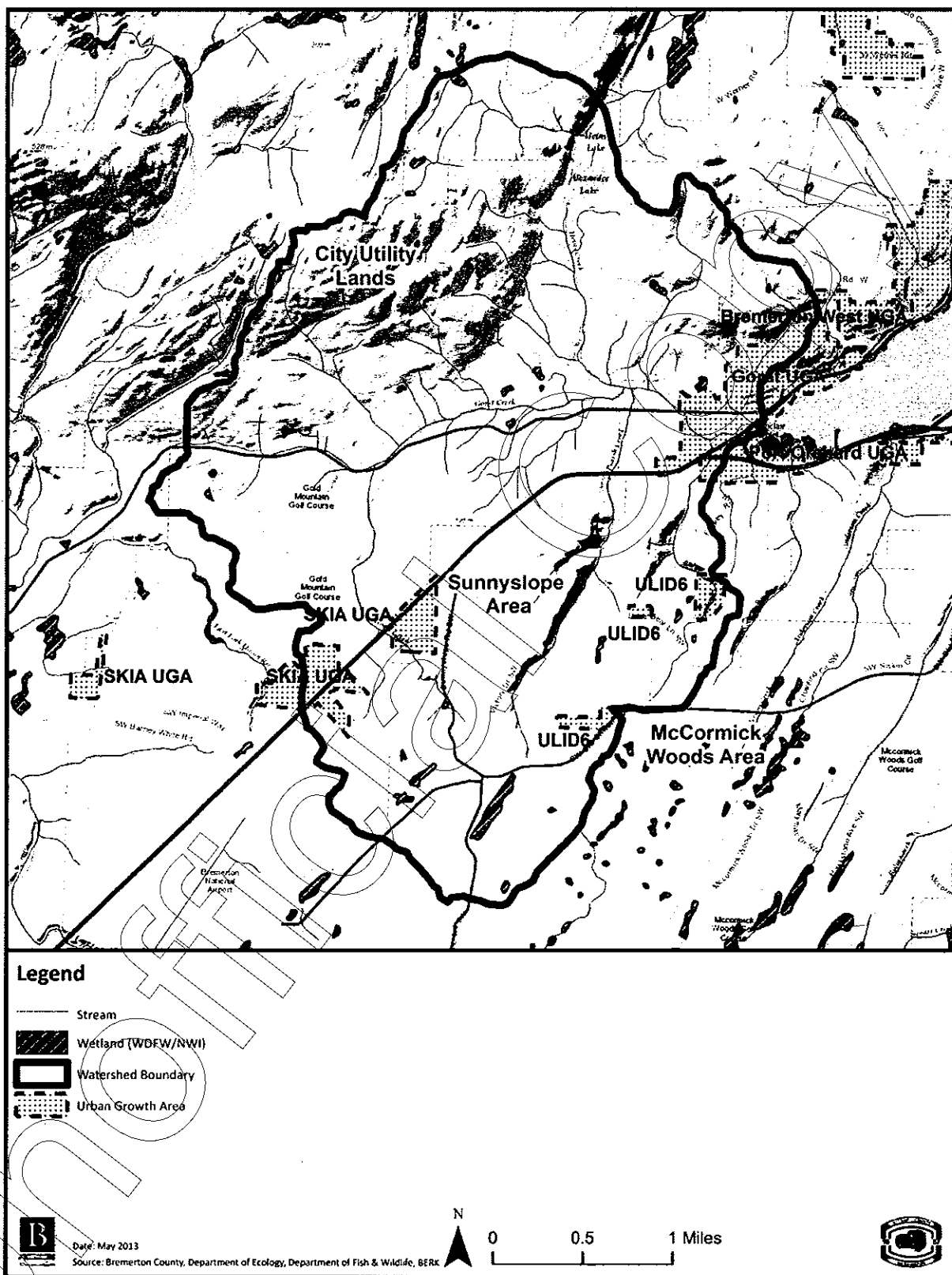


Figure 1: Watershed Plan Showing UGA Boundaries

Fish Passage Barrier Capital Improvement Plan

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The following narrative addresses relevant priority ranking and comes from the WDFW Fish Passage Barrier Assessment Manual:

Percent passability is estimated for all fish passage features, and uses a combination of professional judgment and species ability to negotiate water surface drop, velocity, and depth. A feature may be evaluated as a total barrier (0% passable), a partial barrier (33% passable; some passage), a less severe partial barrier (67% passable), or a non-barrier (100% passable; passable during all times when flow is present, up to the high fish passage flow). The guidance provided in subsequent chapters is based upon the abilities of a 15.24 centimeter (6 inch) trout, so it should not be construed as an absolute value for all salmonid species and life stages.

Each of the following identified fish passage barrier sites are discussed in this memorandum and recommendations are noted. The following sites continue in number following from the 16 stormwater deficiencies identified in the existing stormwater deficiencies memorandum (AECOM 2013). Most of the photos in the following descriptions are borrowed from the Parametrix 2011 memorandum.

Sites 17 through 35 Specific Discussion

Site 17 – Culvert 1 (City of Bremerton, Outside UGA) – Map ID 105103 – Gorst Creek at Gold Mountain Golf Course Road

The obstacle rating was evaluated as medium for this culvert. This 40 linear foot (LF), 36-inch-diameter concrete culvert has vertical drop and velocity barrier elements downstream of 5,500 LF of potential habitat.

Discussion and Recommendations:

Improving this culvert will open up over a mile of fish habitat upstream of this culvert. From WRIA data, the stream is expected to have a 2% to 4% gradient in this tributary. Upstream flows will need to be modeled to determine flow and high velocity rates. Channel depths are estimated to be 10 to 12 feet below road height based on limited site visits in the area. In general, high velocity can be addressed with the use of a broader culvert with a flatter slope and can be accompanied with less desirable engineered streambed control measures or culvert baffles for the steeper slopes.



Photo 1 Culvert 1 outlet at south end



Photo 2 Culvert 1 inlet

Estimate: For estimating purposes, the study scope includes designing the drainage culvert and performing an upstream modeling study. Per WAC 220-710-070 for all fish bearing streams, a biological assessment will be required as part of a required Hydraulic Project Approval (HPA) permit. The construction scope is based on replacing the existing culvert with a 58-inch-wide arch culvert suitable for fish passage.

Site 18 – Culvert 2 (Kitsap County, Outside UGA) – Map ID NL 1 – Gorst Creek West Belfair Highway at Gold Mountain Golf Course

The obstacle rating was evaluated as very low. Barrier elements for this 100 LF 36-inch aluminum arch bottomless culvert include sediment and high velocity at peak flow. From WRIA data, the stream is expected to have a 2% to 4% gradient in this tributary. The culvert is downstream of 5,400 LF of potential habitat. The culvert crosses under the 24-foot-wide paved asphalt road for Gold Mountain Golf Course.

Discussion and Recommendations: This culvert is the responsibility of Kitsap County and currently has a 100% rating for fish passage. Channel depths are assumed to be 10 to 12 feet deep compared to the road height based on limited site visits in the area.

Estimate: For estimating purposes, the study scope includes designing the drainage culvert and performing an upstream modeling study to determine if sedimentation has affected the capacity of the culvert to handle

Fish Passage Barrier Capital Improvement Plan

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100-year storm event flows. A biological assessment will be required as part of a required HPA permit. While it may be possible to remove sediment within the culvert, the construction scope is based on replacing the existing culvert with a 58-inch-wide arch culvert suitable for fish passage.

Site 19 – Culvert 3 (City of Bremerton, Outside UGA) – Map ID NL 2 – Unnamed Tributary to Gorst Creek; West Belfair Highway at Gold Mountain Golf Course Road, North End

The obstacle rating was evaluated as impassable. Barrier elements for the 20 LF dual 16-inch-diameter aluminum CMP culvert pair include a large vertical drop and high velocity at peak flows. From WRIA data, the stream is expected to have a 2% to 4% gradient in this tributary. The channel to road depth is approximately 8 feet with a 4.5-foot-wide creek floodway. The culverts are downstream of 300 LF of potential habitat.

Discussion and Recommendations: Due to the short potential habitat gain, replacing these culverts to remove the vertical drop and reduce the velocity is a low priority because of the limited benefit. An arch culvert replacement large enough to span the floodway would be the recommended improvement.

Estimate: For estimating purposes, the study scope includes drainage culvert and upstream modeling study. The construction scope includes a 20 LF by 58-inch-wide arch culvert across an estimated nominal 12-foot-wide gravel road.

Site 20 – Culvert 4 (City of Bremerton, Outside UGA) – Map ID-NL 3 – Heins Creek Culvert Crossing

The obstacle rating was evaluated as low to medium. Barrier elements for this 20 LF 60-inch-diameter aluminum CMP culvert include a vertical drop of less than a foot and high velocities at peak flows. The culvert is downstream of 1,000 LF of potential habitat.

Discussion and Recommendations: The floodway channel for this culvert is approximately 10 feet wide and approximately 8 feet below the grade of the 12-foot-wide gravel roadway. Ideally, the culvert would be designed to span the floodway to avoid the larger velocities.

Estimate: For estimating purposes, the study scope includes an upstream modeling study. A biological assessment will be required as part of the HPA permit. The construction scope includes a 12 LF by 12-foot-wide slab bridge or three-sided concrete culvert.

Culvert 5 is a box culvert that has been modified for fish passage. The fish passage barrier status should be updated to indicate it is fish passable.

Site 21 – Culvert 6 (US Navy, Outside UGA) – Map ID 105105 Jarstad Creek Railroad Crossing

The obstacle rating was evaluated as high to impassable. This is a 267 LF 30-inch-diameter steel and concrete joined culvert approximately 29 feet below the railroad grade. Barrier elements include a 12-inch outlet drop, high velocities during peak flows, and leaks from a piping condition where soil support has eroded.

Discussion and Recommendations: The Navy owns and is responsible for the culvert. The Navy has evaluated and prioritized this culvert for replacement as a fish passage barrier as recorded *An Analysis of Stream Culvert Fish Passage on the Navy Rail Line Between Bremerton and Shelton, Washington*, (Battelle Marine Sciences Laboratory, Sequim, WA, December 2004).

Estimate: An estimate is not prepared because this is a federal site.

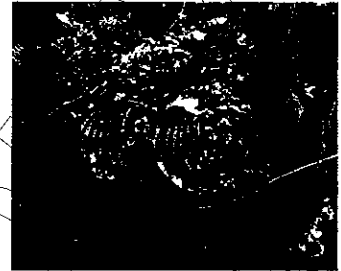


Photo 10 Culvert 3 outlets



Photo 11 Culvert 4 outlet

Fish Passage Barrier Capital Improvement Plan

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Site 22 – Culvert 7 (City of Bremerton, Outside UGA) – Map ID 105107 Heins Creek City of Bremerton Access Road Crossing

The obstacle rating was evaluated as low to medium. Barrier elements for this 30 LF dual 48-inch-diameter steel galvanized CMP culvert pair include a 1-foot outlet drop and has high velocities at peak flow rates. From WRIA data, the stream is expected to have less than a 2% gradient in this creek. The stream width is approximately 10 feet wide. The stream is 6 feet lower than the 20-foot-wide gravel road grade. The culvert is downstream of 5,000 potential habitat.



Photo 12 Culvert 7 outlets

Discussion and Recommendations: Increasing the slope would adversely affect fish passage by increasing velocities. The culverts could either be replaced or perhaps enhanced with less desirable step wall(s) to raise the water level at the outlet end to match the invert elevation of the culvert. The flows upstream of the crossing should be modeled.



Photos 13 & 14 Culvert 7 outlets

Estimate: The study scope includes design of a drainage culvert and upstream modeling study. A biological assessment will be required as part of a required HPA permit. The construction scope includes a 12 LF by 20-foot-wide flat slab bridge or comparable three-sided culvert.

Site 23 - Culvert 8 (City of Bremerton, Outside UGA) – Map ID 105106 Parish Creek Culvert West Belfair Highway

This culvert has a high priority for replacement. Please refer to the culvert discussion described for Site 14 in the *Stormwater Capital Improvement Plan Technical Memorandum* and the Parish Creek addendum to the *Existing Drainage Infrastructure Deficiencies Technical Memorandum* (AECOM, January 2013).

Estimate: The scope for this culvert is included with the *Stormwater Capital Improvement Plan Technical Memorandum* for Site 14.

Culvert 9 is a WSDOT culvert that has since been modified for fish passage modifications to include baffles. The fish passage barrier status should be updated to indicate it is fish passable.

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Site 24 – Culvert 10 (Privately owned culvert) – Map ID 111009 – Unnamed Creek at North Side of Hwy 3 at Hwy 3 and Hwy 16 junction

The obstacle rating was evaluated as low to medium. Barrier elements for this 100 LF plus 36-inch-diameter steel CMP culvert include 1-foot high velocities at peak flows and a length greater than 100 feet. From WRIA data, the stream is expected to have a 2% to 4% gradient in this tributary. The culvert is downstream of 5,700 LF of potential habitat.

Discussion and Recommendations: Sedimentation of this culvert has reduced the minimum 1-foot clearance for a culvert having a bank flow width less than 8 feet. In the Water Crossings WAC 220-110-070 "Culverts shall be installed according to an approved design to maintain structural integrity to the 100-year peak flow with consideration of the debris loading likely to be encountered."

The bank flow width is not directly applicable in this case since there is a 36-inch-diameter storm sewer and culvert directly upstream.



Photo 15 Culvert 10 outlet

Length of the culvert reach cannot be addressed without redirecting the flow from this unnamed stream (1227026475270). The upstream flow traverses a total of 640 LF into three culverts that outlet into the small channel outlet shown. The 100 LF plus length of culvert crosses Sam Christopherson Road where it picks up the culvert crossing Hwy 3 from the lumber yard (addressed under Site 25) and then crosses Washington Cedar Lumber yard culvert (addressed under Sites 12 and 26). This culvert may be completed incrementally (see Figure 2).

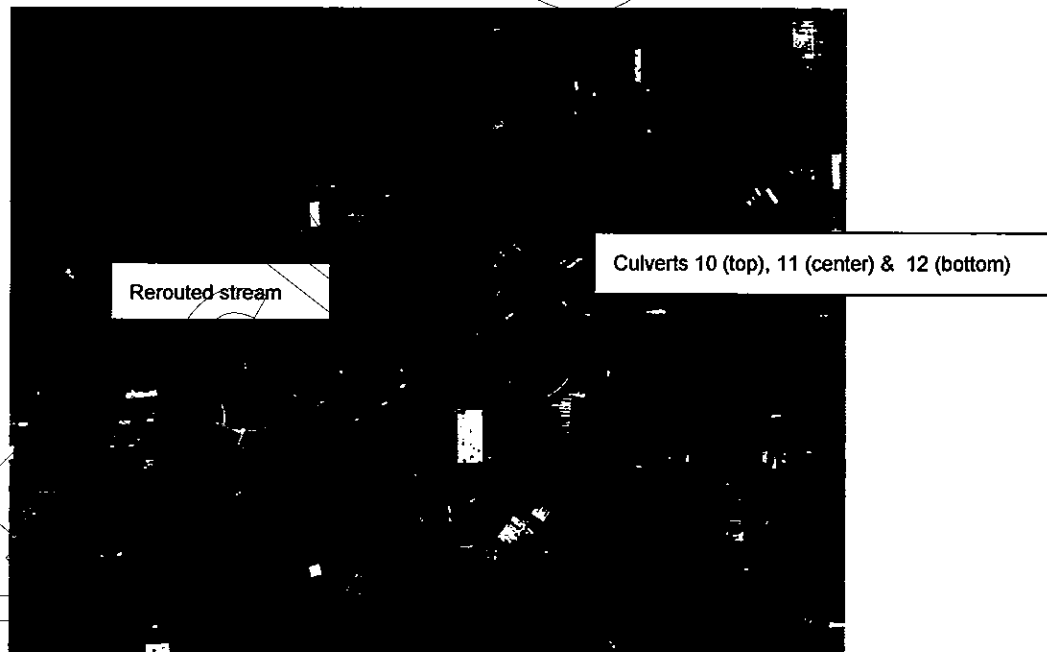


Figure 2 - Existing Culverts of Unnamed Stream

Estimate: For estimating purposes, the design scope includes upstream hydrologic modeling. A biological assessment will be required as part of the HPA permit. While may be possible to clean out the sediment from the culvert, the construction scope assumes the culvert will be replaced with a rerouted 58-inch-wide arch culvert to the south side of Hwy 16 and Hwy 3. Unnamed Creek 1227026475270 will be rerouted around the west side of the Washington Cedar Lumber Yard within the fire station property.

Fish Passage Barrier Capital Improvement Plan

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Site 25 - Culvert 11 (WSDOT) – Map ID 108414 – Unnamed Creek 1227026475270 at South Side of Hwy 16

The obstacle rating was evaluated as low to medium. Barrier elements for this 120 LF 36-inch-diameter concrete culvert include 1-foot-high velocities at peak flows and length greater than 100 feet. From WRIA data, the stream is expected to have a 2% to 4% gradient in this tributary. The culvert is downstream of 5,600 LF of potential habitat.

Discussion and Recommendations: This culvert crosses Hwy 3 and is directly upstream and connects with Culvert 10 at Site 24. Similar to Site 24, length of the culvert reach cannot be addressed without redirecting the flow from unnamed stream (1227026475270). The upstream flow traverses a total of 640 LF into three culverts that outlet into the small channel outlet shown. The 100 LF plus length of culvert crosses Sam Christopherson Road where it picks up the culvert that crosses Hwy 3 from the lumber yard (Site 25) and which crosses the culvert length under the Washington Cedar Lumber yard addressed in the discussion of Sites 12 and 26 (See Figure 2). Addressing this culvert may be done incrementally. Replacement of this culvert is the responsibility of WSDOT.

Estimate: For estimating purposes, the design scope includes upstream hydrologic modeling. A biological assessment will be required as part of the HPA permit. The construction scope includes replacing the culvert with a rerouted 190 LF by 58-inch-wide arch culvert between the north and south sides of Hwy 16 and Hwy 3. Unnamed Creek 1227026475270 will be rerouted around the Washington Cedar Lumber Yard.

Site 26 - Culvert 12 (Privately owned) – Map ID 111010 – Unnamed Creek 1227026475270 at South Side of Hwy 16

The obstacle rating was evaluated as low to medium. Barrier elements for this 120 LF 36-inch-diameter concrete culvert include 1-foot high velocities at peak flows and length greater than 100 feet. From WRIA data, the stream is expected to have a 2% to 4% gradient in this tributary. The culvert is downstream of 5,600 LF of potential habitat.



Photo 16 Culvert 12 inlet

Discussion and Recommendations: This 36-inch-diameter CMP culvert is the same culvert discussed under Site 12 and is associated with the Washington Cedar Lumber Yard. As discussed with Sites 24 and 25, the inlet shown in photo 16 is the beginning of roughly 640 LF of culvert and storm sewer pipe that outlets near the Waldbillig properties. The outlet drainage flow of this culvert enters directly into the inlet of the culvert mentioned in Site 25. The only option for improving fish passage is to reroute the stream around the current property and avoid the culvert running through the business property. The private owner will be responsible for adhering to WDFW fish passage compliance.

Estimate: For estimating purposes, the design scope includes upstream hydrologic modeling. A biological assessment will be required as part of the HPA permit. The construction scope includes replacing the culvert with a rerouted 300 LF of 5-foot-wide creek bed and 140 LF by 58-inch-wide arch culvert adjacent to the fire station and parking lot. Unnamed Creek 1227026475270 will be rerouted around the Washington Cedar Lumber Yard.

Site 27 - Culvert 13 (WSDOT, Outside UGA) – Map ID 107158 – Gorst Creek at Hwy 3 MP 28

The obstacle rating was evaluated as low to medium. Barrier elements for this 2% sloped 174 LF 48-inch-wide by 42-inch-high three-sided box culvert include 1-foot high peak flows and a length greater than 100 feet.

Discussion and Recommendations: Replacement of this culvert crossing Hwy 3 is the responsibility of WSDOT.

Estimate: For estimating purposes, the design scope includes upstream hydrologic modeling. A biological assessment will be required as part of the HPA permit. Due to the length, the construction scope includes replacing the culvert with a bridge. The bridge length is estimated at 40 LF to extend out wide enough to include the unknown floodplain width of the stream.

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Site 28 – Culvert 14 (Privately Owned, Landfill) – Map ID 105104 – Gorst Creek South of Hwy 3 MP 28

The obstacle rating was evaluated as impassible due to sediment infill. This is a 500 LF 24-inch metal CMP culvert.

Discussion and Recommendations: The drainage in the landfill is currently being redesigned with the State.

Estimate: No scope or estimate is provided.



Photo 17 Culvert 14 inlet

Site 29 - Culvert 15 (WSDOT, Outside UGA) – Map ID NL 5 – Unnamed Stream 1227418475110 South of Hwy 3 MP 28

The obstacle rating was evaluated as impassible due to an inlet structure on the entrance of the culvert. This is an 80 LF 18-inch-diameter concrete culvert crosses the 48-foot-wide Hwy 3 paved roadway downstream of 1,000 LF of potential habitat. The flow path follows a ditch along Hwy 3 for several hundred feet.

Discussion and Recommendations: The culvert is not identified in WRIA data as a culvert of concern. Replacement of this culvert is the responsibility of WSDOT.

Estimate: For estimating purposes, the design scope includes upstream hydrologic modeling and a conceptual design study. Construction scope includes 300 LF of 5-foot-wide ditch channel with fish estuarine features and an 80 LF by 58-inch-wide by 36-inch arch culvert.

Site 30 – Culvert 16 (Kitsap County, Outside UGA) – Map ID 115006 – Gorst Creek at West Belfair Highway

The obstacle rating was evaluated as low to medium. Barrier elements for these 60 LF 72-inch Steel CMP and 96-inch steel arch bottomless culverts include a 6-inch plus drop, sloped passage, and high velocities. The creek slope is roughly 1.6%. These culverts are downstream of 13,200 LF of potential habitat.

Discussion and Recommendations: WRIA 15 recommendations include replacing the culverts with a bridge and restoring estuarine features in the creek below the culverts. Based on the flood profile below, the twin culverts appear to dissipate the hydraulic head upstream for the 10-year to 500-year stream flows. The typical velocity of flow through the culverts would logically be expected to remain high since they are under inlet control with approximately 12 feet of backwater. Removing or modifying these culverts would possibly produce adverse upstream and downstream impacts to the creek. Replacement of this culvert is the responsibility of Kitsap County.



Photo 18 Culvert 16 outlet

Estimate: For estimating purposes, the design scope includes stream hydrologic modeling and a conceptual design study. Construction scope includes a 72 LF span bridge, upstream streambed control weirs, downstream control for 700 LF upstream and 700 LF downstream, and stream bank enhancements for 700 LF downstream.

Fish Passage Barrier Capital Improvement Plan

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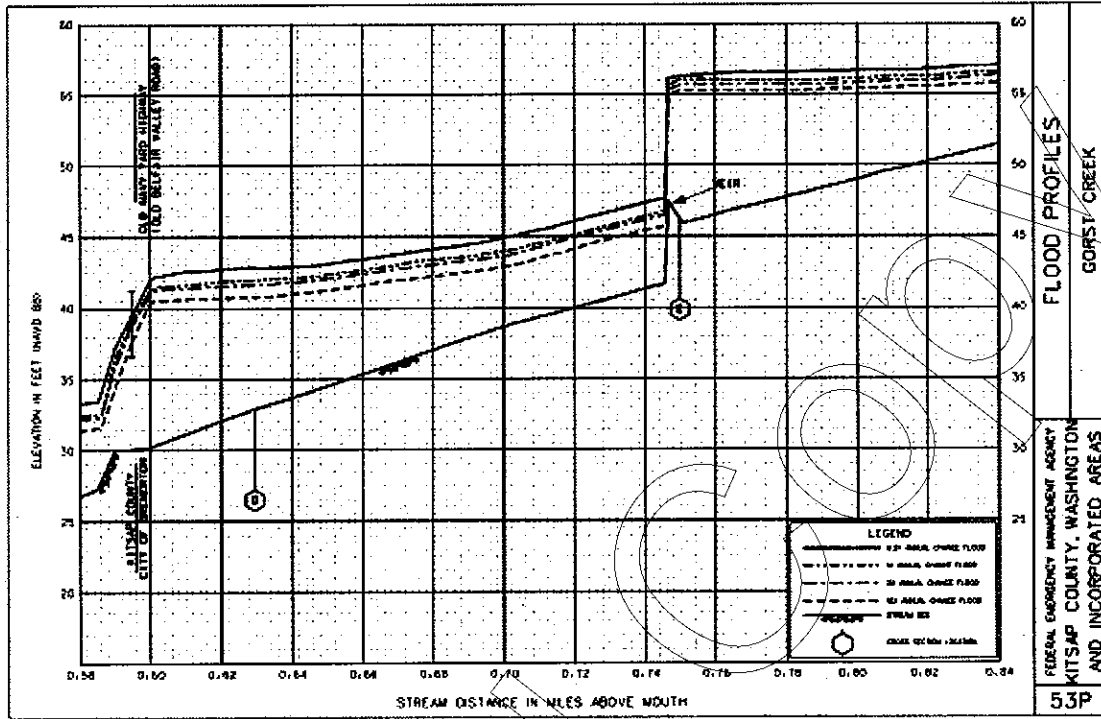


Figure 3 - Gorst Creek Profile Upstream from W. Belfair Valley Road

Site 31 – Culvert 17 (WSDOT) – Map ID 110964 – Gorst Creek at Hwy 3 at Outfall

The obstacle rating was evaluated as low. There are no fish barrier elements to the 120 LF 84-inch by 84-inch twin box culverts.

Discussion and Recommendations: This culvert is discussed with Site 4 and is the responsibility of WSDOT.

Site 32 – Culvert 18 (WSDOT) – Map ID NL 6 – Unnamed Creek at Hwy 16

This 210 LF by 24-inch-diameter culvert crosses Hwy 16 north to a manhole at the south end of the Subaru dealership parking lot. The receiving culvert then runs north through the Subaru dealership parking lot for a total of approximately 480 LF. The obstacle rating is evaluated as high. Barrier elements for this 24-inch-diameter concrete culvert include a high velocity and length greater than 100 LF. The culvert provides approximately 500 LF of potential habitat.

Discussion and Recommendations: As discussed for Site 3, the repair of the Subaru portion of the receiving culvert is complicated by the owner's claim that the culvert is set within an easement and it is not responsible for the culvert's repair. WSDOT is responsible for this culvert.

Estimate: For estimating purposes, the design scope includes upstream hydrologic modeling and a conceptual design study. A biological assessment will be required as part of the HPA permit. Construction estimate scope includes 210 LF of 50-inch-wide by 31-inch arch culvert.

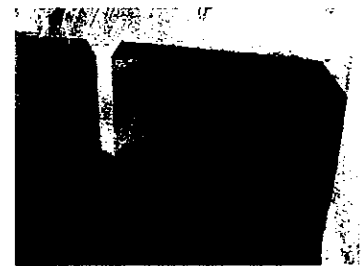


Photo 19 Culvert 17

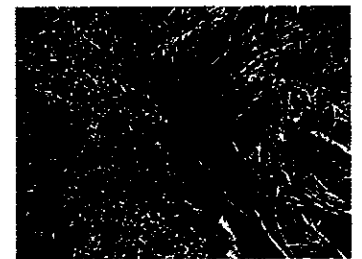


Photo 20 Culvert 18 inlet

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Site 33 – Culvert 19 (WSDOT) – Map ID NL 7 – Unnamed Creek at Hwy 16

The obstacle rating for this 24-inch-diameter concrete culvert was evaluated as impassable. Barrier elements include a 2-foot drop and high velocities.

Discussion and Recommendations: Culvert length and the length of reach is not known. Replacement of this culvert is the responsibility of WSDOT.

Estimate: For estimating purposes, the design scope includes investigating this stream for fish habitat quality and the feasibility of improving the site to remove this fish barrier.

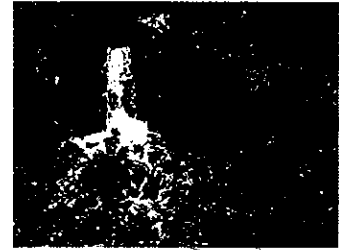


Photo 21 Culvert #19 outlets

Site 34 – Culvert 20 (WSDOT) – Map ID 108494 – Unnamed Stream 1226919475271 at Hwy 16

The obstacle rating for this 532 LF 30-inch-diameter concrete culvert was evaluated as high. Barrier elements include an 18-inch drop at the inlet and high velocity. The continuation of this culvert appears to be the 30-inch-diameter CMP culvert crossing the Mattress Ranch noted in Site 11 of the *Stormwater Capital Improvement Plan Technical Memorandum*.

Discussion and Recommendations: The slope of this culvert is 1%. WSDOT is responsible for the portion of the culvert that crosses Hwy 16.

Estimate: For estimating purposes, the design scope includes upstream hydrologic modeling and a conceptual design study. A biological assessment will be required as part of the HPA permit. Construction scope includes 120 LF of 58-inch-wide by 36-inch arch culvert.



Photo 22 Culvert #20

Site 35 – Stream Barrier 1 (Privately owned) – Map ID 110970 – Unnamed Stream 1226919475271 at Hwy 16

The wood bridge structure is clogged on the inlet side with debris. The obstacle rating was evaluated as very high. Barrier elements include a 2-foot drop and high velocities.

Discussion and Recommendations: The private owner will be responsible for adhering to WDFW fish passage compliance.

Estimate: For estimating purposes, the design scope includes upstream hydrologic modeling and a conceptual design study. A biological assessment will be required as part of the HPA permit. Construction scope includes a 20 LF raised wood bridge, 12 feet wide.



Photo 23 Private Wooden Bridge

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Fish Passage Barrier Capital Improvement Plan
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**Attachment A:
Fish Passage Barrier Inventory**

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GORST WATERSHED FISH PASSAGE BARRIER INVENTORY

Culvert Photo ID #	Notes	Barrier Map ID	WDFW FPID #	WRIA Number	WSDOT ID #	% Fish Passage	Potential Habitat Lineal Gain (ft)	Rear Area (square miles)	Spawn Area (square miles)	Culvert Shape	Diameter (in)	Material	% slope	Length (ft)
culvert 1	Gold Mtn G.C.	105103	5899 SiteRecID 6589	15.0216		66	5,500			RND	36	CONC		40 est.
culvert 2	Wst Bel HW @ G.C.	NL #1				100	5,400			ARCH	36	CAL		100 est.
culvert 3	Minor Contrib	NL #2				0	300			RND	16	CAL Twin		20 est.
culvert 4	Upper Heins Creek	NL #3				66	1,000			RND	60	CAL		20 est.
culvert 5	Jarstad Box @ park	NL #4				100	2,200			BOX		CONC		
culvert 6	Jarstad RR crossing	105105	5901 SiteRecID 6591	15.0218		0	1,500			RND	30	CONC & SPS		300 est.
culvert 7	Heins Creek	105107	5903 SiteRecID 6593	15.0221		66	5,000			RND	60	CST		30 est.
culvert 8	Parish Creek WBHW	105106	5902 SiteRecID 6592	15.0220		33	7,400			RND	108	SPS		<100 est
culvert 9	Parish Creek @ SR 3	113126	9818 SiteRecID 11598	15.0220	990323	66	5,200			RND ¹	36	CMP		100 est.
culvert 10	SR 3 SR 16 junction	111009	15383 SiteRecID 17490	15.0217	996828	66	5,700			ARCH	36	CONC		120 est.
culvert 11	SR 3 SR 16 junction	108414	10985 SiteRecID 12803	15.0217	991585	66	5,600			RND	36	CONC		370 est.
culvert 12	Cedar Lumberyard	111010	17492 SiteNum 996830	15.0216	996830	33	5,000			RND		PCC	1.96	174
culvert 13	WSDOT SR 3 BOX	107158	9681 SiteRecID 11454	15.0216	990168	33	4,186	0.00035	0.00035	BOX	24	CAL		500 est
culvert 14	Landfill Culvert	105104	5900 SiteRecID 6590	15.0216		0	2,400			RND	18	CONC		80 est
culvert 15	SR 3 Culvert	NL #5				0	1,000			RND	72 & 120	CMP Twin		50
culvert 16	Gorst Cr. WstBelHW	115006	20961 SiteRecID 6587	15.0216		66	13,200			RND, ARCH	84	CONC Box Twin	0.20	120
culvert 17	Gorst outfall	110964	15308 SiteRecID 17403	15.0216	996740	67	16,900			BOX	24	CONC		470 est
culvert 18	Unnamed at SR 16	NL #6				0	500 est.			RND				
culvert 19	Unnamed at SR 16	NL #7				33				RND				
culvert 20	Unnamed at SR 16	108494	11063 SiteRecID 12860	15.0216	991670	33				RND				
culvert 21	Wooden Structure	110970?	15325 SiteRecID 17424	15.0216	996761	0				RND				
Barrier 1	Heins Creek	105108	5904 SiteRecID 6594	15.0221		100				RND	30	OTH	0.99	532
Fishway 1	TESC nonexistant	118570	36020 SiteRecID 13213	15.0221	991993	100				Fishway ²		CONC WP		150 est

¹ Culvert with baffles or otherwise designed for improved fish passage, Culvert with roughened channel inside, etc.
² Combination of weir and pool, vertical slot or roughened channel fishways, etc.

Fishway Definitions: BC = baffled culvert, BF = baffled flume, PC = pool chute, WP = weir pool, SP = Steep Pass, VS = vertical slot, SBC = streambed control, RCC = roughened channel culvert, BL = blasted falls, TH = trap and haul, Unk = unknown

Codes Used for Culvert Material
 CONC - concrete
 ARCH - arch
 SPS - structural plate steel
 BOX - rectangular
 ELL - ellipse
 OTH - other
 RCC - roughened concrete
 TUB - timber
 SPT - structural steel
 CAL - corrugated aluminum
 SPS - structural plate steel
 SPA - structural plate aluminum
 FAB - fabric
 MRY - masonry
 OTR - other
 PVC - plastic

Washington State Department of Fish and Wildlife Progress Performance Report For WSDOT Fish Passage Inventory, June 2011. Appendix IIIA. WSDOT Fish Barriers inventoried as of Feb 2011. Based on Field Inspection by Engineer 12-2011, barrier rating by velocity estimated and not calculated, barrier drops estimated and not measured

Table 3.3. Criteria for assigning passability to culverts that are assessed as barriers. When more than one parameter applies, use the more restrictive passability value.

Parameter	Value	Range	Passability
Water Surface Drop	≥ 0.24 meters	0.24 m to < 0.3 m 0.3 m to < 1.0 m ≥ 1.0 m	0.67 0.33 0
Slope (Culverts < 18.3 meters length)	≥ 1.0%	2.0% to < 2.0% 2.0% to < 3.0% ≥ 3.0%	0.67 0.33 0
Slope (Culverts > 18.3 meters length)	≥ 1.0%	2.0% to < 2.0% 2.0%	0.33 0

Appendix E: Ranking of Improvements

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Stormwater Corrective Actions

Technical Memorandum

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Sites	Priority Table	Solution Complexity Table	Costs	Responsibility	Action	Standing
0	1	3	5	1	1	1
1	3	4	4	1	12	2
2	3	3	3	1	10	2
3	6	4	4	1	15	3
4	1	3	6	3	13	2
5	N/A	N/A	N/A	N/A	0	N/A
6	3	5	6	1	15	3
7	3	6	2	1	12	2
8	N/A	N/A	N/A	N/A	0	N/A
9	N/A	N/A	N/A	N/A	0	N/A
10	6	1	2	1	10	2
11	6	4	5	20	35	4
12	3	3	4	1	11	2
13	N/A	N/A	N/A	N/A	0	N/A
14	1	5	6	1	13	2
15	2	3	2	3	10	2
16	N/A	N/A	N/A	N/A	0	N/A
17		4	4	1	8	1
18		4	4	2	10	2
19		4	3	1	8	1
20		4	3	1	8	1
21	N/A	N/A	N/A	N/A	0	N/A
22		4	4	1	8	1
23	N/A	N/A	N/A	N/A	0	N/A
24		5	4	20	29	4
25		5	4	3	12	2
26		5	4	20	29	4
27		4	5	3	12	2
28	N/A	N/A	N/A	N/A	0	N/A
29		4	4	3	11	2
30		4	6	2	12	2
31	N/A	N/A	N/A	N/A	0	N/A
32		5	5	3	13	2
33		3	2	3	8	1
34		5	4	3	12	2
35		4	3	20	27	4

Legend

- 1= Public Safety Risk
- 2= Fish ESA > 70%
- 3= Property Risk (Major)
- 4= Fish ESA > 50%
- 5= Fish ESA > 20%
- 6= Property Risk (Minor)

- 1= Trivial < \$10,000
- 2= Low \$10,000 to \$50,000
- 3= medium \$50,000 to \$150,000
- 4= Moderately high \$150,000 to \$300,000
- 5= High \$300,000 to \$1,000,000
- 6= Extremely high > \$1,000,000

- Priority 1 <10
- Priority 2 10 to 15
- Priority 3 16 to 25
- Priority 4 > 25

- 1= Minor construction / watch
- 2= Maintenance (Annual)
- 3= Feasibility study
- 4= Construction requiring permit
- 5= Construction requires calculation (complex, multiple jurisdictions)
- 6= Major (NEPA, Extensive)
- 1= City of Bremerton
- 2= Kitsap County
- 3= WSDOT
- 20= Non city, county, state

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Appendix C: Non-Motorized Facility Plan

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KITSAP COUNTY NON-MOTORIZED FACILITY PLAN

EDITS FROM BOARD TESTIMONY

DECEMBER 2, 2013



**Kitsap County
Board of County Commissioners**

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ACKNOWLEDGEMENTS

Kitsap County wishes to thank the following agencies, organizations, stakeholders, community groups and citizens for the dedication to the development of this and previous non-motorized facility and trail plans.

Without their hard work, this Plan would not have been possible.

Kitsap County Board of Commissioners

Kitsap County Public Works and Parks Departments

City of Bremerton

City of Poulsbo

City of Port Orchard

City of Bainbridge Island

Washington State Department of Transportation

Kitsap Regional Coordinating Council

Central Kitsap Community Council

North Kitsap Trails Association

Clear Creek Task Force

Kingston Community Advisory Council

Chico Creek Task Force

Hansville Greenways

Manchester Community Advisory Council

West Sound Cycle Club

Harrison Hospital

Kitsap Health Department

Kitsap Visitor and Convention Bureau

Puget Sound Energy

Bonneville Power Administration

Dennis Oost, Bill Zupancic, Doug Bear and Cindy Read

Many community groups, citizens and private land owners

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EXECUTIVE SUMMARY

With facilities designed primarily for pedestrians and bicyclists (paved shoulders, bike lanes, and shared use paths, trails and sidewalks), non-motorized transportation is a critical element of an integrated transportation system. A connected regional system of non-motorized facilities will help to increase mobility choices, relieve traffic congestion, reduce air pollution and fuel consumption, promote physical activity and healthy lifestyles, provide an economic generator in our community and improves the quality of life.

Many communities in Kitsap County aspire to provide non-motorized facilities for their residents and visitors; however, until recently there has not been much emphasis on a connected regional system. Efforts began with a Kitsap Regional Coordinating Council (KRCC) document entitled "Looking for Linkage" in 2010. Then, the citizen volunteer created North Kitsap "String of Pearls Trail Plan" was adopted by Kitsap on November 28, 2011 by ordinance 478-2011. This plan incorporates and expands the North Kitsap Plan and provides a non-motorized transportation system vision for the rest of Kitsap County. It includes the plans of local community efforts and recognizes and works with the plans adopted by the cities of Bremerton, Port Orchard and Poulsbo and Bainbridge Island. This regional plan does not replace any local or city plans; in fact, it builds and depends upon local plans and initiatives. This plan strives to:

- Provide a region-wide vision for a connected system of off-road shared use paths and on-road facilities (paved shoulders/bike lanes/shared lanes) and a process to prioritize such routes.
- Ensure facilities address the needs of multiple user groups (commuters, recreational bicyclists, pedestrians, equestrian, tourism, paddlers, etc.)
- Encourage dialogue and more coordinated planning among neighboring counties, cities and local entities; and
- Enhance partnerships and increase communication among cities, and local agencies regarding the implementation and operation (construction, maintenance, marketing, etc.) of non-motorized facilities.

In Kitsap County, there are over 145 miles of on-road non-motorized facilities (paved shoulders-.5 miles of off-road improved facilities, 7.25 miles of off-road unimproved facilities and 371 miles of water trails.

This plan highlights the major gaps and regional routes identified by the community in Kitsap County to achieve a connected system. With extensive public participation, desired and planned non-motorized facilities were solicited and mapped. A regional route was identified along with local priority routes for many communities in Kitsap. There is a north-south priority regional corridor that connects with priority routes identified in City Plans, Kitsap County designated regional growth areas and the priority routes identified in the surrounding counties of Mason County, Jefferson County, Pierce County, King County and with the North Kitsap String of Pearls regional corridors. The regional corridors and local priority routes will help guide Kitsap County investments in the region's non-motorized transportation system.

This plan is meant to be a living document that represents the current and desired non-motorized transportation needs in Kitsap. The core components of the Plan include:

- Summary of previous planning efforts.
- Survey of existing facilities such as regional bicycle routes, shared use paths, shoulder conditions and community trails.
- A clear classification structure for non-motorized facilities including potential design elements and funding sources.
- Cost-effective locations for regional north/south and east/west connections between activity centers and other jurisdictions (cities and adjacent counties) either through bicycle routes or shared use paths.
- Implementation process for prioritizing public funding of regional non-motorized facility projects.
- Strategies for the long-term maintenance of constructed facilities.

With limited resources, basic preferences for areas to focus future public funding of regional improvements is needed to meet the goals of the Plan. The preferences established by the Plan and associated maps include:

- 1) Regional Routes
- 2) Safety Focus Areas
- 3) Bicycle Routes
- 4) Roads of Bicycle Use

The comprehensive nature of the Non-Motorized Transportation Plan suggests that coordination with affected agencies and private land owners will be important. The implementation of this plan also requires coordination between the various departments within Kitsap, including the Public Works, Community Development, and the Parks Departments. Affected agencies and organizations may include:

- City of Poulsbo
- City of Bremerton
- City of Port Orchard
- City of Bainbridge Island
- Unincorporated communities in Kitsap County
- Citizens advisory committees
- Suquamish and Port Gamble S'Klallam Tribe.
- Kitsap Transit
- Kitsap land trusts
- School Districts
- Port Districts
- Washington State Ferries
- Washington State Department of Transportation (WSDOT)
- Washington State Parks
- Washington State Department of Fish and Wildlife

- Department of Natural Resources (DNR)
- Naval Base Kitsap
- Puget Sound Energy
- Bonneville Power Administration
- Other interested stakeholders.

This Plan will be updated periodically as facilities are built, other potential connections are found, or the needs within a community change.

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INTRODUCTION

In 1992, as a response to development pressure and rapid urbanization, Kitsap County adopted Resolution 137-1992 with the express desire to “maintain and enhance” the scenic character of Kitsap, reinforcing the goal of the Kitsap County Open Space Plan to protect and enhance environmentally sensitive areas and make a commitment to expand a system of trails, paths and bicycle facilities.

Subsequently, a planning project was undertaken in order to establish an overall concept for a county-wide Greenway system that could satisfy the goals expressed in the resolution and to develop a specific work plan for the application of federal funding via the then Intermodal Surface Transportation Efficiency Act (ISTEA). The Kitsap County Greenways Plan received funding in the spring of 1993 and was completed in 1996. The primary mission of the Plan was to develop a process and a plan that addressed a range of linear elements such as non-motorized transportation corridors, recreational trails, scenic resources and wildlife corridors. These linear elements of the Greenways system link together a variety of destinations such as parks, schools, places of employment, shopping areas and transit facilities as well as provide access to a variety of scenic, educational, and interpretive resources. These connection links consist of both built facilities, such as commuter and/or recreational bike routes, pedestrian trails and equestrian trails, and undeveloped corridors for the protection of significant natural and scenic resources.

The original Bicycle Facilities Plan addressed the transportation component of the 1996 Greenways Plan and was initiated by Kitsap through the Department of Public Works (KCPW) in the fall of 2000 to plan for a comprehensive system of bicycle facilities and to strengthen bicycling as a viable, safe, attractive alternative form of transportation. The plan was to guide decisions about non-motorized planning and development in Kitsap County for the next twenty years. The Kitsap County Parks, Recreation and Open Space Plan was adopted on March 28, 2012, addresses the recreation and natural resource components of the Greenways Plan, including non-motorized facilities through parks and open space corridors. Together, the Open Space Plan and Bicycle Facilities Plan provided for an interconnected countywide system of bicycle routes for both recreation and transportation purposes.

Even with these plans, a need exists for better coordination to ensure a comprehensive system of bicycle facilities, trails and other opportunities that are connected serving both local and regional users. The North Kitsap String of Pearls Trails Plan, developed through thousands of volunteer hours, addressed many of these issues for North Kitsap and was adopted in 2011. Other adopted sub-area plans e.g. Kingston, Manchester has similarly planned facilities for other local communities. This Non-Motorized Facilities Plan completes the picture the entirety of Kitsap County, connecting all portions of Kitsap with commercial, employment and activity centers as well as neighboring jurisdictions and ferry systems.

HISTORY

The term "greenway" was first popularized by William H. Whyte in a monograph published by the Urban Land Institute in 1959. Though a relatively new term, the concept has been prevalent in America since the latter part of the nineteenth century. During that time Fredrick Law Olmsted, the "father" of American landscape architecture, created several linear park systems, known then as parkways, including the Emerald Necklace (Olmsted Parkway) in Boston, and Riverside in Illinois. These linear parkways linked together parks and open spaces, providing pleasure drives for carriages and horseback riders (bicycles did not appear in substantial numbers until the 1890s and automobiles not until several years thereafter) and walks through pastoral, natural and sylvan landscapes.

During the post World War I era, urban sprawl had become a common phenomenon. Benton MacKaye, co-founder of the Wilderness Society in 1936 and member of the Regional Planning Association of America, disturbed by the loss of rural countryside, suggested that "dams and levees of open space be established, primarily along ridge lines, to contain and direct the outward metropolitan flow." MacKaye proposed this idea for the Appalachian Trail, creating a levee for the entire East coast. MacKaye later expanded on the concept by creating "open ways" around cities which provided both recreation and open space corridors, following the natural land forms. Today the concept continues to evolve, as epitomized by the Ridge Trail/Bay Trail in San Francisco and the Bay Circuit Trail in the Boston area.

The contemporary greenway movement was recognized and given national prominence in 1987 by the President's Commission on American Outdoors, which identified both the increasing popularity of bicycling, jogging and walking and the threat of increasing fragmentation of our open countryside as a result of rapid urbanization. An emphasis in the Commission's recommendations was to "establish a network of greenways across America".

In 1988, the National Trails Agenda Project was initiated for the study of current and future trail needs across America. The project proposed the development of a national system of trails, establishing an attitude towards trails that valued them as "part of the nation's physical infrastructure" and "as part of the general conduct of everyday governance."

Kitsap County

Located in the coastal region of western Washington, Kitsap County is a lowland area nestled between the Olympic Mountain range to the west and the Cascade Mountains to the east. Occupying the Kitsap Peninsula and including Bainbridge and Blake islands, Kitsap also forms the western shoreline for Puget Sound. Covering approximately 251,520 acres, it ranks 36 out of 39 counties in Washington for size, yet with a population of 254,991 it ranks 3rd in density out of 39 counties, behind King and Clark County.

Kitsap County is unusually situated because it is virtually an island, bordered by Hood Canal to the west, Admiralty Inlet to the north, and Puget Sound to the east, with only a five-mile strip between Hood Canal and Case Inlet connecting it to the mainland. With approximately 371 miles of shoreline, Kitsap County has more saltwater frontage than any other county in the state. The extensive shoreline makes water-related

activities an important element of the landscape and non-motorized travel. It is due to Kitsap's shoreline and shoreline public facilities that the Kitsap Peninsula Water Trails have received national recognition and significance as part of the US National Parks Water Trails.

Kitsap County is adjoined by Pierce and Mason Counties to the south, Jefferson County to the west by the Hood Canal Bridge, and King and Snohomish Counties to the east. Primary access to Kitsap from the more heavily developed and populated King County across Puget Sound is by ferry. There are currently four car ferry routes linking Kitsap County to the east Puget Sound.

For most of its history, Kitsap County has remained primarily rural in character, experiencing relatively slow population growth and few demands on its resources. In recent years, Kitsap has been subject to increasing pressure on its physical resources, resulting in diminishing open space, greater congestion on its road system and growing demands from its citizens to somehow manage the impacts of growth in a positive way.

The Kitsap County Greenways planning process, begun in 1993 and completed in 1996, affirmed that it was important to the citizenry of Kitsap County to protect scenic/visual features and sensitive natural resources, as well as provide alternative forms of transportation and recreation. Kitsap has taken a pro-active stance to insure implementation of the ideas proposed in the Greenways Plan. In addition to the development of the original Bicycle Facilities Plan, the year 2000 saw the development of Open Space and Rural Policy Plans and the Endangered Species Act (ESA) listing of Chinook and Chum salmon, thereby taking a major step towards protecting those critical wildlife corridors identified in the Greenways Plan.

PREVIOUS NON-MOTORIZED PLANNING

Part of this process was to review previous planning documents and identify relevant information to reference and incorporate into this plan. Some documents were specifically written for Kitsap County and the Puget Sound Region, including the *Kitsap County Comprehensive Plan (Transportation Chapter, 2006)*, the *Kitsap County Greenways Plan (1996)*, *Transportation 2040, April, 2010 (PSRC)*, and the *1995 Metropolitan Transportation Plan (PSRC)*. Other documents, written in the context of the state and country, were also reviewed for relevant information. They include *The National Bicycling and Walking Study* and subsequent *Five and Ten-Year Status Reports (USDOT, 1993, 1998 and 2004 respectively)*, the updated *Guide for the Development of Bicycle Facilities (AASHTO, 2012)*, *Washington's Transportation Plan 2007-2026 (WSDOT, 2006)* and *the Local Agency Guidelines (WSDOT, 2010 update)*.

Review of these documents was in some cases necessary to assure that the Bicycle Facilities Plan will comply with the Growth Management Act (GMA) requirement of concurrency between planning documents and with Intermodal Surface Transportation Efficiency Act (ISTEA) and subsequent reauthorizations of federal funding standards. The review helped to avoid repeating work already completed, and also shed light on the unique issues and challenges presented by the topography and development patterns existing in Kitsap County.

Kitsap County Greenways Plan, 1996

As explained in the preface of this update, the Bicycle Facilities Plan is based on the Transportation component of the Kitsap County Greenways Plan. The plan was developed over the course of three years with an extensive public planning process to identify corridors that would serve as non-motorized transportation routes and recreation opportunities and that would protect scenic and natural resources throughout Kitsap. The Greenways Plan came about as a direct response to County residents' desire for a mapped system of connected open space. The Greenways Plan identifies and links transportation, recreation, natural and scenic resources. Although the Greenways Plan was never formally adopted, from it arose several inter-related plans. The plan has served as a guide for the various departments that form the Kitsap County governing structure and it provided a strong foundation for the development of the original 2001 Bicycle Facilities Plan.

Kitsap County Bicycle Facilities Plan, May 2001

Based on recommendations in the transportation component of the Greenways Plan, the 2001 Kitsap County Bicycle Facilities proposed the development of bicycle facilities across Kitsap on regional, sub-regional and local road systems. The Bicycle Facilities Plan has provided guidance to develop and expand the non-motorized system and to strengthen bicycling as a safe, healthy, and attractive form of transportation throughout Kitsap. Following completion of the 1996 Greenways Plan and prior to the May 2001 adoption of the Bicycle Facilities Plan, the Department of Public Works began to implement projects, as stipulated within the Plan, with an aggressive shoulder paving program that now boasts more than 145 miles of paved centerline shoulder improvements.

Kitsap County Mosquito Fleet Trail Master Plan, 2001

The Mosquito Fleet Trail Master Plan defines in greater detail a project that is both part of the Kitsap County Open Space Plan and the Kitsap County Bicycle Facilities Plan. The planned trail corridor, which was originally approximately 57 miles is now over 100 miles, edges the eastern shoreline of Kitsap County, including Bainbridge Island. The basic concept is that of a trail corridor for use by bicyclists and pedestrians connecting historic Mosquito fleet locations and existing docks along the way. It is a route for usage by commuters, bicycle touring groups, tourists, children and other recreational users. It links cultural resources and scenic sites, parks and docks, businesses and schools, transit and other public facilities, multiple communities, all four cities and all active ferry terminals. The entire Mosquito Fleet Trail (MFT) corridor was designated as 'High Priority' in the original 2001 Bicycle Facilities Plan.

The MFT mapped primary and secondary routes and connections, as well as locating historic Mosquito fleet sites and potential viewpoint sites. Corridor routes were identified based on accessibility, continuity, linkage, the user's trail/waterfront/scenic experience, and environmental sensitivity. The MFT route almost exclusively follows existing road corridors; however, it was implicit in the plan that connections needed to leave the roadway and be made to access the waterfront where and when feasible.

Kitsap embarked on the Mosquito Fleet Trail (MFT) as a first step in implementing the Greenways Plan.

The MFT:

- Could serve both non-motorized transportation and recreation needs.
- Has appeal for both local communities and visitors to Kitsap.
- Follows scenic corridors and connects significant cultural, historic and scenic sites.
- Connects all four of Kitsap's Cities and seventeen of its communities.

Kitsap County Parks, Recreation & Open Space Plan

The Department of Kitsap County ~~Facilities, Parks and Recreation (FPR)~~ along with a citizen commission saw the completion and adoption of the Parks, Recreation and Open Space Plan on June 26, 2006. The plan serves to articulate the long-range, twenty year county vision for park and open space projects and to establish specific six year priorities for the ~~Facilities, Parks and Recreation~~ Department. The vision expressed in public meetings held during the planning process is for a county-wide trail network connecting residential communities to parks, open spaces, schools, places of business and community facilities. Also within that vision is networks of trails within the large Heritage Parks which have been recently acquired. The Parks and Recreation Department has been responsible for trails which are not within road rights-of-way, while the Public Works Department provides pedestrian/bicycle facilities along roads within the rights-of-way.

The National Bicycling and Walking Study, 1993 (U.S. Department of Transportation)

In 1993 the U.S. Department of Transportation published this report on national trends in bicycling and walking in the United States. Over twenty additional case study supplements have also been published examining specific elements relevant to the nationwide emphasis on planning and developing better systems for pedestrian, bicycle, and transit movement within communities. The study identifies some relevant and interesting points for this plan, including the beneficial effects of bicycling and walking in

terms of health, safety, transportation, recreation and economics, all of which have been described previously in this report in the section on the "Benefits on Non-Motorized Transportation." (Section Two, p. 6)

Included in the study was a 5-point Recommended Action Plan for implementation by state and local governments:

- Organize a bicycle/pedestrian program.
- Plan and construct needed facilities.
- Promote bicycling and walking.
- Educate bicyclists, pedestrians and the public.
- Enforce laws and regulations.

The Kitsap County Bicycle Facilities Plan provides a framework for achieving these objectives.

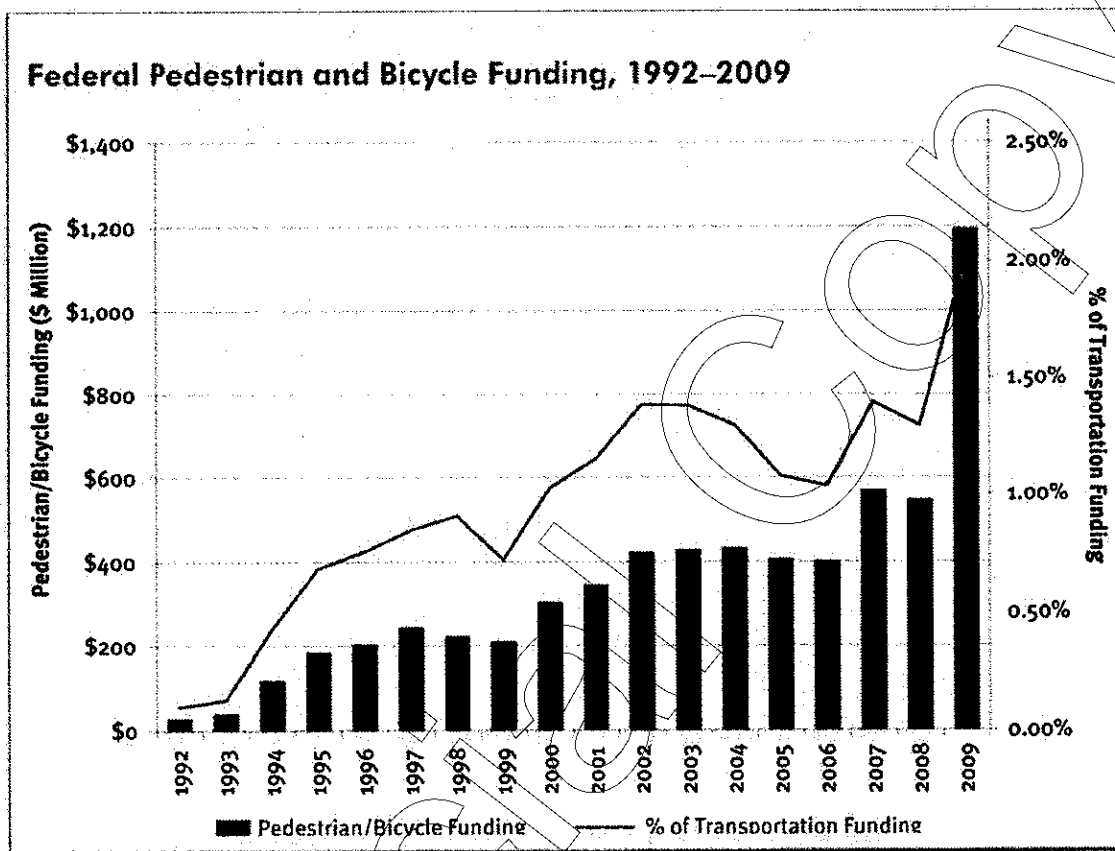
The *National Bicycling and Walking Study* was a landmark report that ushered in a period of unparalleled progress for bicycling and walking issues. Soon after Congress commissioned the Study, it also passed the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, which made available billions of dollars of transportation funds, which could be used for a range of transportation projects, including bicycling and walking improvements. Several programs were set up to supply this funding:

- Surface Transportation Program (STP), including Transportation Enhancement Activities (TE) and Highway Safety funds;
- Congestion Mitigation and Air Quality (CMAQ) Improvement Program (Kitsap County lies within an *attainment area and therefore does not qualify for CMAQ funds*);
- National Highway System Funds; and
- Federal Lands Highway Program funds.

As a result of this legislation, Federal aid spending on pedestrian and bicycle improvements increased from \$6 million in 1990 to over \$238 million in 1997. About three-fourths of this funding came from the Transportation Enhancements (TE) Activities. In 1998, Congress passed the Transportation Equity Act for the 21st Century (TEA-21), a reauthorization of the ISTEA legislation. Covering the period of 1999 through 2004, TEA-21 brought still another increase in pedestrian and bicycle funding. Federal spending on these modes increased from \$204 million in 1999 to over \$427 million in 2004, with about two-thirds from TE Activities.

The next reauthorization of Federal transportation legislation came in 2005 with the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Intended to cover the period of 2005 to 2009, SAFETEA-LU again increased funding for pedestrian and bicycle program improvements. While funding declined in its first year of reauthorization, obligations for 2009 were nearly \$1.2 billion. This sudden increase in funding was due in part of the 2009 American Recovery and Reinvestment Act (ARRA), which added more than \$400 million in supplemental funds for bicycle and pedestrian projects and programs.

SAFETEA-LU also set up two new programs intended to support non-motorized transportation: the Safe Routes to School Program (SRTS) and the Non-motorized Transportation Pilot Program. Both of these programs were intended to address needs within the bicycle and pedestrian communities. These two programs are covered later in the plan document.



Source: *The National Bicycling and Walking Study: 15-Year Status Report May 2010*
 Pedestrian and Bicycle Center – U.S. Department of Transportation - Federal Highway Administration

National Bicycling and Walking Study Ten-Year Status Report, 2004 (U.S. Dept. of Transportation)

In October 2004, the U.S. Department of Transportation released a study to assess the impacts of the goals and specific action items identified in the 1993 National Bicycling and Walking Study. This Ten-Year Status Report is an update of the Five-Year Status Report released in April 1999. The two major goals of the NBWS had been to “double the percentage of total trips made by cycling and walking in the United States from 7.9 percent to 15.8 percent of all travel trips” and to simultaneously reduce by 10 percent the number of bicyclists and pedestrians killed or injured in traffic crashes.” The first NBWS goal of doubling the percentage of walking and bicycling trips has not been accomplished; although the reported number of bicycling and walking trips has increased.

National Bicycling and Walking Study Fifteen – Year Status Report, 2010 (U.S. Dept. of Transportation)

Following the 5 – year status report (1999) and 10 – year status report (2004), the 15-year update measures the progress made toward the original goals of lowering the number of fatalities while increasing the percentage of trips made by bicycling and walking. This 15 – year report, unlike its two predecessors, examines a range of efforts to increase bicycling and walking in the United States. Here again, while the percentage of bicycling and walking has not doubled since 1994, available data have shown that increases have occurred. In March 2010, the United States Department of Transportation reinforced the importance of a sustained commitment by issuing a Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations. According to the Policy Statement:

The DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide – including health, safety, environmental, transportation, and quality of life – transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes.

Transportation 2040 – Puget Sound Regional Council (Puget Sound Regional Council)

Transportation 2040 is an update to the *Destination 2030* plan and is an action plan for transportation in the central Puget Sound region for the next 30 years. During that time, the region is expected to grow by roughly 1.5 million people and support more than 1.2 million new jobs. All of these new people and new jobs are expected to boost demand for travel within and through the region by about 40%.

Transportation 2040 speaks to the regional non-motorized network which includes both bicycle and pedestrian facilities. The following three concepts guide the development of the regional non-motorized transportation system.

- Link communities at the regional level
- Substitute walking and bicycling trips for vehicle trips at the local level
- Provide intermodal connections at rail, ferry and other transit stations

2008 Washington State Bicycle Facilities and Pedestrian Walkway Plan (Washington State)

State law (RCW 47.06.100) calls for Washington State Bicycle Facilities and Pedestrian Walkways Plan to include strategies for:

- Improving connections
- Increasing coordination, and
- Reducing traffic congestion

It also calls for an assessment of statewide bicycle and pedestrian transportation needs. This plan satisfies the federal requirement for a long-range bicycle transportation and pedestrian walkways plan. The plan sets a goal of decreasing collisions by 5 percent per year for the next 20 years, while doubling the amount

of biking and walking. The plan also establishes objectives and performance measures in each of the State's five transportation policy areas (as established in state law RCW 47.01.012):

- **Preservation:** Ensure no net loss in pedestrian and bicycle safety, and mobility.
- **Safety:** Target safety investments toward known risk factors for pedestrians and bicyclists.
- **Mobility:** Increase bicycle and pedestrian transportation choices.
- **Environment:** Walking and bicycling will be part of Washington State's strategy to improve public health and address climate change.
- **Stewardship:** Improve the quality of the transportation system by improving transportation access for all types of pedestrians and bicyclists, to the greatest extent possible.



Washington's Transportation Plan 2007-2026 (Washington State Dept. of Transportation, 2006)

Washington State Statute RCW 47.06.040 (2) requires that the Washington State Department of Transportation: develop a statewide *multimodal* transportation plan under RCW 47.01.071 (3) and in conformance with federal requirements, to ensure the continued mobility of people and goods within regions and across the state in a safe, cost-effective manner. The statewide multimodal transportation plan shall consist of:

- A state-owned facilities component, which shall guide state investment for state highways including bicycle and pedestrian facilities, and state ferries; and
- A state-interest component, which shall define the state interest in . . . bicycle transportation and pedestrian walkways, etc. . . . and recommend actions in coordination with appropriate public and private transportation providers to ensure that the state interest in these transportation modes is met.

In this plan the Washington State Legislature included \$74 million over the next 16 years to support pedestrian and bicycle safety projects, such as pedestrian and bicycle paths, sidewalks, safe routes to school, and transit. The Pedestrian & Bicycle Safety program will address the nearly 400 statewide fatalities and injury collisions involving pedestrians and bicyclists each year.

North Kitsap Trails Association String of Pearls Trail Plan, 2011

The North Kitsap Trail Association (NKTA) is an all-volunteer non-profit organization working to help plan, build and maintain a neighborhood and regional system of land and water trails which promotes stewardship of natural resources and enhances our communities.

Kitsap County Non-Motorized Facility Plan – EDITS FROM BOARD TESTIMONY
December 2, 2013

In 2007, the Olympic Property Group (OPG), proposed a trail system as one of several key elements in a plan for 8,000 acres in the Port Gamble area. A trail system was viewed as a viable and progressive way of adding value to OPG's existing real estate holdings in preparation for the land's future use. Over 500 residents turned out for the initial meeting concerning OPG's trail concept. These residents voiced strong support for a both establishing a trail system and for permanently retaining public access to OPG's Port Gamble woodlands.

The idea of a regional network of trails took fire, fueling the eventual creation of the North Kitsap Trail Association (NKTA), comprised of community volunteers, who could act in partnership with Kitsap County and OPG. NKTA then reached out to the wider North Kitsap community, and with the assistance of political leaders, local and tribal governments and others, obtained two grants from the National Park Service to help craft a Master Trail Plan. NKTA has since expanded its Board of Directors and volunteers to try include representatives from all North Kitsap affected communities, trail user groups and representatives from local governments. The result is a unique and effective community-public-private partnership working together to create a seamless system of connected multi-surface and multi-use land and water trails.

Through thousands of volunteer hours, the public planned regional linkages between North Kitsap communities the east side of the Puget Sound and the Olympic Peninsula. These connections make up the Sound to Olympics (STO) trail connecting the Seattle and Edmonds with the Discovery Trail in Jefferson County.

The Sound to Olympics Trail (STO) is a planned regional trail across Kitsap County. The STO connects via two branches to both Kingston/Edmonds and Bainbridge Island/Seattle Washington State Ferry runs, with the Burke-Gilman Trail and other regional trails east of Puget Sound in the Mountains to Sound Greenway, and with the Olympic Discovery Trail beyond the Hood Canal Bridge. The STO is a key link in Washington State Parks' Cross-State Trail--connecting from the Idaho border to Washington's Pacific Coast.

As a regional trail, the STO should be built to a shared-use path standard, designed to serve a wide variety of users traveling two directions. The shared-use path standard specifies a ten to twelve foot wide paved surface. This standard, required by federal and state funding sources, supports use by high pressure tire road bike cyclists--the most demanding design use. However, it serves people walking, running, using roller-blades, equestrians, families with children, and people of all ages and abilities--including those using canes, walkers, manual and motorized wheelchairs, strollers, and wheeled luggage. Design standard deviations may be required in certain site-specific situations where a more flexible and accommodating design approach is necessary. The wider surface is preferred where traffic is expected to be heavier.

The Plan was adopted in 2011 as part of the Comprehensive Plan and is a key reference document helping direct future trail planning in North Kitsap through this Plan.

Local Community and Parks Plans

Non-motorized facility needs have also been addressed through multiple community sub-area plans throughout Kitsap. These have included adopted plans for Kingston, Suquamish, Manchester, Keyport and Hansville. Other facilities are planned for heritage parks in North, Central and South Kitsap as well as other smaller community parks. These plans are key reference documents in the development of non-motorized facilities and smaller community trails in these communities.

Kitsap County Comprehensive Plan, Transportation (Kitsap County, August 2012)

The transportation chapter of the Kitsap County Comprehensive Plan is based on travel forecasting relative to employment and population forecasts developed by the Department of Community Development. Kitsap County's population grew from 189,731 to 231,969 – a 22% increase between 1990 and 2000. The Public Works Department and Community Advisory Committees (CAC's) have been working since 1991 to develop goals and policies, to identify transportation issues and needs, and to work towards potential solutions.

The 2006 transportation plan includes major objectives all in support of the development of a Bicycle Facilities Plan, including the provision of multi-modal goals and policies, the identification of a prioritized list of multi-modal transportation improvements, the establishment of action strategies for the implementation of policies and improvements, and the need to comply with federal and state requirements.

Towards this end, specific goals and policies were included in the Plan's Transportation Element supporting the development of a system of non-motorized travel.

8.2.10. Non-Motorized Travel

Goal 14. Maximize the opportunity for non-motorized travel, including development of greenways that are safe for all ages.

- Policy T-62 Coordinate with the state, Tribes, cities and Pierce, Mason and Jefferson counties to provide a continuous bicycle system throughout and beyond Kitsap County.
- Policy T-63 Require the provision of accessible bicycle/pedestrian facilities within the roadway system of new developments.
- Policy T-64 Promote, establish and coordinate a "safe routes to schools" program with local school districts.
- Policy T-65 Incorporate bicycle parking requirements for employment, institutional and retail uses in Kitsap County's zoning regulations. Include in development regulations requirements for developments to provide secure bicycle facilities, which may include bicycle racks and secure rooms within buildings.

Goal 15. Build a greenways network of non-motorized on-road and off-road trails, within and outside of road rights-of-way that interconnect open spaces, urban areas, communities, and recreational areas.

- Policy T-66 Develop a system of non-motorized transportation facilities that:
- Are constructed primarily within the rights-of-way of existing and proposed public streets or roads.

- Provide safe transportation among a variety of regional, intercommunity and local Kitsap County destinations for bicyclists and pedestrians.
- Preserves right-of-way ends providing shoreline access both from land and water.

Goal 16. Encourage development of rights-of-way and shared use paths to safely accommodate motorized and non-motorized travel.

Policy T-67 Evaluate publicly owned, undeveloped road ends, tax title lands, and rights-of-way for use in implementing the bicycle/pedestrian and water trail system.

Policy T-68 Construct bicycle facilities in accordance with recommended design standards and allowed deviations consistent with guidelines set by the American Association of State Highway and Transportation Officials (AASHTO).

Goal 17. Create a continuous non-motorized transportation system that connects neighborhoods and integrates on- and off-road facilities.

Policy T-69 Where future bicycle and/or pedestrian facilities are planned in corridors in which future Kitsap County roadway improvement projects (both new construction and rehabilitation projects) are planned, include the bicycle/pedestrian facilities as part of the roadway project.

Policy T-70 Coordinate with WSDOT, Kitsap Transit and WSF to encourage adequate bicycle parking at all ferry terminals, park-and-ride lots, and public facilities.

Policy T-71 Preserve and advertise public access from land and water to public shoreline areas that are under jurisdiction of government entities.

Goal 18. Develop a system of non-motorized transportation facilities that are constructed primarily within the right-of-way of existing and proposed public streets, roads or shared use paths and that provide safe transportation between a variety of regional, inter-community and local county destinations for bicyclists and pedestrians.

Policy T-72 Designate a system of pedestrian/bicycle facilities and include at a minimum a network composed of:

- Regional facilities that provide principal bicycle connections to regionally significant destinations such as large existing communities, major transportation facilities or significant commercial/employment districts.
- Sub-regional facilities that provide supplementary pedestrian/bicycle connections to regionally significant destinations identified above or to significant sub-regional destinations such as smaller existing communities, secondary commercial/employment districts or state parks.
- Local facilities that provide connections between locally significant destinations such as residential neighborhoods, community facilities, schools, parks and the overall "trunk" network of bicycle facilities.

Policy T-73 Assign top priority to the implementation of bicycle facilities and/or pedestrian facilities designated in the Kitsap County Bicycle Facilities Plan.

- Policy T-74 Develop criteria, standards and procedures that allow the designated Bicycle Facilities Plan to expand to include future facilities that link to facilities designated on the Kitsap County Bicycle Facilities Plan.
- Policy T-75 Implement the Kitsap County Non-Motorized Facility Plan and associated Mosquito Fleet Trail Plan, North Kitsap String of Pearls Trails Plan and adopted sub-area plans, as feasible, to guide development of non-motorized facilities countywide.
- Policy T-76 Support continued development of non-motorized connections to establish commuter routes from residential areas to major employment and business centers, and interconnect urban areas and communities such as Silverdale with Bremerton, Kingston with Indianola, and Port Orchard with Belfair.

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THE BENEFITS OF NON-MOTORIZED TRANSPORTATION

Greenways and trail systems throughout the country are rich and diverse, having evolved as the result of a variety of concerns related to ecology, transportation, recreation and aesthetics. The basic concept is that of a multi-linear system based on existing roadways, natural resource corridors, or other protected corridors and districts which increases non-motorized transportation opportunities, improves the beauty and health of the environment and provides for outdoor recreation. Following are descriptions of the benefits related to the development of facilities for bicycling and walking:

Transportation Enhancement

According to the 1990 *Nationwide Personal Transportation Study* (NPTS), 7.2 percent of all travel trips in 1990 were made by walking and 0.7 percent by bicycling. Enhanced bicycling and walking facilities offer travel options for those who are unable to drive or choose not to drive for all or some trips. Roadway improvements to accommodate bicycles such as paved shoulders and reduced speeds can reduce the frequency of certain types of motor vehicle accidents, decrease congestion and encourage pedestrian activity (Zegeer and Council, 1991 and *National Bicycling and Walking Study* (NBWS), 1993). In addition, non-motorized transportation can be a cost-effective means of improving transportation in comparison to the cost of expanding and maintaining the existing roadway network.

Although distance and time are frequently cited as reasons for not bicycling or walking, data from the NPTS shows that more than a quarter of all travel trips are 1 mile or less, 40 percent are 2 miles or less, almost half are 3 miles or less, and two-thirds are 5 miles or less. Moreover, 53 percent of all people nationwide live less than 2 miles from the closest public transportation route, making a multi-modal bicycle- or walk-transit trip an attractive possibility.

Recreation Enhancement

Bicycle paths provide a range of recreational activities and opportunities in and of themselves as well as links to parks and other areas of recreation such as marinas and commercial facilities. National recreation surveys conducted in 1960 and 1982 marked dramatic increases in the percentage of Americans that cycle or walk for recreation, up 382.1 percent and 132.1 percent respectively over this 22 year period.

Health

The health benefits of regular physical activity are far-reaching: reduced risk of heart disease, stroke, diabetes, and other chronic diseases; lower health care costs; and improved mental health and quality of life for people of all ages. Even small increases in light to moderate activity, such as daily walks or bike rides, can produce measurable benefits among those who are least active (*The National Bicycling and Walking Study: 15-Year Status Report*, May 2010). In Kitsap County, however, walking and biking in many locations can be difficult due to infrastructure limitations and safety concerns.

Physical activity is a critical factor addressing obesity prevention, a risk condition that can lead to chronic disease. In 2010, only 37% of Kitsap adults were at a healthy weight (Body Mass Index = 18.5-24.9), a worsening trend (*Washington State Department of Health, Center for Health Statistics, Behavioral Risk Factor Surveillance System*).

The U.S. Centers for Disease Control and Prevention (CDC) handbook, *Promoting Physical Activity Among Adults*, praises the dual benefits of cycling and walking which improve health and serve as a means for transportation:

"The most effective activity regimens may be those that are moderate in intensity, individualized, and incorporated into daily activity. Bicycling and walking are healthy modes of transportation that incorporate these components. Bicycling or walking to work, school, shopping, or elsewhere as part of one's regular day-to-day routine can be both a sustainable and a time-efficient exercise regimen for maintaining an acceptable level of fitness." (p. 15)

In 2005, amendments to the Growth Management Act (GMA) required counties, cities and towns fully planning under the GMA Act to plan for bicycle and pedestrian transportation and physical activity. Engrossed Substitute Senate Bill (ESSB) 5186 made two amendments to the GMA to require Washington communities to address sedentary lifestyles and obesity. The bill (1) requires communities to consider urban planning approaches that promote physical activity, and (2) requires a bicycle and pedestrian component be included in the Transportation Element of a comprehensive plan. ESSB 5186 requires the Transportation Element of a comprehensive plan to "include a pedestrian and bicycle component to include collaborative efforts to identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles" [RCW 36.70A.070(6)(a)(7)]. Simply stated, a bicycle and pedestrian component is now specifically required in a community's comprehensive plan.

Safety

The NBWS cites research completed in King County, WA, Sweden, and Orlando, FL indicating that increased use of a network of pedestrian and bicycle facilities can actually reduce the number of accidents involving vehicles. The theory hypothesizes that with increased use, all users and vehicle drivers become aware of each other and accidents occur with less frequency over time.

Environmental Benefits

Case Study No. 15, *The Environmental Benefits of Bicycling and Walking* (1993), a companion paper to the National Bicycling and Walking Study, identifies various arguments in support of bicycling and walking, citing the most significant benefit to be the reduction of fossil fuel usage. When people opt to travel by non-motorized transportation means instead of using their cars, fossil fuel usage declines and congestion decreases. Increased bicycling and walking can be effective means to meet standards set by the Clean Air Act. In respect to long-term environmental benefits, increased bicycling and walking can help to contain sprawl, a land-use pattern resulting from reliance on the motor vehicle as a means for transportation.

In 2007, the transportation sector accounted for nearly 30 percent of all energy consumed in the US, according to the Department of Energy. Transportation is also responsible for nearly one-third of carbon dioxide emissions, and 80 percent of carbon monoxide emissions. Replacing short trips with bicycling can help reduce this level of energy consumption, while also decreasing emissions from cold starts caused by short car trips.

Economic Benefits

Bikeways provide the opportunity for increased revenue through tourism, increased quality-of-life, and increased property values. Bikeways can be tourist attractions which generate spending on lodging, food, and recreation oriented services. Indirectly, an improved non-motorized transportation system, by raising quality-of-life standards, can attract businesses and as a result strengthens the local economy. A 1989 survey of chief executive officers conducted by Cushman and Wakefield concluded that quality of life was the third most important factor in terms of the siting of businesses (*Economic Impacts of Protecting Rivers, Trails and Greenway Corridors*, 1991, p. 63).

Economic rewards both to the individual and to society are also realized through reduced health care costs and reduced dependency on auto ownership (and the resulting insurance and maintenance costs). There are also other economic benefits of bicycling that are more difficult to measure, such as increased economic vitality of communities that have emphasized bicycle mobility.

Today the national bicycling industry contributes an estimated \$133 billion a year to the U.S. economy. It supports nearly 1.1 million jobs and generates \$17.7 billion in federal, state, and local taxes. Another \$46.9 billion is spent on meals, transportation, lodging, gifts and entertainment during bike trips and tours. (*The Economic Benefits for Bicycle Infrastructure Investments*, League of American Bicyclists, Darren Flusche, Policy Analyst, June 2009.)

Support of the Comprehensive Plan

Bikeways can provide the means to regulate growth patterns. They strengthen the effectiveness of the Comprehensive Plan by providing a non-motorized transportation element, as well as policies and guidelines for future growth.

PLANNING PROCESS AND PUBLIC PARTICIPATION

The development of this plan, Kitsap County Non-Motorized Trails Plan, has involved extensive public outreach and participation. The planning team identified stakeholders and interested parties, approaches for engaging citizens and jurisdictions in the region, and gathering input organizational citizen meetings. Outreach and public involvement relied on public events, public and inter-jurisdictional meetings, presentations to interested groups, and outreach to individual property owners affected by the alignment of the regional trail.

This effort was begun with the North Kitsap String of Pearls Plan and its volunteer efforts to develop a coordinated plan for North Kitsap.

The public was engaged directly through a series of public workshops, meetings and organizational presentations. Beginning in January of 2012 and continuing through February of 2013, over 54 engagements have been documented. These included meetings and workshops were held in Central Kitsap at the Fairgrounds and Harrison Hospital, and in South Kitsap at the Administration Building, Long Lake County Park and Manchester Library. A list of specific community meetings can be found in Appendix B.

The principal attendees to the public workshops included neighborhood associations, community groups, facility users, tourism agencies and other technical experts. These participants collaborated on the technical aspects of trail planning, inventory of existing trails, parks, and conservation areas, developing and consolidating goals and policies on trails, identifying biking routes, identifying potential regional trail routes and preparing and presenting draft language for segments of the Kitsap County Non-Motorized Trails Plan.

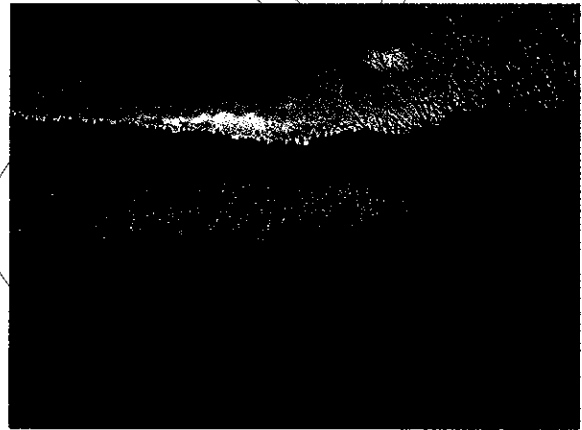
Given the response found from the public, jurisdictions, and members of the trail groups in the course of preparing this regional trails plan, there is confidence that adoption will be met with a high level of support – public and political, multi-agency, volunteers and from funding sources.

NON-MOTORIZED GOALS AND POLICIES

While the Comprehensive Plan establishes the importance of non-motorized facilities to the transportation system, more specific goals are necessary to guide the development of such a plan as well as its future implementation.

TEN ESSENTIALS OF A NON-MOTORIZED PLAN

1. Adopt a plan with clear, comprehensive routes and a process to develop an implementation plan that prioritizes route segments and phased construction opportunities within them.
2. Obtain commitment to the implementation of the plan by local governments and community volunteer organizations.
3. Engage a full time proactive non-motorized coordinator.
4. Adopt appropriate and achievable trail standards to allow trails to evolve over time.
5. Acquire permanent trail access across open space and promote land conservation.
6. Design, fund and develop trails for strategic use of available financial resources.
7. Allocate transportation funding effectively to:
 - Establish safe routes to schools in populated areas.
 - Implement the Mosquito Fleet Trail Plan using multiple facility types that are consistent with existing topography, development patterns and other constraints.
 - Create a regional non-motorized spine connecting population centers.
8. Establish transit-trail connections.
9. Ensure annual community review of trail plan progress prior to update of county Transportation Improvement Plan (TIP).
10. Recognize the citizens of Kitsap County as a key volunteer base for trail stewardship including construction and maintenance.



To this end, the Plan establishes specific goals and policies for the planning, design and development of non-motorized facilities:

Goal 1

Work with Washington State Department of Transportation (WSDOT), Washington State Department of Natural Resources (DNR), United States Navy (Navy), regional utilities, citizens advisory committees, local and tribal governments, private developers, community members and our neighbors to develop public-private partnerships for creating a system of connected multi-surface and multi-use trails.

- Identify public and private partnerships
- Incorporate established trail maps and plans of Kitsap communities into the county-wide plan.
- Create better communication between public and private trail partners.
- Community outreach meetings to be held in Kitsap communities to gather information, and support and develop a volunteer work force for trail building and maintenance.
- Develop partnerships with federal, state, and local jurisdictions, businesses, public and private schools, tribal governments, and citizens.
- Support strong policies promoting trails in new housing and commercial development.
- Develop incentives to encourage trail development on private property.
- Promote the phasing on non-motorized facilities both by segment but also by design (size and surface).

Goal 2

Promote healthy lifestyles by designing a trail system that serves citizens of all ages and abilities with diverse outdoor recreation activities.

- Create trails for all ages and abilities.
- Create trail systems for diverse recreational activities (i.e. walking, running, biking, horseback riding, kayaking.)
- Develop partnership with community health providers to encourage healthy lifestyles.
- Contribute to emission reductions in Kitsap County by establishing a network of non-motorized trails to encourage and enable decreased motorized transportation and increased alternative/ non-motorized travel

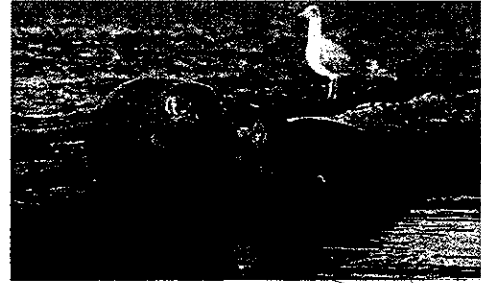


Goal 3

Establish trail routes that highlight the natural beauty of our region and promote appreciation of wildlife and natural systems.

- Maintain the natural landscape while building trails.

- Recognize wetlands and animal corridors in trail systems by considering aquatic, plant, and wildlife habitat.
- Coordinate with community naturalists/scientists in trail development
- Create viewpoints to highlight natural beauty.



Goal 4

Encourage both traditional and innovative land uses to ensure preservation of public open space, access to public open space, and development of trails linking Kitsap communities, working forests, agricultural areas, new development¹ and community services

- Support conservation of open space in Kitsap County.
- Prioritize trail development and maintenance.
- Incorporate the Kitsap County plan into regional development planning and discussions.
- Coordinate regional trail routes with willing property owners, agencies, and organizations utilizing both on-road and off-road trails
- Create and promote a "trail etiquette" protocol.

Goal 5

Provide educational opportunities and identify points of interest throughout the trail system that highlight cultural resources, working lands, local history and natural science.

- Integrate trail systems with public, private schools and colleges.
- Create signs identifying "Points of Interest" throughout the trail system.
- Create trails to connect community centers with environmental features.
- Provide opportunities for trails to become an "outdoor classroom" for all ages and abilities.

Goal 6

Connect our trails with other regional, county, and cross-state trail systems.

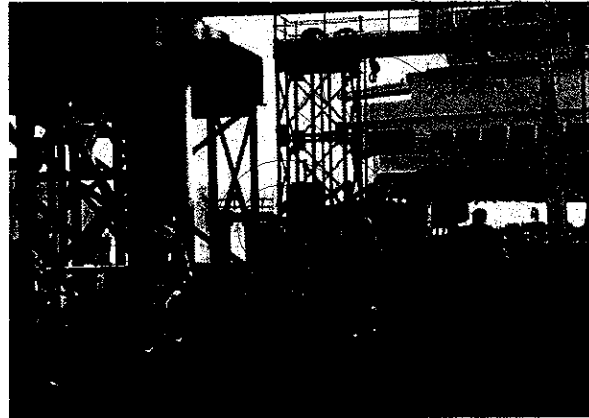
- Provide trail corridors to connect individual communities within Kitsap County consistent with adopted community or sub-area plans.
- Provide trail corridors connecting Kitsap County trails with Clallam and Jefferson County's Olympic Discovery Trail System, Pierce County's Cushman Trail, Kitsap County's Mosquito Fleet Trail, Washington State Ferry systems, and regional trail systems developed in Mason County.
- Provide trails that are easily identifiable, signed and readily accessible.
- Provide trail access information at major bus stops, ferry terminals and other municipal transit systems.



Goal 7

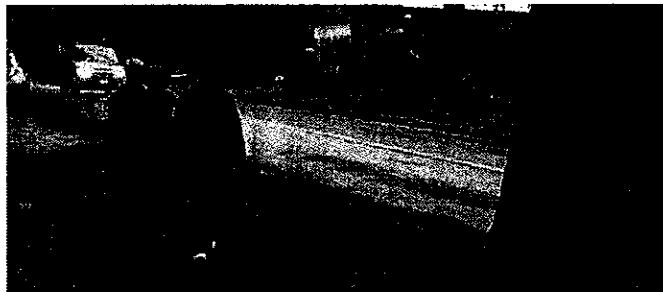
Promote our trail system as an eco-tourism and recreation destination and enticement for economic development on the "Natural Side of Puget Sound".

- Explore opportunities during the trail and bike path planning phase to encourage participation and partnerships with local businesses to:
 - Create economic support
 - Enhance environmental and health benefits to the community, residents, and visitors.
- Identify channels to effectively distribute information about trails and bike paths; including but not limited to:
 - Visitor and transportation centers and bureaus,
 - Government and private partners such as parks, transit services, tourism and recreation related businesses,
 - Print and online resources that provide users with internet and mobile access.
- Maintain current information, maps, brochures, and links regarding local trails and bike path that appear on government and private website.

**Goal 8**

Encourage non-motorized transportation by offering multiple trail access points and safe, reasonably direct routes between Kitsap communities, local ferries and bridges, and popular destinations within each community.

- Support and provide pedestrian and bicycle commuter routes throughout Kitsap County.
- Support and provide safe routes to schools.
- Provide and support a diversity of trail types.
- Provide and support linkages to municipal transit systems.
- Support and provide connections to important community centers and environmental features.
- Identify hubs and links
- Acquire access as needed for the corridors.

**Goal 9**

Promote Safety in Non-Motorized Planning Considerations

- Support and provide safe routes to school.
- Increase pedestrian facility use by improving trail safety.

- Promote and provide support for safety in roadside bicycle route planning.
- Provide support for safe bicycle route development throughout Kitsap County.
- Advocate for continuous, linking routes
- Actively work with WSDOT, Kitsap County government, and others "to close safety gaps in existing roadside shoulders along designated shoulder routes.
- Review transportation projects for "Complete Streets" possibilities particularly on priority routesⁱⁱⁱ. Complete Streets requires roadway design and operations to accommodate/consider the needs of all potential users
- Form a citizens advisory committee to help staff and commissioners formulate and prioritize road and trail construction projects from a non-motorized point of view^{iv}"

Goal 10

Create a network of water trails that allow public access to shoreline by non-motorized boats.

- Maintain and provide signs at existing launch and rest sites.
- Develop new launch and rest sites as opportunities arise.
- Keep water trail maps up to date including amenities.



Goal 11

Prioritize activities by focusing first on achievable improvements to system gaps.

- Located on designated primary corridors and facilities
- Repair defects in otherwise good shoulder routes

Goal 12

Kitsap County will utilize and actively encourage recently adopted best practices in facility construction, according to the following:

- Applicable locally-adopted standards
- Standards of the applicable funding agency(s)
- Flexibility of standards as encouraged through the *Federal Highway Administration's "Context Sensitive Design Manual."*
- Standards for non-motorized recreational trails programs (Manuals and Guides for Trail Design, Construction, Maintenance, and Operation, and for Signs)
- *National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide* in Kitsap's urban growth areas (UGA).

EXISTING NON-MOTORIZED FACILITIES

From these previous plans and their goals, various facility improvements have been designed and/or developed over the years. The following is an inventory of pertinent transportation resources and features in Kitsap County. Included within this inventory are existing state, county, municipal and private facilities, a review of current transportation planning efforts, a survey of existing non-motorized facilities and a discussion of potential user groups and functions of the non-motorized facility plan.

The transportation inventory primarily consists of roads and their associated right-of-way. Kitsap County's road system is comprised of state highways, principal and secondary arterials, and local and residential roads that feed into the larger facilities. Several agencies are responsible for constructing, operating and maintaining different roads throughout Kitsap, including the State, Kitsap County, cities and private parties. The water trails are primarily implemented by a public/private endeavor which has now achieved the status of being part of the National Park System and one of only twelve recognized water trail systems nationwide.

STATE FACILITIES

The Washington State Department of Transportation (WSDOT) is responsible for all state highways and public ferry services in Kitsap County. The Olympic Region of WSDOT manages state roads in Kitsap County while Washington State Ferries (WSF) operates and manages the public ferry routes. Currently, Kitsap County is served by eleven State Routes (highways), which primarily serve regional, inter-county and inter-city vehicular travel. Bicycle travel is allowed in the shoulder of all state routes in Kitsap County. The routes are developed at multiple standards described below. Deficient roadway segments are those currently constructed with insufficient road shoulders or other facilities for non-motorized transportation that may create safety issues for pedestrians, bicyclists or other users.

SR-3: This is the main north-south regional road connection through Kitsap County. SR-3 is primarily a two-lane highway facility running from the Mason County line near Belfair to SR-104 at the Hood Canal Bridge, which connects to Jefferson County. The segment of SR-3 from south of Bremerton to north of Poulsbo is a four lane freeway designed to handle large volumes of urban traffic. This route includes deficient roadway segments predominantly in areas north of Poulsbo towards the Hood Canal Bridge.

SR-16: This mostly freeway route connects Kitsap County and Pierce County, running from SR-3 south of Bremerton to the Pierce County line at Purdy, continuing across the Tacoma Narrows Bridge, and connecting to Interstate 5 in Tacoma. This is a major regional north-south route. This route includes deficient roadway segments predominantly in areas approaching and around the SR-3 interchange in Gorst.

SR-104: This predominantly two-lane road provides the major east-west route through northern Kitsap County. It is a continuation of WSF's Kingston-Edmonds ferry service and SR-104 in Snohomish County. The route runs from the Kingston Ferry terminal to Hood Canal. It passes over Hood Canal on the Hood Canal floating bridge and continues to SR-101 in Jefferson County. This route provides the major regional link

between the Olympic Peninsula and the Puget Sound region. This route contains deficient segments predominantly along the west shoreline of Port Gamble Bay to the Hood Canal Bridge.

SR-160 (Sedgwick Road): This route connects WSF's ferry service to and from Vashon Island and West Seattle at Southworth to SR-16, connecting with SR-16 west of Port Orchard. As the other state route serving Southworth, its primary function is to provide ferry patrons with a direct connection into Port Orchard. This route includes deficient roadway segments predominantly in areas east of Long Lake Road towards the Southworth/Fauntleroy ferry terminal.

SR-166 (Bay Street, Mile Hill Drive): This route is approximately five miles in length and connects State Route 16 to Port Orchard. This route includes multiple deficient roadway segments from the City of Port Orchard to SR-16.

SR-303 (Wheaton Way, Waaga Way): This route connects Bremerton and Silverdale via the Tracyton Peninsula. The route runs from Bremerton up the peninsula to Waaga Way west of Brownsville, which provides an arterial connection to Silverdale. This route includes deficient roadway segments within East Bremerton.

SR-304: This route connects WSF's Bremerton ferry terminal, which provides service to/from Seattle, with SR-3 west of Bremerton. From the ferry dock, the route winds to the west through downtown Bremerton, connecting with SR-3 on the west edge of the city.

SR-305: This major north-south route connects WSF's ferry service to/from Seattle at Bainbridge Island with SR-3 at Poulsbo. SR-305 serves major regional travel patterns between Seattle and the Olympic Peninsula, as well as significant traffic between the Puget Sound region and Kitsap County as a whole. This route includes deficient roadway segments predominantly through portions of the City of Poulsbo, along the Agate Pass Bridge and on Bainbridge Island.

SR-307: (Bond Rd. NE): This route connects SR-305 at Poulsbo to SR-104 east of Kingston. This route includes multiple deficient roadway segments particularly south of Gunderson Road and between Kingston and the Miller Bay Road intersection.

SR-308: This spur route connects the community of Keyport and the U.S. Navy Undersea Warfare facility with SR-3 and the Bangor Naval Station on Hood Canal.

SR-310 (Kitsap Way): This spur route connects downtown Bremerton with SR-3.

With approximately 371 miles of shoreline, Kitsap County's ferry system is a crucial part of the transportation system. WSF provides passenger only and auto ferry service between Kitsap County and communities on the eastern shore of Puget Sound. Passenger-only ferry service currently operates between Bremerton and Seattle. Auto service operates between:

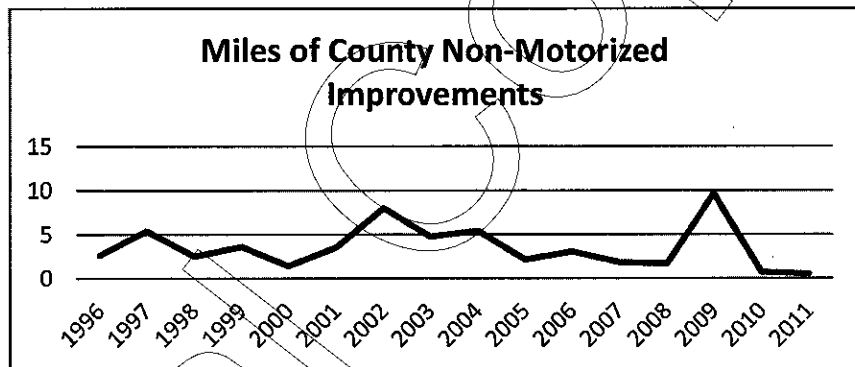
- Kingston and Edmonds

- Bainbridge Island and Seattle
- Bremerton and Seattle
- Southworth and West Seattle; and Southworth and Vashon Island

COUNTY FACILITIES

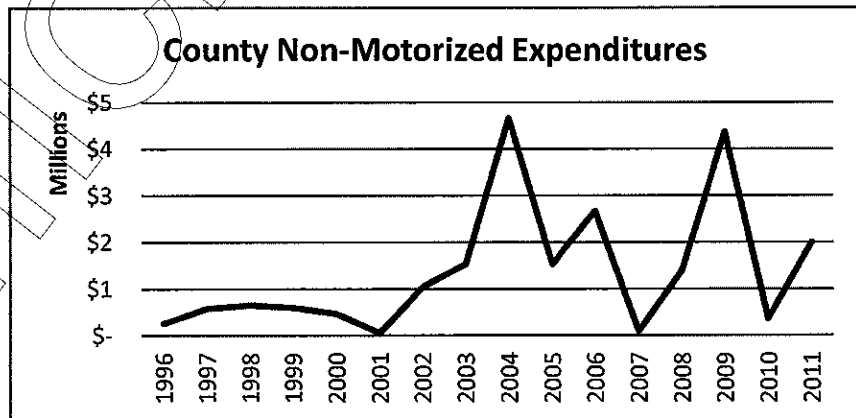
Arterial connections in Kitsap County were largely established on historic travel routes developed when the County was first settled. Many routes were never designed and built to serve as arterials; rather, they were meant to serve rural transportation needs. Now, these same roads are handling suburban and urban levels of traffic. While these heavily traveled routes may not be ideal for non-motorized facilities because of their high traffic, high speed and current geometric configuration, in many cases they provide the logical regional connections through an area and may be candidates for the addition of bicycle facilities.

To minimize cost and duplication of construction projects, the Plan will identify roadways that have been designated for improvements in other comprehensive and/or transportation plans.



These represent opportunities by which non-motorized facilities could be included in the design of the improved roadway. In January, 2004, Kitsap County Public Works began installing 'Bike Route' signs along various corridors within Kitsap. Initially, these route signs appeared only on selected routes meeting minimum criteria as established by the American Association of State Highway and Transportation Officials (AASHTO), and specifically

the *Guide for the Development of Bicycle Facilities* (AASHTO, 2012). Through the road maintenance and overlay programs the Department of Public Works has been aggressively constructing and paving shoulders since prior to formal adoption of the Bicycle Facilities Plan in 2001.



Since the year 1997 construction program, Kitsap, through the County Road Program (CRP) process, has paved and/or constructed approximately 40 miles of shoulders. When combined with roadways which historically have had wide paved shoulders, the number of road miles affording safe and adequate space for bicycles and pedestrians becomes significant. There is still much work to be done and future

construction programs, aimed at certain corridors within the Bicycle Facilities Plan, will ensure that the system is developed and expands over time meeting established accepted standards.

Recently a Route Summary Plan was developed to provide a comprehensive, north/south – east/west system linking highly used destinations as well as connections to the cities and population centers. This route system provides for logical regional – and sub-regional – connections through the entire county and will serve as a basis for programming future segment improvements along individual networks.

The actual implementation of the route signage project will occur in a variety of ways. Many projects can be incorporated into the Transportation Improvement Program (TIP) process and will be implemented as the TIP projects get funded. Other projects will happen as part of the regular maintenance and operation practices along with road surfacing projects that seek to retrofit inadequate facilities and refurbish older facilities.

The Route Plan enhances and provides a complementary method to achieve the connectivity sought after in the Bicycle Facilities Plan. With the understanding that the individual projects within the Plan will happen in isolation, i.e., segment-by-segment, this route plan network brings cohesion to the overall system allowing the plan to logically organize itself.

The first Bike Route posted was Route 31. This route has its origin within the City of Bremerton on Kitsap Way, and proceeds northward at the county line where 'Kitsap Way' changes names to 'Chico Way' and eventually 'Silverdale Way' with a terminus in Old Town Silverdale.

Currently four of the designated routes are signed for a total of 26 miles. These are only a small percentage of the roadways used by non-motorized users countywide.

Route 31 - Begins at the north end of Kitsap Way at the Bremerton City limits. Bremerton does have some bike route signs up, but not really associated with our effort yet. The Route travels north on Chico Way to Newberry Hill at which point it turns right onto Newberry Hill/Silverdale Way. It ends at Byron in Silverdale. Route 31 picks back up at the north end of Silverdale after the Waaga Way overpass and runs north and continues along Viking Way when Silverdale Way ends. This route ends at the Poulsbo City Limit. This route is currently marked with signs.

Route 37 - Begins at Kitsap County border with Pierce County on Bethel Burley Road. It runs north to SR 16 and continues along Bethel Rd to its terminus at SR 160 (Sedgwick). It ends here due to the lack of shoulder width north of the intersection. This route is also already marked with signs.

Route 25 - Begins on Sedgwick just west of Sidney at the Port Orchard city limit. The route runs southwest along Glenwood and turns at Lake Flora continuing along Glenwood and ends at JH Road. This route ends due to shoulder width restrictions south of JH Road.

Route 30 - Begins at the Southworth Ferry and continues along Southworth Dr. to the intersection of Colchester Dr. where Southworth Dr. changes it name to Mile Hill Dr. and proceeds to its terminus at the Port Orchard city limit in the vicinity of Whittier Ave. S.E.

TRANSIT FACILITIES

Kitsap Transit and Kitsap Transit Foot Ferries provide public transportation connections throughout Kitsap County. Among the bicycle services that Kitsap Transit offers are:

Bainbridge Island Bike Barn

Kitsap Transit's Bainbridge Island Bike Barn is located just outside the ferry terminal. The Bike Barn offers a limited number of secured storage for commuter's bicycles, personal-sized lockers for accessories, and 12 daily use hooks. During the summer months, there is an on-site service vendor who can provide minor bike repairs, cycling accessories for sale and bike rentals.

Bike Lockers

Kitsap Transit has a limited number of secured bike lockers available for reservation. Most are located at ferry terminals and Park & Ride lots. Currently, there are lockers at the Kingston Ferry Terminal, and at George's Corner (S.R. 104 and Hansville Rd.) and Suquamish Park & Ride.

Bike Racks on Buses

All buses in Kitsap Transit's Routed Service and many of the Worker/Driver buses have bike racks.

Bikes on Kitsap Transit Foot Ferries

Bikes are allowed on all Kitsap Transit foot ferries that run between Bremerton and Port Orchard. There is no extra-fare fee for taking a bike onboard.

MUNICIPAL FACILITIES

Kitsap County has over 300 miles of city-owned roads and streets, maintained and operated by the cities of Bainbridge Island, Poulsbo, Bremerton and Port Orchard. Some of these roads constitute the major through routes in these cities and, in many cases, have become logical choices for bicycle facilities. Some of the municipalities have adopted "Complete Street" policies for any future street improvements. These facilities can be best viewed in their individual facility plans for their communities.

PRIVATE FACILITIES

Kitsap County also has a number of roads which are owned and maintained by private parties. Most of these private roads are access roads to specific parcels of private property, and are not likely to be suitable for non-motorized facilities due to their discontinuity. However, certain roads may be candidates for a local connection between two regional non-motorized facilities.

UNIMPROVED ROADWAYS (PUBLIC AND PRIVATE)

Kitsap County has a number of unimproved roads owned and maintained by large public and private landholders such as the Washington State Department of Natural Resources and private timber companies. These roads range in condition from good gravel surfaces to primitive double track paths, making them

potential candidates for equestrian, pedestrian, non-touring bicycle trails or regional non-motorized facilities.

SOFT-SURFACE TRAILS

There are approximately 131 miles of total trails in place across the Kitsap County, Kitsap has added 35 miles of unpaved trails to its inventory of 73 miles since 2006. This is largely due to the efforts of volunteers and stewards of Clear Creek Trails, Hansville Greenway, Illahee Forest, Anderson Landing, Newberry Hill, and North Kitsap Heritage Park. These authorized trails are primarily unpaved hiking and mountain biking trail systems within park sites. Bainbridge Island has prioritized developing cross-island trail networks, and has been working toward that goal. A number of Kitsap County communities have prepared trail plans, including Hansville, Kingston, Indianola, Illahee and Silverdale.

NEEDS ASSESSMENT

As suggested by the inventory of existing trails, potential trail corridors, and road systems summarized in the preceding chapter, publicly maintained trails and bikeways are few with continuity across much of Kitsap County. Substantial input from Citizen Trails Committees and the general public also indicates that the current inventory of trails and bikeways in Kitsap County is inadequate. There is a clear need to enhance safety, improve linkages, and develop new facilities in all areas of Kitsap, especially within and around and linking the various population centers and county parks. These are major challenges that will likely require considerable resources and many years of effort to resolve. This plan will be an essential tool for addressing these challenges.

The majority of existing trail miles maintained for non-motorized use is found in County Parks, on large private land holdings, and land managed by the Washington Department of Natural Resources around Green Mountain. Relatively few trails exist in the rest of Kitsap linking communities, neighborhoods or establishing regional connections. Among the facilities that are available are excellent trail networks in most of our County Heritage Parks, the Clear Creek Trail in Silverdale and trail networks on private land graciously open to the public. A handful of short trails are located in most of our communities, but overall these trails tend to be fairly isolated, with very little connectivity within or between communities.

Gated and decommissioned logging roads on both private forest lands and lands managed by the Washington Department of Natural Resources are also utilized as trails, except while active harvest operations are underway.

Formally designated bike routes along county roads have been established as striped shoulders, and bicycle-friendly striped shoulders are established along state highways. However, wide, paved shoulders which are important to safe and efficient cycling can be found along these roads, the shoulder conditions and widths can be highly variable. Cyclists are likely to encounter sections with narrow or non-existent shoulders along many routes. Also, most of these routes accommodate high speed, high volume vehicular traffic. As such, they appeal to a very small segment of the biking community. Families, children and many adults do not ride these routes due to the traffic conditions. Many more cyclists prefer routes along low volume, lower speed routes. Families and children strongly prefer facilities separated from automobile traffic. Other than a few segments of paved paths, multi-use trails suitable for cycling are absent linking communities and facilities.

Existing Kitsap Bicycle Route Needs Summary

This section of the Plan addresses the inventory of pertinent bicycle routes needed in developing a specific work implementation plan. The route plan seeks to provide a comprehensive, north/south - east/west system linking highly used destinations as well as connections to the cities and population centers. The following routes provide the logical regional – and sub-regional – connections through the entire county and will serve as the basis for programming segment improvements along the individual networks.

Corridors are listed with starting locations and destinations and consist of multiple sections and/or partial and modified sections.

- Route 51 (N-S) Foulweather Bluff to Hansville to Agate Pass
- Route 35 (N-S) Hood Canal Bridge to Poulsbo.
- Route 70 (E-W) Kingston Ferry to Poulsbo.
- Route 66 (E-W) Poulsbo to Indianola.
- Route 64 (E-W) Poulsbo to Suquamish.
- Route 41 (N-S) Hood Canal Bridge to S.R. 307.
- Route 33 (N-S) Poulsbo to Bremerton.
- Route 39 (N-S) Poulsbo to East Bremerton
- Route 44 (E-W) Seabeck to Central Valley.
- Route 27 (N-S) Clear Creek Road
- Route 29 (N-S) Tahuyeh Lake Road/Gold Creek Road
- Route 38 (E-W) Holly to Bremerton.
- Route 21 (N-S) Seabeck to Silverdale.
- Route 20 (E-W) Mason County to Port Orchard.
- Route 47 (N-S) Pierce County to Port Orchard via Beach Dr.
- Route 43 (N-S) SW Lake Flora/J.M. Dickinson Road

Non-Motorized Connectivity Focus vs. Priority Array Established in 2001 Bike Plan

In an effort to focus on much needed “connectivity,” the Department of Public Works (DPW) has recently shifted from the Priority Array Projects as established in the 2001 Bicycle Facilities Plan (BFP), to emphasis on the Bike Route system established in 2004. This Bike Route system was developed to provide a comprehensive, north/south – east/west system linking highly used destinations as well as connections to the cities and population centers as the preferred priority. This route system provides for logical regional – and sub-regional – connections through the entire county and serves as a basis for programming future segment improvements along individual networks to ensure continued connectivity where a small project can create a ‘big bang for the buck’ versus an isolated project that provides no connectivity.

The Priority Array as set out in the 2001 BFP, i.e., High, Medium, Low and Opportunity Projects proved difficult in the actual implementation. Quite simply, the High Priority Projects were not being implemented and more Low and Opportunity projects were being constructed as the DPW programmed various construction and re-construction projects through the Transportation Improvement Program.

The Non-Motorized Facility Plan enhances and provides a complementary method to achieve the connectivity sought after in past plans by focusing on long corridors of connectivity and critical gaps.

Regional Routes

Historically, Kitsap County has focused on on-road bicycle facilities for its primary connections between communities and adjacent jurisdictions. As has been discussed, many of these are road shoulders are on medium to high speed and volume roadways. While these facilities provide for commuting users, they do not necessarily serve the wide range of users that are in need of non-motorized options. Recreational, equestrian and other users seek lower volume/speed roadways or off-road facilities such as shared use paths when available. Outside of Kitsap’s Heritage and other regional parks, such off-road facilities only exist between Indianola and southern Kingston on the White Horse Trail.

To increase the non-motorized usage and increase the opportunities for tourism and other non-commuting benefits, regional routes should be established that are alternatives to on-road facilities where feasible. To allow for efficient development, these off-road shared use paths should use existing easements (e.g. Bonneville Power), large properties or areas with strong community support for such a facility in their neighborhood. These shared use paths should connect to activity centers either directly, through existing trails systems or other on-road facilities.

Access to Vistas or Scenic Areas

Kitsap County has expansive views of the Cascade and Olympic Mountain ranges and multiple water bodies including Hood Canal and Puget Sound. These views are a key element of Kitsap's attractiveness to its residents, commuters and tourists. Unfortunately, few of our non-motorized facilities take advantage of these vistas along their routes. Facility elements along shorelines, ridgelines or other opportunities to enjoy Kitsap's scenery while travelling along them are strongly encouraged but currently lacking throughout Kitsap. The Mosquito Fleet Trail and North Kitsap String of Pearls Trail Plans incorporated these features into their designs and should be furthered.

Water Trails

In the long run, implementation of a comprehensive Education, Outreach and Stewardship program is essential for a successful water trail. Primary tasks for the trail are to coordinate among existing outreach and education programs; to develop and promote consistent trail-related messages throughout the Puget Sound; to fill in educational programming gaps, such as targeting new users and tourists; and to provide trail-related media (e.g. guidebook).

Implementing a water trail on Puget Sound requires that trail managers and partners address a range of issues and needs. Non-motorized small boating access is often limited by launch design, and availability of parking and other launch site facilities (e.g., restrooms). For multi-point trips, trail users need access points that are near to each other, and multi-day trips require overnight accommodations at trail heads. Additional access issues are launch site safety and security, user conflicts, and accessibility for persons with disabilities.

The potential for many more boaters using the water trail necessitates care to protect wildlife and habitat resources. Primary concerns are disturbances of harbor seals, birds, special status species or damage to sensitive shoreline habitats. Appropriate location and management of trail heads, signage and establishment of good trail behavior and boating practices through a water trail education program are essential tools for protecting these resources.

Challenging conditions on Puget Sound can create personal safety and navigational safety and security problems for water trail users who may lack boating skills and familiarity with its unique conditions. Safe boating requires good boating skills; knowledge of Puget Sound conditions, navigational safety and security rules; and good planning for each trip.

Implementation of a comprehensive education, outreach and stewardship program is essential for a successful water trail. Primary tasks for the trail are to coordinate among existing outreach and education programs; to develop and promote consistent trail-related messages throughout the Puget Sound; to fill in educational programming gaps, such as targeting new users and tourists; and to provide trail-related guidance.

Soft Surface Trails

Per the 2006 questionnaire survey, trail uses of walking for pleasure or exercise, bicycling and hiking, horseback riding, or jogging are the forms of recreation most commonly practiced by county residents. A need for 90 additional trail miles was identified as part of the level of service assessment. Since then, 35 miles of authorized trails have been built in county parks primarily by volunteer stewardship committees. Figure 4B, shown on the right, shows the Kitsap County Parks with trails, and the additional miles added since 2006. Kitsap County envisions a countywide trail network connecting residential communities to parks, open spaces, schools, places of business and community facilities. This vision includes a network of trails within the large Heritage Parks. The Kitsap County Parks and Recreation Department is responsible for soft surface trails which are not within road right-of-way, while the Kitsap County Public Works Department provides paved pedestrian and/or bicycle facilities along roadways and outside of right of way. A number of communities throughout Kitsap County have prepared trail plans, which can be foundation for and incorporated into a future county-wide trail system. The trails will provide all types of non-motorized transportation and recreation for walkers, joggers, hikers, mountain bicyclists, and horseback riders, skateboarders, and for those with disabilities.

Accessible Trails

Title II of the Americans with Disabilities Act of 1990 (ADA) requires local governments to make their activities, programs and services accessible to persons with disabilities. To support this requirement, accessible non-motorized facilities consistent with the Americans with

Figure 4-B:
Kitsap County Parks with Trails (paved and unpaved)

	Miles added since 2006	Total Miles
A Quiet Place Park	1	1.5
Anderson Landing Preserve	4.5	5
Anderson Point		0.8
Anna Smith Park		0.5
Arness Roadside Park		0.2
Bandix Dog Park		2
Banner Forest		2.5
Buck Lake		1
Carpenter Lake		0.5
Clear Creek Trails	4	4
Coulter Creek Heritage Park		4
Fairgrounds Events Center	1	1
Guillemot Cove	0.5	2.5
Hansville Greenway		5
Harper Park		1.5
Horseshoe Lake		0.5
Howe Farm		0.75
Illahee Preserve	1	6
Indianola Bloedel		0.5
Island Lake Park		2
Keyport Saltwater Park		0.25
Long Lake		0.25
Newberry Hill Heritage Park	15	15
Nicks Lagoon		0.5
North Kitsap Heritage Park	8	8
Old Mill Park		0.5
Point No Point		0.5
Salsbury Point Park		0.5
Silverdale Rotary Gateway		0.5
Silverdale Waterfront		0.25
South Kitsap Community Park		2
Suquamish Forest Preserve		0.5
Suquamish Nature Preserve		0.5
Suquamish Pathway Park		0.5
Veterans Memorial Park		0.5
Wicks Lake		0.5
Wildcat Lake		0.25
Wynn-Jones Park		0.5
	35.0	73.25

Disabilities Act are encouraged wherever feasible when constructed to their final standard throughout Kitsap. This applies particularly to Shared Use Paths and other regional connections. It is specifically recognized that it is not possible for all facilities to be accessible due to topography, intended programmed use and other constraints. Additionally, areas of designated accessible trail use should have parking and identified trail segments, preferably complete loops.

Facility Routing Locations

This plan identifies existing, as well as future corridors, for pedestrian and bikeway connections. A primary consideration in outlining the plan was the availability of suitable public lands, public rights of way, utility routes, and communication with large private parcel owners both in undeveloped areas of the UGAs and rural areas of Kitsap. Kitsap County is fortunate to have some unopened rights-of-way dedicated through the historical platting of land. Where possible the local community connections proposed in this plan are located in these rights-of-way. The plan indicates rights-of-way that are to be preserved for non-motorized use within some communities. While these are desired routes to remain unopened to vehicles, it is recognized that property owners have a right to access their property and rights-of-way to be preserved for trails cannot block access to a property. Kitsap will work with property owners to minimize the intrusion of roads into the off-road non-motorized network.

In many locations the proposed non-motorized network shows connections across private land: notably in the large parcels of unplatted land at the western edge of the Urban Growth Areas of the Kitsap County. Where connections are shown across private property they are intended to indicate desirable links to be preserved if the parcel were to be subdivided. Bikeways and/or walkways will not be developed across private land without the owner's consent or a pre-existing easement. In situations where proposed connections are shown to cross private property a variety of approaches may be used to establish a trail easement:

- Purchasing key segments
- Working with property owners to allow public access easements
- Working with new development to incorporate bicycle and/or pedestrian connections into their plans
- Establishing pedestrian and/or bikeway connections as a mitigating measure for the impacts of property development

POTENTIAL USERS AND FUNCTIONS

A network of safe, well-located and well-marked non-motorized facilities could serve a wide variety of functions for a broad spectrum of existing and potential users, including pedestrians in rural areas. Each of these user groups may focus on a specific facility type (bike lanes, unpaved trails, and nature viewing areas) but often use the system as a whole to access these facilities.

Commuters

Walking, and, especially, bicycling commuters who travel from home to work would benefit substantially from an improved network of safe facilities. They would benefit by new non-motorized facilities that permit and encourage travel from residential areas to significant employment centers such as the county government offices in Port Orchard or businesses and offices in Silverdale. Commuters would also benefit from bicycle and pedestrian facilities that lead from residential areas to major transportation nodes such as ferry docks and Park-and-Ride lots.

Local and Inter-Community Users

Safe, well-marked non-motorized facilities address the needs of local and intercommunity users who travel frequently by bicycle or foot to a wide variety of nearby destinations. Local users benefit from facilities that permit and encourage travel from residential areas to destinations such as the post office, the bank, the convenience store, the community center or to friends living in a nearby neighborhood. Intercommunity users would benefit from facilities to more distant residential neighborhoods or to larger shopping centers and commercial districts in other nearby communities.

Safe non-motorized facilities are a special concern to children, and to some extent teens, as many have a lack of experience in solo travel beyond the home. These groups are both commuters, traveling between home and school as well as local users traveling between home and a variety of destinations, including libraries, parks, local "hang-outs", nearby convenience stores or the homes of friends.

Recreational Users

Users of non-motorized facilities include a wide range of regional and local residents. Recreational bicyclists, equestrian riders, dog-walkers, skateboarders, roller bladers, kayakers and general pedestrians traveling for leisure are a core constituency of Kitsap's trail systems. Whether traveling for exercise, relaxation, water access or wildlife viewing, these users frequent the systems in regional parks and other areas such as the Clear Creek Trail.

The diversity of these users can be a challenge for trail design as each constituency has its own individual needs. For example, equestrian users are sensitive to the trail surface and grade as it affects the health and footing of their animals.

Bicycle Touring

Bicycle touring routes are generally bike lanes or paved bike paths. Increased facilities for bicycle touring such as the development of the Mosquito Fleet Trail will enhance recreation opportunities for Kitsap County residents and increase tourism.

Improved bicycle and pedestrian facilities are necessary to safely and conveniently meet the needs of a large range of users.

Unofficial Copy

ON-ROAD/BIKEWAY FACILITY GUIDELINES

Given the objectives and requirements of the Kitsap County Department of Public Works, a Bicycle Facilities Plan is the most appropriate method of addressing these on-road facilities. This Plan, supplemented by pedestrian facilities, provides a basic non-motorized transportation core for the Comprehensive Plan. This core, in turn, forms a general context for the addition of future elements.

Non-motorized elements address a variety of local, sub-regional and regional transportation goals. At the local level, they connect residential areas with locally significant destinations. At the inter-community level, they link nearby communities with one another. At the regional level, they link residential areas with major transportation, employment and business centers, or connect existing urban and developed areas with surrounding rural areas and adjacent counties.

Parts of a particular route can frequently serve several goals simultaneously. With well planned routing, a wide range of goals can be addressed with the same bicycle or pedestrian facility. For example, a portion of a regional route that links residential areas with employment or transportation centers for adult commuters can also provide local links between the same residential areas and local schools for commuting schoolchildren. The route can simultaneously link those residential areas to other residential neighborhoods or community, shopping and business centers for local users. Finally, for the inter-community user, portions of the "regional" route can connect existing urban and developed areas with one another and with surrounding rural areas.

The Non-Motorized Plan strives to provide non-motorized transportation/commuter facilities for bicycle and mixed bicycle/pedestrian user groups with the understanding that many of these facilities should also meet recreational needs. The Bicycle Facilities Plan proposes to direct future development of bicycle and pedestrian facilities, with the understanding that some of these facilities or "improvements" will be developed as capital improvements and that some could be developed by means of incentives to private developers, and with the further understanding that it will be integrated with the Kitsap County Comprehensive Plan.

Three types of bicycle facilities have been included in the Plan: regional facilities, sub-regional facilities, and local facilities. These terms refer to a functional relationship within the overall bicycle system and do not necessarily indicate relative importance or priorities for construction.

The following section provides a general description of each type of facility and the criteria used to locate each facility with Kitsap.

Regional Facilities

Regional facilities provide regional connections through and within Kitsap County. Because of the longer distances these facilities traverse, they will constitute the highest mileage of facilities in the system. Examples include connections from the Bainbridge Island Ferry Terminal into Poulsbo onto Jefferson County and Silverdale, from Silverdale to Bremerton, and from Port Orchard into Pierce County and Mason

County. Regional facilities consist of shared use paths (bicycle/pedestrian paths) or bike lanes on both sides of the roadway. Proposed standards for bicycle facilities are discussed in this section.

The following criteria were employed when recommending alignments for regional facilities. All criteria were given equal weight during analysis.

- The system, when complete, should provide continuous connections between major entrance points to Kitsap and its urban centers.
- Facilities should serve and connect urban centers within Kitsap County.
- Facilities should serve and connect the public and private ferry systems serving Kitsap County.
- Facilities should serve and connect Mason, Pierce, and Jefferson Counties.
- Facilities should serve and connect with the public transportation system.
- Facilities should provide connections in as direct a manner as possible, subject to the following constraints:
 - Facilities should avoid high traffic arterials and state highways unless no other feasible direct connection exists.
 - Facilities should avoid roadways posted at greater than 50 mph unless no other feasible direct connection exists.
 - Facilities should avoid major hills.
 - Facilities should avoid unnecessary disturbance of sensitive wildlife and natural areas where possible.

Sub-Regional Facilities

Sub-regional facilities provide sub-area connections meant to complement the regional facility system. Typically, they serve smaller commercial, residential, or employment centers, schools or other locations that are not connected by regional facilities. As with regional facilities, these facilities may also cover longer distances. Sub-regional facilities consist of paved shoulders, bicycle lanes on both sides of the roadway or bicycle paths (or bicycle/pedestrian paths).

The following criteria were employed when recommending alignments for sub-regional facilities. All criteria were given equal weight during analysis.

- Facilities should connect urban centers with major parks and recreation centers in Kitsap County.
- Facilities should provide connections to military installations.
- Facilities should provide alternative connections to areas served by the regional trail system if either of the following criteria apply:
 - The alignment provides access to points of interest and scenic features that otherwise would not be served by the regional trail system.
 - The alignment provides connections between two regional facilities that otherwise would not be connected in the immediate vicinity.
- Facilities should provide alternative connections into Pierce and Mason County so as to assure continuity between alignments within these jurisdictions.

- Facilities should avoid high traffic arterials and state highways.
- Facilities should avoid major hills unless no other feasible alignment is available.
- Facilities should avoid designated sensitive wildlife and natural areas where possible

Local Facilities

Local facilities connect residential neighborhoods, commercial centers, employment centers, schools. The following criteria were employed when recommending alignments for local facilities. All criteria were given equal weight during analysis.

- Facilities should provide local access from residential neighborhoods, commercial centers, and employment centers to the regional and sub-regional trail system.
- Facilities should provide local connections to schools.
- Facilities should provide access to points of interest and natural features from the regional and sub-regional facility system or from nearby neighborhoods, commercial centers, residential centers, or employment centers.
- Facilities should connect urban centers with local parks and recreation centers in Kitsap County.
- Facilities should connect with the public transportation system.
- Facilities should provide access to marine transportation access points such as marinas and boat launches.
- Facilities should provide access to public shorelines.
- Facilities should avoid high traffic arterials and state highways.
- Facilities should avoid major hills unless no other feasible alignment is available.
- Facilities should avoid designated sensitive wildlife and natural areas where possible.

NON-MOTORIZED FACILITY DESIGN STANDARDS

The following design standards and applicable regulations apply to the development and maintenance of non-motorized facilities in Kitsap County.

ON-ROAD FACILITIES/BIKEWAYS

Safety is the primary consideration when designing bicycle facilities. If bicycle facilities do not offer safe and adequate biking conditions, the facilities will not be used and will not encourage greater use. It is the primary goal of this plan to establish standards to serve as a guide in the development of safe and adequate bicycle facilities for Kitsap County. These standards provide recommended base minimums and other information to aid in the development of new bicycle and pedestrian facilities as well as the improvement (increasing safety and usability) of existing facilities.

The design guidelines set forth in this plan are based on those established by the American Association of State Highway and Transportation Officials (AASHTO) in "Guide for the Development of Bicycle Facilities"

Type of on Road Bikeway	Best Use	Motor Vehicle Design Speed	Traffic Volume	Classification or Intended Use	Other Considerations
Shared Lanes (no special provisions)	Minor roads with low volumes, where bicyclists can share the road with no special provisions	Speeds vary based on location (rural or urban)	Generally less than 1,000 vehicles per day	Rural roads, or neighborhood or local streets	Can provide an alternative to busier highways or streets. May be circuitous, inconvenient or discontinuous.
Shared lanes (wide outside lanes)	Major roads where bike lanes are not selected due to space constraints or other limitations.	Variable. Use as the speed differential between bicyclist and motorists increases. Generally any road where the design speed is more than 25 mph.	Generally more than 3,000 vehicles a day.	Arterials and collectors intended for major motor vehicle traffic movements.	Explore opportunities to provide marked shared lanes, paved shoulder, or bike lanes for less confident bicyclists.
Marked shared lanes	Space-constrained roads with narrow travel lanes, or road segments upon which bike lanes are not selected due to space constraints or other limitations.	Variable. Use where speed limit is 35 mph or less.	Variable. Useful where there is high turnover in on-street parking to prevent crashes with open car doors.	Collectors or minor arterials.	May be used in conjunction with wide outside lanes. Explore opportunities to provide parallel facilities for less confident bicyclists. Where motor vehicles allowed to park along shared lanes, place markings to reduce potential conflicts.

(2012). These design standards defer to AASHTO guidelines for information not covered herein, or for

further clarification.

Facilities located within the right-of-way of any State Routes should defer to the standards set forth in the Washington State Department of Transportation's (WSDOT) Design Manual, ~~Section 1020, Facilities for Non-motorized Transportation. These standards defer to the Manual on Uniform Traffic Control Devices (MUTCD) for any additional information and guidance with signage and pavement markings.~~

The design guidelines set forth in this manual are not intended to be the sole solution to bicycle safety issues. In conjunction with any well designed bicycle facilities it is important to include safety education and established "Rules of the Road". Bicycle programs often provide this information to the public as well as maps indicating recommended safe bicycling routes.

One of the main goals of a well designated facility is to avoid conflict between users and motor vehicles. To determine the appropriate design treatment, several factors should be considered, including the type of users the route is likely to serve, the type of roadway that is involved and the traffic characteristics (volume, speed, mix, existence of parking, etc.)

Although incorporating bicyclists' needs into the design of major transportation corridors can be challenging, the reality of planning bikeways in built environments means that roadways constitute the majority of a bikeway network. Wherever streets are constructed or reconstructed, appropriate provisions for bicyclists should be included consistent with federal policy. The design standards discussed below are general in nature and apply to all types of bicycle facilities. Depending on the topography, available right-of-way, stormwater standards or existing development patterns, bikeway design options include:

- Shared use paths
- Bicycle boulevards
- Protected Bike Lanes
- Bike lanes
- Paved shoulders
- Marked shared lanes
- Unmarked shared lanes

A bike lane is a formal, separate lane on a roadway for exclusive use by bicycles. It typically carries one-way bicycle traffic in the same direction as adjacent vehicle travel lanes and is placed to the right of vehicle travel lanes. On roads with on-street parking, it is typically placed between the travel lane and the parking lane.

A shared lane is a lane that is shared between vehicles and bicycles, typically with a wider outside lane. In urban areas, a shared lane may be fairly narrow and have an adjacent parking lane.

On roadways with enough pavement width, a bike lane/shoulder can be used. A bike lane/shoulder can be anywhere from 4-8' in width depending on roadway conditions and constraints. In many cases, adjacent

travel lane widths can be narrowed to allow for more width to include a bike lane/shoulder on a roadway. The minimum travel lane widths for a roadway are 11' for an arterial, 10' for a collector and 9' for a local road.

Bike Lane Widths

The following guidelines should apply to bike lane design. These will be updated with the Kitsap County Road Standards and exceptions allowed based upon the National Association of City Transportation Officials (NACTO) guidelines as well as use of context sensitive solutions.

- 4' bike lane/shoulder – on low volume, low speed roads without adjacent curbing or on-street parking.
- 5' bike lane/shoulder – generally the standard width, acceptable adjacent to curbing or on-street parking and on roadways with higher percentages of heavy vehicles, high traffic volumes and higher speeds.
- 6-8' bike lane/shoulder – recommended adjacent to narrow (7') parking lanes or roadways with high traffic volumes and higher speeds.

On roadways with limited widths where bike lanes will not physically fit, shared lanes can be marked and signed. Shared lanes should generally be 14' or more in width and have speed limits of 35 mph or less.

Surfacing Materials and Structure

Bicycle facilities, whether bicycle paths or bicycle lanes, should be paved surfaces. The quality and smoothness of the surface is essential to the safety of the bicyclist. The surfacing material and structural section should be designed so that the facility is capable of supporting maintenance and emergency vehicles. Recommended pavements are asphaltic concrete or Portland Cement. Asphaltic concrete pavement is generally preferred. In order to support maintenance and emergency vehicles the outside edges of pavement should be uniform. Asphaltic concrete surface pavement should be machine laid. If Portland Cement is used, it is preferred that the traverse joints be saw cut in order to provide a smooth surface. The surface should also be either broom or burlap finished (not troweled) in order to provide some skid resistance.

Grates, loose material, gravel or debris on the travel lanes poses a hazardous situation to the bicyclist. If the bicycle facility crosses an unpaved driveway or road, the road should be paved on both sides of the bikeway in order to reduce gravel debris on the travel lanes.

Signage and Striping

There are three main types of signage to consider for bicycle facilities:

- **Directional Signs:** Directional signs serve to guide the bicyclist (or motorist), indicating and informing the user of roadway crossings, directions, destinations and distances.
- **Regulatory Signs:** Signs that inform bicycle facility users and motorists of traffic laws or regulations. These signs should be located where the regulation applies and should be easily legible and visible

to facility users and/ or motorists.

- **Warning Signs:** Warning signs should be used when it is necessary to alert bicyclists or motorists of an existing or potentially hazardous condition. Warning signs should be located preceding the upcoming hazard. The use of warning signs should be kept to a minimum since the over use of these signs may promote disregard for all signs.

Appropriate and adequate signage and pavement marking is paramount to safe bicycling facilities. Separate guidelines for signage and pavement marking can be found in the MUTCD. The MUTCD regulates the design and use of all traffic control devices. Part 9 of the MUTCD presents standards and guidance for the design and use of signs, pavement markings, and signals that may be used to regulate, warn and guide bicyclists on roadways and pathways. Other parts of the MUTCD also include information relevant to shared use path operation and should be consulted as needed. Path users should never be given conflicting traffic control messages.

Additional signage and marking should be considered for a bicycle-only facility to prevent pedestrian and other non-motorized use.

Drainage Grates

Drainage grates and utility covers located in the travel lanes pose safety hazards for bicyclists. For bicycle lanes adjacent to curbs, curb inlets are recommended. For both bicycle lanes and paths, if drainage grates or utilities cannot be located (or relocated) outside of the travel areas, the covers should be flush to 0.5 inches below finished grade. Grate openings that run parallel with the direction of travel may trap a bicycle wheel. Openings of drainage grates should be narrow and short enough so as to prevent a bicycle wheel from dropping into the grate.

Barriers and Railings

A physical barrier should be provided for a bicycle path if the minimum recommended separation width cannot be met and the motorized vehicle posted speed exceeds 35 mph. The barrier should be suitable for the situation and the intended use. Where feasible, physical separations such as railings or barriers should be a minimum of 4.5 feet high and vertical surfaces should be smooth to avoid any snagging or prevent any abrasive injury. Smooth rub rails should be attached to the barriers (or railings) at handlebar height of 3.5 feet. Feasibility assessments should include, but not be limited to, facility access needs, project costs and/or topography.

Barrier Posts (Bollards)

It is recommended that barrier posts be installed at entrances to bicycle paths in order to prevent unwanted motor vehicle use. The bollards should be designed to allow for emergency and maintenance vehicle access. A 5 foot spacing of posts should be provided (if more than one post is necessary) in order to allow bicyclists to readily pass. The bollards should be a minimum of 3 feet high and should be clearly marked and visible in daytime as well as nighttime conditions (by installing reflective tape, reflective paint or reflectors).

Bridges

Bicycle lanes are preferred when adding bicycle facilities to existing bridge structures. The minimum width recommended for a clear (one way) bicycle lane on a bridge is 6 feet. Recommended vertical clearance is 10 feet.

Bicycle approaches to a bridge must be well designed and continuous with the bicycle bridge. The approach facility should maintain the same width as the bridge crossing and should be oriented with the direction of travel. Appropriate barriers and railings should be provided. In addition, signage and lighting should be provided.

Lighting

Minimum lighting levels should be provided for bicyclists' safety. Typically the ambient light from roadway lighting provides sufficient light levels for bicycle facilities. The desired amount of light in foot candles depends on the expected amount of nighttime use. Areas where additional lighting should be considered are intersections (road crossings) and bridges or underpasses. The desirable level of illumination for these areas is between 0.5 foot-candle (5 lux) to 2 foot-candles (22 lux). Any additional light standards or fixtures should be appropriate to the scale of bicyclists and pedestrians, and should meet the required minimum vertical and horizontal clearances.

Bicycle Parking

Parking for bicycle users should be provided at destination areas such as ferry terminals, park-and-ride lots, schools, shopping areas, recreation areas, as well as public buildings, such as libraries and post offices. For locations where a bicycle may be parked for an extended length of time (8 hours or more) consideration should be given to bicycle lockers. Lockers provide greater security for the bicycle as well as protection from the elements. Bicycle racks or lockers should be located in a highly visible area. They should not be in a location that will disrupt motorized or non-motorized traffic. Bicycle parking areas should be well signed if out of view or located away from the main entry to a facility. Adequate lighting should also be provided for safety purposes. If possible, bicycle parking should be located in an area that is protected from the weather.

SHARED USE PATHS/REGIONAL CONNECTIONS

A shared-use path serves as part of a transportation circulation system and supports multiple recreation opportunities, such as walking, bicycling, and inline skating. A shared-use path typically has a surface that is asphalt, concrete, or firmly packed crushed aggregate. The 1999 AASHTO Guide for the Development of Bicycle Facilities defines a shared-use path as being physically separated from motor vehicular traffic with an open space or barrier (AASHTO, 1999). Shared-use paths should always be designed to include pedestrians even if the primary anticipated users are bicyclists. Shared-use paths provide a transportation function. All newly constructed shared-use paths should be built to provide access for people with disabilities. In addition, existing shared-use paths should be improved to enhance access whenever possible. As with any roadway project, shared-use path projects need to fit into the context of a multimodal community. If improvements to existing facilities cannot be made immediately, it is recommended that

information, including signage, be provided at all path entrances. This information should clearly convey objective information to trail users, including data about grade, cross slope, surface, and width.

Additionally, shared use paths must strive to be ADA compliant, wherever feasible. Two recent publications address accessibility of non-motorized facilities:

- Designing Sidewalks and Trails for Access Part 2 – Best Practices Design Guide (FHWA, Publication # FHWA-EP-01-027)
- Draft Guidelines for Accessible Rights-of-Way, November 23, 2005 (FHWA, Pub. # FHWA-SA-03-019)

Together these two documents define current best practices for accommodating pedestrians with disabilities for sidewalks and shared-use paths, intersections, crosswalks, and signalization.

Generally the ADA minimum requirements promote ~~are~~:

- Clear tread width: 36" minimum
- Tread Obstacles: 2" high maximum (up to 3" high where running and cross slopes are 5% or less)
- Cross Slope: 5% max.
- Running slope (trail grade) meets one or more of the following:
 - 5% or less for any distance.
 - Up to 8.33% for 200' max. Resting intervals no more than 200' apart.
 - Up to 10% for 30' max. Resting intervals 30'.
 - Up to 12.5% for 10' max. Resting intervals 10'.
- No more than 30% of the total trail length may exceed a running slope of 8.33%.
- Passing Space: provided at least every 1000' where trail width is less than 60"
- Signs: shall be provided indicating the length of the accessible trail segment.

While it is a requirement to keep ADA accessible paths at 5% grades or less, this requirement alone can make implementation difficult and costly. While the proposed accessibility guidelines address the special circumstances where designers and operators may not be able to achieve accessibility, they are encouraged to always provide access to the greatest extent possible.

Departures from specific accessibility guidelines shown above are permitted for any portion of Shared Use Path where compliance would:

- Cause substantial harm to cultural, historic, religious, or significant natural features or characteristics;
- Substantially alter the nature of the setting or the purpose;
- Require construction methods or materials that are prohibited by Federal, State, or local regulations or statutes;
- Not be feasible due to terrain or the prevailing construction practices.

Kitsap County currently has very limited segments of shared use paths. One of two segments is in Silverdale which connects Silverdale Way with Trigger Ave through Schold Park and Washington State Department of Highways right of way. The only other segment is the White Horse Trail between Indianola and the North Kitsap Heritage Park. This is built entirely on private property. This shared use path will soon be extended through the North Kitsap Heritage Park to Norman Road providing a connection to Kingston. Both of these trails receive increasing use by walkers and runners, as well as both young and experienced cyclists.

COMMUNITY CONNECTORS

Community connectors are of lesser intensity than shared-use paths and often developed at lesser standards regarding surface and size. Community connectors are usually graveled or some other impervious surface to maximize usage and can be anywhere from 4 to 10 feet in width. These facilities are intended to connect communities with the regional trail network including shared use paths or on-road bicycle amenities.

Examples of community connectors include the White Horse Trail connecting Indianola with the North Kitsap Heritage Park and segments of the Clear Creek Trail in Silverdale.

NEIGHBORHOOD CONNECTORS AND LOCAL ACCESS – SOFT SURFACE TRAILS

These are the most numerous trails in Kitsap. It is to the credit of the volunteer's county wide that these trails have been installed throughout County Heritage Parks in association with the Kitsap County Department of Parks and Recreation. As numerous as they are, these trails do have a hierarchy of use and development. Trails can occur in many different types of parks – including larger heritage parks, regional parks, community parks, natural resource areas, partnership properties, as well as on private properties. Development of trails on County property utilizes National Trail Standards guidelines as developed by the U.S. Forest Service, National Park Service, Bureau of Land Management and other federal agencies. Trails are designated from Class I (minimal and undeveloped), Class II (simple/minor development), Class III (developed/improved), Class IV (highly developed) and Class V (fully developed). Examples of these classes can be found on the facility/standards/funding sources chart. The most developed trails will occur in those areas of highest use, such as the Clear Creek Trail in Silverdale and the Perimeter Trail at South Kitsap Regional Park. Trails may be constructed by volunteers, or by Contractors. These trails are used for hiking, running, biking and equestrian use.

WATER TRAILS

Kitsap is an important part of the Washington Water Trail system providing kayaking opportunities for the Central Puget Sound region. Water trails are marked routes on navigable waterways such as rivers, lakes, canals and coastlines for people using small non-motorized boats such as kayaks, canoes, rafts, or rowboats. Water trails not only require suitable access points and take-outs for

exit but also provide places ashore to camp, rest and picnic, and many other facilities and services for boaters.

Kitsap has submitted a request to the federal government to be designated as part of the national Water Trails system for national recognition. While development of such facilities is largely a private effort with volunteer groups, users, tourism organizations and private businesses, there are seven principles that can help Kitsap County further this effort.

- Participate in the development of water trail strategies to improve and link access for non-motorized small boats, and address issues related to access, wildlife and habitat, safety and security, and education. Linkage to land based trail systems in North Kitsap would be a priority.
- Participate in the site assessment and planning for trail heads to identify existing and anticipated trail-related uses of the site, and site-specific issues and needs
- Identify sensitive wildlife and safety areas such as navigational exclusion/military zones, nesting areas and other areas that require providing users with particular information, limiting access or taking other special management actions.
- Promote safety through a water trail education program, active coordination among non-motorized small boating groups, other mariners and regulatory agencies, and appropriate launch facility design and site management.
- Encourage educational resources to trail users that increases environmental education and interpretation, promote consistent and accurate educational messages in all outreach efforts, and is accessible to all water trail users.
- Promote a water trail ethic that teaches and promotes safe, low-impact boating practices and encourages trail users to be stewards of the water trail.
- Further partnerships with local, state, regional, federal, tribal, and tourism agencies, organizations and other institutions to advance implementation of the water trail.

POTENTIAL FUNDING SOURCES FOR NON-MOTORIZED FACILITIES

Funding sources for non-motorized facility development is constantly changing. Names and applicability of the programs often change, the amount of grant money available in any given cycle changes, Funding for the facilities recommended in this plan may be available from a number of federal, state, regional, and local sources. Many of the more historically common sources are listed below. Some are still applicable today.

- Transportation Alternatives Grants
- Safe Routes to Schools Program
- Traffic Safety Near Schools Grants
- Pedestrian Safety and Mobility Program
- Traffic and Hazard Elimination Safety Grants
- National Scenic Byways Grants (includes state-designated byways)
- Public Lands Highways Program
- Surface Transportation Program (STP)
- Non-highway and Off-Road Vehicle Activities (NOVA) program
- National Recreational Trails Program (NRTP)
- Washington Wildlife and Recreation Program (WWRP)
- Land and Water Conservation Fund (LWCF)
- Aquatic Lands Enhancement Account (ALEA)
- Transit Grant Programs (FTA). These funds are applicable for pedestrian improvements within .5 miles of a transit stop, and bike improvements within 5 miles of a transit stop.

Transportation Alternatives Program

Since 1992, the principal funding source for non-motorized transportation in Washington State has been the federal Transportation Alternatives (TA) program administered by the Washington Department of Transportation. This program is contained within the "Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users" (or SAFETEA-LU) that was enacted by Congress in August 2005. (TE provisions under SAFETY-LU are similar to those of its predecessor, the Transportation Equity Act for the 21st Century, or TEA-21.) Both on and off-street facilities may qualify for TE funding except trails that are principally intended for recreational enjoyment, private use, or provide no significant value to non-motorized transportation. (Details are available on the WSDOT website www.wsdot.wa.gov/TA/ProgMgt/Grants/Enhance.htm)

Qualifying Transportation Alternatives projects in Kitsap County might include:

- Facilities for pedestrians and bicycles
- Safety and educational activities for pedestrians and bicyclists
- Acquisition of scenic easements and scenic or historic sites
- Scenic or historic highway programs (including the provision of tourist and welcome center facilities)
- Landscaping and other scenic beautification

- Historic preservation
- Rehabilitation and operation of historic transportation buildings, structures, or facilities
- Archaeological planning and research

Kitsap County has successfully competed for TA grants in recent years and will continue to apply for these funds as this plan is implemented. The TA program can provide much of the funding for larger projects, although local matching funds from fifteen to twenty percent have been required in the past. The local match may or may not be required in future grant cycles. The most recent round of TA grants did require matching funds of fifteen percent.

Where matching funds are required, Kitsap's Paths and Trails Fund may be utilized for this purpose. This fund represents approximately one-half of one percent of the state fuel tax proceeds returned to the county each year to support local transportation needs. A similar fund also exists for incorporated cities.

Washington Recreation and Conservation Funding Board (RCFB)

Several other important sources, including both state and federal funds, are administered by the Washington Recreation and Conservation Funding Board (formerly known as the Interagency Committee for Outdoor Recreation or IAC). Major sources include:

- NOVA Non-highway and Off-Road Vehicle Activities Program
- NRTP National Recreational Trails Program
- WWRP Washington Wildlife and Recreation Program
- ALEA Aquatic Lands Enhancement Account
- LWCF Land and Water Conservation Fund
- BFP Boating Facilities Program

Grants under these programs could be pursued to develop a number of projects identified in this plan. Some sources require that an adopted plan (such as this) and a capital facilities plan are in place in order to qualify for funding. Details on all of these programs are available on the RCFB website: www.rco.wa.gov/rcfb/grants.asp.

Safety and Education Funding

A variety of state and federal programs support safety and education efforts within local communities, especially those that benefit children. Programs include:

- Safe Routes to Schools program (www.wsdot.wa.gov/bike/Safe_Routes.htm)
- Traffic Safety Near Schools Grants
- Pedestrian Safety and Mobility Program (www.tib.wa.gov)
- Traffic and Hazard Elimination Safety Grants

Local Sources

Local sources can range from bond issues, special levies, and real estate excise taxes, to the sale of surplus properties, increasing the percentage of state motor vehicle fuel tax proceeds that are dedicated to paths and trails, and the assessment of impact fees on new development.

The Road Fund is the largest source of local funds for transportation projects. It funds vehicular projects but also non-motorized facilities within the transportation system. The use of these funds are limited by state requirements to paved on-road facilities and shared use paths that meet local design requirements or allowed exceptions. These funds are limited and distributed over six-year periods through the Transportation Improvement Program (TIP). The TIP is updated on an annual basis.

The Paths and Trails Fund has been a very important funding source in many counties for non-motorized transportation facilities. State law mandates that cities and counties reserve approximately one-half of one percent of their state fuel tax proceeds for projects that serve non-motorized users. In many communities, the Fund is utilized as a local match for state and federal grants to support the design and construction of paved shoulders, bike lanes, sidewalks, and separated pathways that provide significant benefits to non-motorized users.

The Conservation Futures Levy is another important source of local funding that can benefit trails. This levy makes up a small fraction of the property taxes collected each year and are used for land acquisition, including parks, trail corridors, and other recreation or open space areas. Funds cannot be used for development; however, up to fifteen percent of the funds can be used for maintenance and operations on acquired properties. At the time of writing this plan, the conservation futures are obligated for the foreseeable future.

A Real Estate Excise Tax, or REET, is a locally enacted tax on the sale of property. A rate of up to 0.5 percent can be used to pay for projects identified in the capital facilities plan. A similar one percent excise tax can be used for land conservation purposes. (In San Juan County, a REET supports the San Juan County Land Bank which funds land acquisitions and conservation easements, including trail corridors. The Land Bank was originally approved by voters in 1990 who again voted in 1999 to extend the program for twelve additional years.) In Kitsap County the REET funds are largely obligated through 2020.

Private sector funding sources also exist and should not be overlooked. Donations of land, easements or right-of-way, as well as contributions of expertise, labor, and materials by businesses, organizations, and individuals have helped some communities develop entire projects or help meet local matching requirements. Partnerships with business, property owners, user groups, trail advocates, and others can help create opportunities and leverage resources. Working in collaboration with land trusts and tourism or economic development groups can bring similar benefits. Land trusts have been instrumental in securing sites and corridors of interest to the public, often through outright land purchases, but also by negotiating conservation easements on lands having significant environmental or recreational value.

Developer requirements in many cities and counties require that new developments provide a similar level of service for public parks and trails that exists in the city or county as a whole, or may require the payment of impact fees to help pay for those services.

As a result, development projects can be a significant source for new trail opportunities. Some developers view this as a positive contribution to public infrastructure that is highly marketable and benefits the bottom line for their projects. A number of studies have found that access to an attractive trail system, for example, can be a major factor in a home-buyer's purchasing decision.

Metropolitan Park and Recreation Districts

Kitsap County currently has two metropolitan park districts, Village Greens in Kingston and the Bainbridge Island Metropolitan Park and Recreation District. A metropolitan park and recreation district is a separate government agency that may be created for the management, control, improvement, maintenance, and acquisition of parks, parkways, boulevards, and recreational facilities. Although creation of a district requires approval by only a simple majority of the voters in the affected area, passage of a levy to support the district's activities requires sixty percent approval under state law. Park and recreation district boundaries are normally established by the Board of County Commissioners when the measure is put forward to the voters. Such districts can develop and maintain a variety of facilities in a given area, from community pools and ballfields to parks, water access and trails. They are considered junior taxing districts and levies are generally kept to a fraction of the size of a typical school levy.

Volunteer Programs

Adopt-A-Trail programs help facilitate labor-intensive volunteer efforts such as clearing vegetation or planting trees and shrubs along trail corridors which can provide major contributions to a given project. The value of volunteer time can often be used as an in-kind local match for grants. Training for trail construction and maintenance is frequently available through the Washington Trails Association. Volunteer efforts can supplement the work of agency staff and outside contractors in "hybrid" projects. In this format, the agency coordinates the project, the contractor provides the technical and heavy construction, and volunteers complete much of the labor-intensive part of the work, such as clearing or relocating native plants. The commitment of volunteer labor can be used to match grants, local funds are only needed for grant-writing and project administration. Clearly, not all projects are suitable for volunteers, but where they can be effective, volunteer programs can bring very important elements of reduced costs, community ownership, and ongoing stewardship. There are many examples of successful volunteer programs:

The International Mountain Biking Association (IMBA) Trail Care Crews travel around the country presenting locally-based two and three-day training classes for volunteers. Interested residents of Kitsap County could potentially benefit from these workshops and Kitsap as a whole would benefit from high quality, low-cost construction of mountain biking trails.

- *The Washington Trails Association* also sponsors volunteer outings and frequent training opportunities for the construction and maintenance of hiking trails.

- *Backcountry Horsemen of Washington* has been very active in volunteer trail maintenance of equestrian trails throughout the state, including Kitsap County.
- *Local kayaking groups* have adopted many of the Cascadia Marine Trail campsites in the Puget Sound region and could be active in implementing the kayaking recommendations in this plan.
- *Local groups* such as the North Kitsap Trails Association, Clear Creek Task Force, Chico Creek Task Force, Kingston Parks and Open Space Committee, Hansville Greenway, Illahee Community, Friends of Newberry Hill Heritage Park, North Kitsap Heritage Park Stewardship Group, Manchester Community Council, Central Kitsap Community Council, have enjoyed considerable success with volunteer efforts in Kitsap County.

Technical Assistance

In lieu of funding, technical assistance is sometimes available from state and federal agencies. The National Park Service Rivers and Trails Program provides technical planning assistance to local government, state and federal agencies, nonprofit groups and tribes for development of trails and greenways. This community assistance arm of the National Park Service also provides support for community outreach and public involvement strategies in building trail partnerships (see www.nps.gov/rtca). The Washington Department of Transportation provides limited technical support for bicycle safety and education programs, as well as facility design and construction. Washington State Parks, the Department of Ecology, and IAC may also provide limited assistance. The National Center on Accessibility is a good source of technical information concerning access to trails and recreation facilities by those with disabilities.

Foundation Grants

Finally, non-profit organizations advocating for trails have had some success in Washington State obtaining modest foundation grants to support their efforts. Some programs may help pay for education, safety enhancements, support for volunteer programs, and in a few cases actual construction of facilities. Growing interest in public health issues nationally has led to improved opportunities for small grant funding for projects that contribute to public health and fitness.

Other Sources

For further descriptions of these and other sources, please refer to the 2012 Kitsap County Parks, Recreation and Open Space Plan.

NON-MOTORIZED FACILITY MAPS

A primary component of the Plan's development and public involvement included the location of existing facilities and the development of clear system of connections with an emphasis on a complete north/south and east/west shared use path connecting Kitsap to the Hood Canal Bridge, ferry systems and adjacent counties. With the shared use path as the spine, other elements of the system such as on-road bicycle facilities provide connection to our employment, population and activity centers.

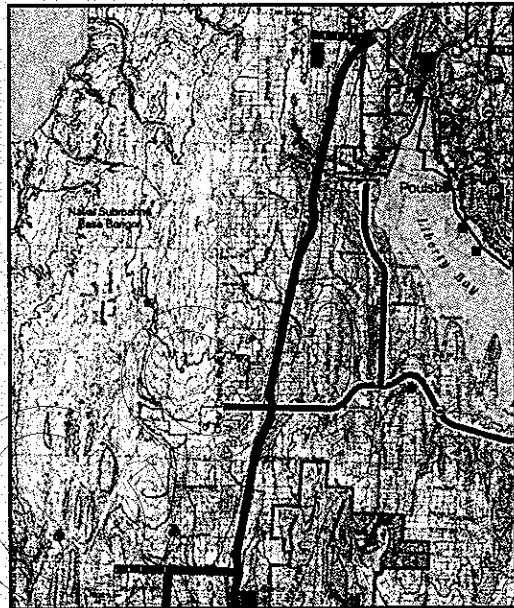
SHARED USE PATHS/REGIONAL CONNECTORS

One of the primary goals of the Plan is to designate a clear north/south and east/west connection between jurisdictions including other counties on the east side of Puget Sound the Olympic Peninsula as well as Mason and Pierce. Shared use paths in combination with select on-road bikeways discussed below are the regional routes to focus future improvements. In attempting to route an off-road continuous shared use path through Kitsap County several objectives were pursued. First, if possible, locate the route through or in close proximity to existing population centers and neighborhoods and designated regional growth centers. Second, the route should attempt to provide the shortest possible lateral connections to schools, public parks, and employment centers. Third, where possible attempt to use public lands, utility lands, and agency lands. Fourth, look for routing in undeveloped land within the urban growth areas of designated growth centers. This would allow new development to integrate the route into proposed development plans in the best possible way. And finally, recognize that private land owners will need to be partners in accommodating the alignment for much of the route. It needs to be noted that none of these conceptual corridors on private land are currently owned or managed by Kitsap County and public access is not currently authorized. Further, final location and development of these possible trail corridors are contingent on coming to mutual agreeable terms with the private landowners. To date, all of the private land owners have been contacted and discussions have occurred with most. The conceptual route shown is a first step of many and reflective of these discussions with the private land owners.

The design of a north/south shared use path through Kitsap must include acknowledge the historic development pattern and topography of an area that stretches from Pierce County to the Hood Canal Bridge. The North Kitsap String of Pearls Trails Plan and local sub-area plans completed a full analysis of this regional shared use path for the areas north of Poulsbo. To complete a similar analysis for areas in Central and South Kitsap and address neighborhood specific issues for a potential sheared use path design, the proposed path was broken into segments or districts. The districts shown are a segmentation based on ownership or a neighborhood community cluster. Separate notifications, workshops or discussions were held with each district. They are presented from Poulsbo south to the Mason and Pierce County Lines. These districts are not specific priorities for development, but assessment of neighborhood specific constraints. Any portion of a shared use path or regional route that crosses through or interfaces with a city jurisdiction will be coordinated with that specific city regarding land acquisition ownership, construction and long-term maintenance prior to development.

Highway District

The Highway District runs from Poulsbo to Silverdale. The proposed alignment will be within the WSDOT right of way for State Route 3. The Poulsbo link will be at Finn Hill along the north bound exit ramp. This location was discussed with the Poulsbo Public Works Committee and will interface with the Poulsbo Non-Motorized plan adopted in 2012 and the trail routes in the North Kitsap Trails plan adopted by Kitsap in 2011. The proposed path will have at-grade crossings at intersections with NW Sherman Hill Rd, State Route 308 (NW Louto Rd), NW Mountain View Rd and with NW Trigger Avenue near Silverdale. These will be the only locations to facilitate localized access to the path within State Route 3 along this segment. At Trigger Avenue the proposed path will connect to the existing Creek Clear Trail System shared use path within the Schold Farm County Park completing a direct link to commercial areas of Silverdale.



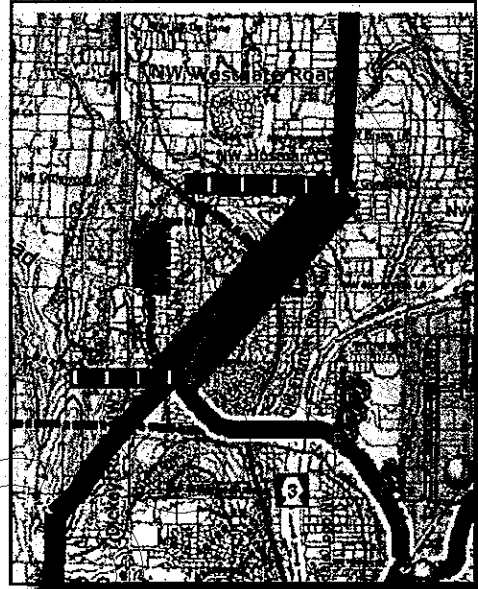
Old Frontier District

The Old Frontier District intersects with the Clear Creek Trail at Trigger Avenue and extends across the bridge over Highway 3 then transitions through the Business Commercial zoned land north of Silverdale south to Frontier Avenue. The property owners within this segment strongly preferred to show the proposed alignment along the frontage of their parcels adjacent to Old Frontier Road. They also wanted assurances tied to the timing of the trail development. As such, there would be no development of this link between Trigger and Frontier until such time that the Business Commercial lands come in for development or Public Works negotiates additional ROW to widen Frontier to 4 lanes. Public access will not be available until such time that either of these activities occurred.



Railroad District

The Railroad District extends from Frontier Avenue south along the Bonneville Power Administration/Puget Sound Energy utility easement to the intersection with Anderson Hill Road. Many land use activities within the power line easement are prohibited by the utility companies. Both BPA and PSE consider trails along the utility easement a highly compatible land use. The land under the utility easement is privately held. This district is a densely developed part of the urban growth area of Silverdale. A trail easement will need to be negotiated with the underlying land owners. The final trail location is undefined in this district. Several of the underlying parcels are owned by PSE or Kitsap County. Approval of a new rail grade crossing will also need to be granted by Naval Base Kitsap within this district. Kitsap will work with the land owners, and Naval Base Kitsap to determine the final alignment prior to implementation.



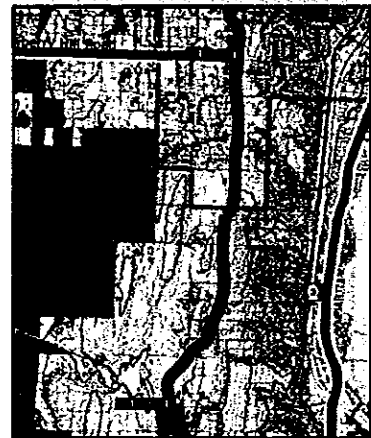
Dickey Road Industrial District

The Dickey Road Industrial District runs from Anderson Hill Road South along the utility easement to Newberry Hill Road. Much of this land is undeveloped and industrial zoned in private ownership. A few parcels are zoned Urban Low, Kitsap County Public Works owns one parcel, Kitsap County Parks owns another parcel and Kitsap Transit owns an undeveloped parcel by the intersection with Newberry Hill Road. Kitsap will work with the land owners to determine the final alignment prior to implementation.



Eldorado District

The Eldorado District runs from Newberry Hill Road south generally along the power line easement. The entire length of this district is owned by a few private owners. Most have agreed to the inclusion of the trail into development planning of undeveloped urban growth area land. One property owner just south of Newberry Hill Road prefers the routing be down along the NW Eldorado ROW. Kitsap will work with the land owners to determine the final alignment prior to implementation.



Rhododendron Heights District

The Rhododendron Heights District is defined as a rural single family development. The power line easement runs down the center of the development. The trail location remains undefined in this District. A trail easement will need to be negotiated with the underlying land owners. Kitsap will work with the land owners to determine the final alignment prior to implementation.

Chico Creek District

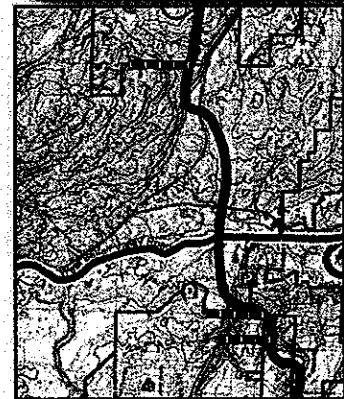
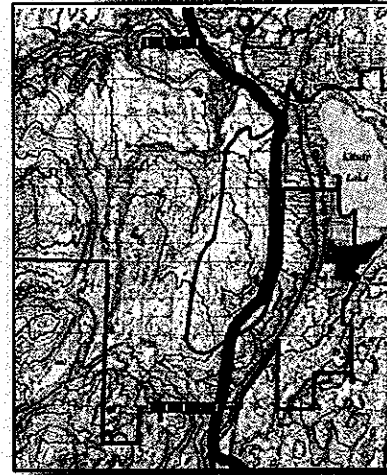
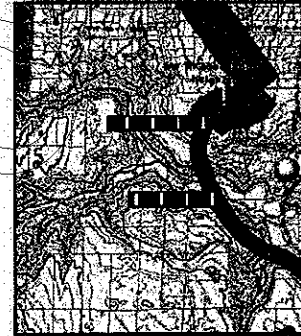
The Chico Creek District is a small environmentally-sensitive area with the need for a stream crossing. The trail alignment transitions across Seabeck Highway and runs adjacent to the Public Works Central Road Shed. It then is proposed to follow the utility corridor and cross Chico Creek. The trail may require transitioning around one parcel and be placed on land owned by the Mountaineers. Kitsap will work with the land owners to determine the final alignment prior to implementation.

West Ridge District

The entire length of the West Ridge District is on private ownership with one owner. The owner of these lands has agreed with the concept of locating the trail adjacent to the power line easement, provided that a mutually-agreeable trail easement can be completed. Eventually, the trail will be incorporated into the plat design of currently undeveloped single family housing within the Bremerton urban growth area. Kitsap will work with the land owner and the City of Bremerton to determine the final alignment prior to implementation. This District provides a direct link with proposed facilities in the City of Bremerton Non-Motorized Plan dated 2007.

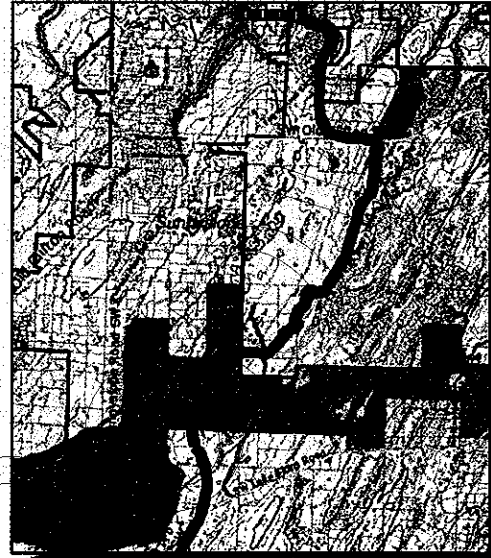
Gorst/Watershed District

This Watershed District is entirely within the City of Bremerton Watershed Administrative Lands. The City and local citizens may propose to incorporate the trail into Jarstad Park with a local connecting Kitsap Lake. The trail will cross the Navy Rail Line at two existing crossings in this district. There is also a crossing of State Highway 3 that will need to be established within this district. At the southern end of this district is another small parcel district owned by a Seattle Development Company. This company has agreed to incorporate the trail into the design of a future plat for this parcel.



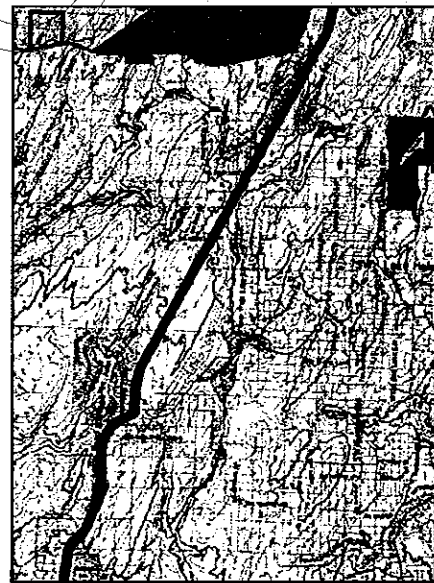
Heritage Park District

The Heritage Park District is centered on the South Kitsap Heritage Park. The alignment connects to an existing paved shared use path on McCormick Land Company property. The alignment continues adjacent to the proposed McCormick West, a 1500 unit development not yet built. The concept alignment enters the Heritage Park along an existing trail and continues south utilizing the power line corridor. A Master Plan has yet to be developed for the Coulter Creek Heritage Park. The alignment will remain flexible to be incorporated into the Master Plan. As proposed, the trail splits into a southern leg and a western leg in the southern area of the Park. The western leg connects with the South Kitsap Industrial Park then linking with Mason County. The Southern leg makes the trail accessible to dense rural communities in south Kitsap eventually linking with Pierce County. There are a few private land owners for the western and southern leg. Kitsap will work with these land owners to determine the final alignment, maintenance responsibilities and other issues prior to implementation.



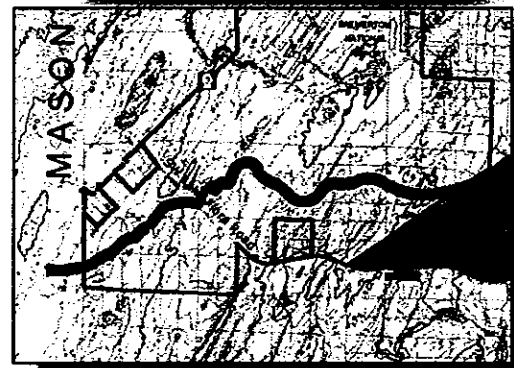
Alpine District

The Alpine District completes the connection to the Pierce County Line. Pierce County has a proposed shared use path just south of the county line. This District is on private property. The final alignment in this district is undetermined. Per discussions with this landowner, Kitsap will work with this private property owner to determine the final alignment, maintenance responsibilities and other issues prior to implementation.



SKIA District

The SKIA District is the western leg link to Mason County Non-motorized trails. The District is on private property with several land owners. The final alignment in this district is undetermined. Where the trails are proposed to cross private lands, it is noted that none of these corridors are owned or managed by Kitsap County and public access is not currently authorized. Further, final location and development of these possible trail corridors are contingent on coming to mutual agreeable terms with the private landowners. Kitsap will work with the land owners to



determine the final alignment, maintenance responsibilities and other issues prior to implementation.

ON-ROAD/BIKEWAY CORRIDORS

The potential for on-road bikeways in Kitsap County was also explored and a number of possible routes were identified that would be of interest to those either touring or commuting by bicycle. Nearly all roads and highways in Washington State are open to cycling, with only a few exceptions such as through major urban centers along interstate highways where cycling is specifically prohibited.

In Kitsap County (as with many other areas of the state), roads and highways are generally open to bicycling; however, conditions for such use are often marginal or inadequate for rider comfort and safety. Shoulders are frequently too narrow or rough to be of much value to cyclists traveling along busier roads. Where traffic is light and visibility is good, bicycles can often safely share the travel lanes used by motor vehicles. In rural areas with low to moderate traffic volumes, even two or three feet of smooth, paved shoulder, especially on the uphill side of the road, can be of significant benefit to cyclists. As traffic volumes increase, a wide, striped shoulder on both sides of the road is generally desirable, typically a minimum of four feet in width (five feet if a curb is present).

Many of these on-road bikeways (shown in the in regional route maps) combined with shared use paths are considered regional routes to focus future funding. All other bikeways (shown in on the bicycle use maps below) are secondary preferences where non-motorized improvements should be considered based on safety issues or when motorized vehicle improvements are planned.

Since bicycles travel in the same direction as adjacent motor vehicle traffic and are subject to the same traffic laws, two-way shoulder riding is strongly discouraged, thus adequate facilities should be provided on both sides of the road. Designated bike lanes (also on both sides of the road) are normally reserved for areas having greater motor vehicle and bicycle traffic volumes.

By identifying which routes have the greatest value to bicycle touring and commuting, and which roads can be most readily improved with smooth, wide shoulders, potential routes can be identified that will contribute to a regional system of bikeways. Again, potential routes identified in this plan are based on criteria similar to that used for trail corridors:

- Public ownership or right-of-way
- Road shoulder and pavement conditions
- Traffic speeds and volumes
- Connectivity to regional growth centers, communities, bicycle trails, parks, schools or other public facilities
- Linkages to sites of natural, scenic or historic interest
- Regional connections to bike routes in surrounding counties
- Areas of Kitsap that are not well served currently
- Routes providing potential access to shorelines

- Varied settings and experiences that can be enjoyed by a diversity of users, including riders of all ages and abilities.
- Areas where the need for bikeways has been identified through other planning efforts (e.g. UGA Plans of Communities)

A number of the local and state roads in Kitsap have generous shoulders as indicated earlier, but are used by a minority of cyclists due to the high volume and high speed of vehicular traffic on these routes. The regional routes shown are routes that many cyclists prefer to use because of several reasons. For most is that they have a lower volume of automobile traffic, although the speed of vehicles along most of these routes is 45-50 which is still an impediment to many riders. The regional routes are also often scenic with flat terrain and/or grades which are better suited to cycling.

The roadway characteristics of the Right of Way (ROW) along the identified regional routes are highly variable. Some sections of the routes have a very narrow road prism and ROW. Other segments currently have a standard shoulder and may need only maintenance. Still other segments may need facilities that can be implemented within the ROW and road prism. The Plan includes draft mapping of existing shoulder conditions for unincorporated Kitsap. These maps are a baseline but are in need of additional revisions and ground-truthing by road segment.

Features such as vehicle speed, topography (hills), visibility and shoulder quality are important aspects to determine specific safety focus areas in Kitsap's existing non-motorized system. The Plan includes an assessment of shoulder conditions, vehicular speeds and other safety considerations to develop safety focus areas for unincorporated Kitsap. These do not include assessments within city boundaries and additional areas may exist within their jurisdictions.

COMMUNITY CONNECTORS, NEIGHBORHOOD CONNECTORS AND LOCAL ACCESS

While much of the public process regarding the Plan was focused on regional connections and shared use paths through Kitsap, the Plan includes an extensive mapping of existing or proposed smaller scale facilities in individual communities.

The trails and are intended for community use and/or the public when located on public property such as parks and open space or other recreational opportunities. They are intended for less intensive use and are often unpaved and developed at less than AASHTO standards. These trails systems are often along local access roads, within regional parks and through individual residential neighborhoods.

Many of these trail facilities have been constructed by volunteers or private citizens to provide limited access to schools neighborhood parks or larger trail elements.

Many community connectors are shown on the bicycle facility and parks maps, but also are consolidated within this document as related to regional routes.

OTHER NON-MOTORIZED CONSIDERATIONS

OBSTACLES TO NON-MOTORIZED FACILITY IMPLEMENTATION

Pedestrian and bicycle transportation has long been illustrated as a viable mode choice. However, there are a number of deterrents and obstacles to people utilizing non-motorized modes of transportation. Some of these deterrents in Kitsap County include the lack of non-motorized facilities and subsequent safety concerns expressed by potential users. In survey after survey over the years going all the way back to the original Greenways planning in 1992, the lack of facilities was the number one concern expressed by area residents.

While no attempt is made in this current non-motorized planning effort to detail all of the various and sundry obstacles, it is appropriate to highlight some of the local deterrents and obstacles. Foremost would have to be costs and available funding. Agencies recognize the sometimes prohibitive costs entailed in adding bicycle and pedestrian amenities. In most cases, funding opportunities for non-motorized projects are severely limited. When road construction projects involve reconstruction or widening, these projects can also fund the addition of non-motorized facilities, but this can create a patchwork of non-motorized facilities that abruptly stop. Community-wide surveying can identify these problem links and every effort was made during this current planning effort to do just that: to identify the 'missing links' and gaps. A significant portion of this plan will be the identification of current, proposed and needed facilities.

It should be noted however, that these projects that are necessarily constructed in isolation are in accord with the very nature of how public work projects are implemented. There is not always the luxury – given limited capital funding opportunities – to construct lengthy networks. Should a bicycle/pedestrian project not be implemented simply because it starts nowhere and goes nowhere, with no continuity or connectivity? Or should it be viewed as a phase in a larger context? This conundrum can be, in and of itself, an obstacle during certain phases in community planning.

A second funding challenge is that most bicycle and walking facilities are viewed as recreational, and thus currently ineligible for some transportation dollars. A number of funding sources require that a decrease in automobile usage must be demonstrated in order to qualify for funding. This is a problem here in Kitsap County particularly in our rural areas where it is difficult to demonstrate that a bike/pedestrian project may lead to reduced automobile use, let alone quantify the results. This attitude is shifting as it is becoming recognized that not all automobile trips are solely commuter trips, that many auto trips are also

recreationally oriented. With proper planning, non-motorized facilities can be shown to serve utilitarian trips and therefore transportation dollars can be allocated to constructing them.

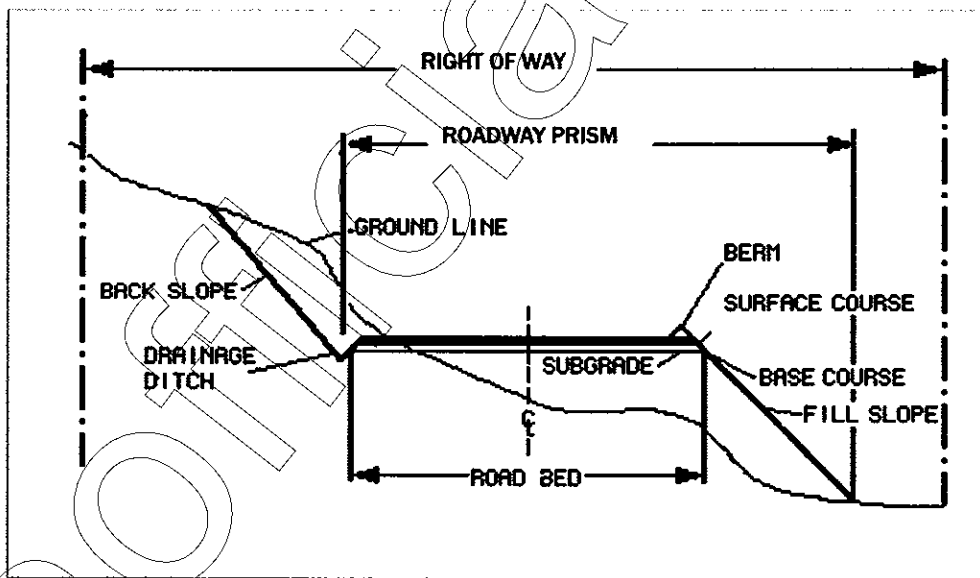
The Board of County Commissioners adopted the Department of Ecology's updated stormwater regulations. Previously, Kitsap County engaged in an aggressive shoulder-paving program. Shoulder paving has long been the most economical and expedient method to accommodate bike/pedestrian modes along the traveled roadways. Prior to these new regulations, stormwater requirements were limited only to the new additional impervious shoulder area for runoff considerations. Updated stormwater regulations trigger a development threshold for new impervious surface area (5,000 sq. ft.). Under these new regulations an engineered plan for managing stormwater is required to account for the entire existing roadway area for water quality treatment and storage prior to discharge.

These new regulations have proven to be a challenge, especially for linear projects like shoulder paving. This issue is being pursued at both the regional and statewide level.

Road Prism

A road prism extends from the toe of one fill material slope to the other toe of fill. The road prism fill is the foundation that supports the road pavement and an integral part of the road structure. The entire road prism beyond the edge of pavement to the toe of the fill slope is vital to retain the road's structural integrity.

Many of the county roads have a very narrow road prism originally constructed only for the travel lanes. To



add any shoulder to some of these roads requires major grading and reconstruction of the entire road surface. Kitsap embarked on a shoulder only paving program to add shoulders to routes that had a wide enough road prism to accommodate the shoulders. Most of these routes have already had shoulders added. Most of the roads left have narrow road prisms. These roads when on desired routes will need to be

jointly examined to see what, if any, physical accommodation for cyclists can be made other than simply signing the route or acquiring additionally required right of way.

Maintenance of Non-Motorized Facilities

With miles of new trails and shoulders proposed in this plan the overall need for maintenance will increase. Therefore it is critical to address a strategy of long term maintenance. If trails are initially well planned, designed, and constructed, long-term maintenance and management of new trails can be reduced. In addition, if trails are well managed to lessen impacts, the trail will remain more successful. Therefore, maintenance and management should be addressed at the outset of a project to ensure:

- Long-term success of the trail
- A safe environment for trail users is provided for and exposure to liability is reduced
- Planning, design and construction focuses on long-term maintenance issues
- A trail monitoring system is established so impacts are understood
- Appropriate funding for long-term maintenance is considered

Trail construction and maintenance must be accomplished correctly or the trail can be an unpleasant and or unsafe experience. Whoever is doing trail design, construction, and maintenance should be well trained. Volunteers who are constructing, maintaining, or monitoring trails can be extremely helpful and are critically important for public agencies with limited budgets. However, volunteers must be well trained and appropriately supervised. One cannot assume a trail can be built and then merely left to volunteers to maintain. Trail maintenance funding is vital to the success of a trail system.

Before a non-motorized facility is constructed, a maintenance agreement shall be established for that facility by the implementing agency with concurrence of all affected agencies or communities that identifies the responsibilities of all parties involved. All responsible Agencies and Communities for a facility should be involved in the development of a maintenance interagency agreement that identifies: What maintenance will be done (winter maintenance, sweeping, edge mowing, crack filling, resurfacing, pruning, vegetation management); How often (Is it reviewed annually); Who is responsible for completing the maintenance; Who is responsible for scheduling the maintenance; and Who is responsible for paying for the maintenance.

Right of Way Permits for Trails

Kitsap County recognizes unopened rights-of-way as a potential asset in community trail planning. Many of our Limited Areas of More Intensive Development (LAMIRDS) utilize unopened ROW for community trail development. Lacking abandoned railway corridors and river corridors that other jurisdictions have been able to capitalize on for trail systems, Kitsap has long viewed unopened rights-of-way and road ends as a potential resource. Authorized in 2004, Kitsap County Code requires a Right-of-Way Permit for creating public trails and enhancements. The amended Ordinance 322-2004 was adopted to assist organized non-profit community groups to develop soft-surface, low impact bike/pedestrian/equestrian access for trail purposes within unopened county rights-of-way. (See Ordinance 322-2004 - Appendix #)

"Right-of-Way is defined as all property in which Kitsap has any form of ownership, interest or title, and which is held for the purpose of public roads and associated features such as median, sidewalks, bicycle facilities, and public utilities. This definition applies regardless of whether or not any road exists thereon or whether or not it is used, improved, or maintained for public travel. (See *Kitsap County Road Standards*) The 2004 amended Right-of-Way Permit Ordinance specifies:

- Right-of-Way Permit Category 5 – guidelines and procedures as relates to bike/pedestrian/equestrian trail improvements by non-profit, community groups, clubs and organizations.
- Neighborhood trail improvements are good for the community; and allow the Board of County commissioners the latitude and discretion to waive fees associated with the application.
- Technical assistance to community groups by allowing the Department of Public Works to provide centerline survey work inside the unopened rights-of-way as an in-kind contribution to the neighborhood effort.

CONTEXT-SENSITIVE SOLUTIONS

With Kitsap's geography and historic development patterns, certain solutions to connectivity issues may be cost prohibitive. Thus, multiple facility types may be needed along specific regional routes.

To address these obstacles, Kitsap will employ Context Sensitive Solutions (CSS), where appropriate as a practical approach to transportation decision-making and design that takes into consideration the communities and lands through which streets, roads, and highways pass ("the context"). The term is closely related to but distinguishable from *context-sensitive design* in that it asserts that all decisions in transportation planning, project development, operations, and maintenance should be responsive to the context in which these activities occur, not simply the design process. CSS seeks to balance the need to move vehicles efficiently and safely with other desirable outcomes, including the interests of the non-motorized community.

Context Sensitive Solutions is a collaborative, interdisciplinary, holistic approach to the development of transportation projects. It is both process and product, characterized by a number of attributes. It involves all stakeholders, including community members, elected officials, interest groups, and affected local, state, and federal agencies. It puts project needs and both agency and community values on a level playing field and considers all trade-offs in decision making. Often associated with design in transportation projects, Context Sensitive Solutions should be a part of all phases of program delivery including long range planning, programming, environmental studies, design, construction, operations, and maintenance. This process has been adopted by American Association of State Highway Transportation Officials and the Federal Highway Administration. Results of a Joint AASHTO / FHWA Context Sensitive Solutions Strategic Planning Process, Summary Report occurred in March 2007. This process was also adopted by WSDOT through Secretary Executive Order E 1028.02 on March 17, 2011.

Guiding Principles

A Context Sensitive Solutions approach is guided by four core principles:

- Strive towards a shared stakeholder vision to provide a basis for decisions.
- Demonstrate a comprehensive understanding of contexts.
- Foster continuing communication and collaboration to achieve consensus.
- Exercise flexibility and creativity to shape effective transportation solutions, while preserving and enhancing community and natural environments.

Qualities

A Context Sensitive Solutions process seeks to include the following qualities:

- Establishes an interdisciplinary team early, including a full range of stakeholders, with skills based on the needs of the transportation activity.
- Seeks to understand the landscape, the community, valued resources, and the role of all appropriate modes of transportation in each unique context before developing engineering solutions.
- Communicates early and continuously with all stakeholders in an open, honest, and respectful manner, and tailors public involvement to the context and phase.
- Utilizes a clearly defined decision-making process.
- Tracks and honors commitments through the life cycle of projects.
- Involves a full range of stakeholders (including transportation officials) in all phases of a transportation program.
- Clearly defines the purpose and seeks consensus on the shared stakeholder vision and scope of projects and activities, while incorporating transportation, community, and environmental elements.
- Secures commitments to the process from local leaders.
- Tailors the transportation development process to the circumstances and uses a process that examines multiple alternatives, including all appropriate modes of transportation, and results in consensus.
- Encourages agency and stakeholder participants to jointly monitor how well the agreed-upon process is working, to improve it as needed, and when completed, to identify any lessons learned.
- Encourages mutually supportive and coordinated multimodal transportation and land-use decisions.
- Draws upon a full range of communication and visualization tools to better inform stakeholders, encourage dialogue, and increase credibility of the process.

Outcomes

Context Sensitive Solutions seeks to achieve the following outcomes:

- Are in harmony with the community and preserve the environmental, scenic, aesthetic, historic, and natural resource values of the area.

- Are safe for all users.
- Solve problems that are agreed upon by a full range of stakeholders.
- Meet or exceed the expectations of both designers and stakeholders, thereby adding lasting value to the community, the environment, and the transportation system.
- Demonstrate effective and efficient use of resources (people, time, budget,) among all parties.

The above principles, qualities and outcomes were defined during the Joint AASHTO / FHWA CSS-strategic Planning Process in 2007.

Action Principles

In 2009, The National Cooperative Highway Research Program (NCHRP) published report number 642. Quantifying the Benefits of Context Sensitive Solutions expanded these core principles to 15 distinct and actionable principles that can be used to guide CSS projects, and become the basis for developing CSS performance measures:

- Use interdisciplinary teams.
- Involve stakeholders.
- Seek broad-based public involvement.
- Use full range of communication strategies.
- Achieve consensus on purpose and need.
- Address alternatives and all modes.
- Consider a safe facility for users and community.
- Maintain environmental harmony.
- Address community and social issues.
- Address aesthetic treatments and enhancements.
- Utilize full range of design choices.
- Document project decisions.
- Track and meet all commitments.
- Use agency resources effectively.
- Create a lasting value for the community.

TRAIL NAMING CONVENTIONS

Trail names should reflect Kitsap County's rich long history, undulating coastlines, sheltered bays, harbors and lakes, unique glacially carved landscape, and place names that are intrinsic to the Kitsap Peninsula and its history. We identify with this character. This sense of place results gradually and unconsciously from inhabiting the landscape over time, becoming familiar with its physical properties, accruing history within its communities, establishing its heritage.

There is also strong evidence that the presence of using a local characterization encourages community life and reactivates people's sense of identity with their particular neighborhood. Some people are prepared to pay more to live in an area whose distinctive character they like. Tourists and investors are also attracted by

distinctiveness and expanses of natural environments and public open space. Cities and entire regions can gain a valuable 'competitive edge' by virtue of their unique character. Heritage buildings play an important role in creating character. Improving and preserving the areas historical and environment fabric will help stimulate economic revitalization and recovery.

Unofficial Copy

IMPLEMENTATION

With a substantial number of non-motorized needs in Kitsap County and limited amount of funding at the state, federal and local levels, projects need to be carefully selected and leveraged in combination with other funding sources or community needs.

Community understanding of the non-motorized facility types summarized in the sections above and their related funding options will be key to the logical planning of future facilities that meet their intended needs.

While this Plan includes a detailed list of non-motorized needs as identified by the non-motorized community, specific facility improvements recommended in this plan are targeted for focus in the 20-year planning horizon (2014-2023). As construction of many of the facilities are driven by the development plans of private property (residential, commercial, industrial), incremental construction of facilities may occur beyond this planning horizon.

The Plan establishes the following preferences when applying public funding to future regional non-motorized improvements:

- 1) Regional Routes
- 2) Safety Focus Areas
- 3) Bicycle Routes
- 4) Roads of Bicycle Use

PHASED PROJECTS

Kitsap will pursue a number of approaches to implementing the plan. One such approach is the phasing of projects both by non-motorized segment but also by facility design (size and surface). While the Plan does not break the regional routes into specific segments beyond those illustrated in the shared use path planning districts, such an effort should be conducted in the near-future. These segments could focus on gaps to connectivity, areas of safety concern or general shoulder improvements in specific areas.

Additionally, phasing could allow facilities to expand over time, meeting near-term needs for acquisition of corridors and basic construction of trail segments for use by the community. An example would be the acquisition of a shared use path corridor with public funds, on which a small soft surface facility could be built by volunteers or private funds. Such facilities could be expanded to wider, paved surfaces in the future to increase use both in volume and user groups. This incremental approach will result in community use will attaining the Plan's goal over time.

IMPORTANCE OF STEWARDSHIP AND VOLUNTEER GROUPS

Many of the past non-motorized plans of Kitsap have relied on the commitment of multiple volunteers and community groups in their development. From the Greenways Plan to the North Kitsap String of Pearls Trail Plan, these efforts would not have been successful without their dedication.

Implementation of this Plan will require the continued dedication of the groups as trails move from planning level to on-the-ground improvements. Regional routes, especially those proposed in phases, will rely on volunteer efforts in determining specific geographies for these regional routes beyond the locations established by this plan. Additionally, their efforts will be needed in construction of any phased near-term, soft surface trails as well as their maintenance until expansion into wider paved surfaces. Kitsap's goal is to encourage and support citizens by putting the tools in place which can help them to participate in creating the network.

Private property development will also play a role in the development of a non-motorized network. Individual homeowners may be required to install or repair sections of sidewalk. Larger development projects may include pedestrian walkways or bikeways as an amenity or to mitigate the impact of the development. For the private developer, the walkway and bikeway system plans give guidance on how their project will connect to, and form part of the larger non-motorized system.

CITIZENS ADVISORY COMMITTEE

With volunteer and community groups as well as other citizen stakeholders being a large asset to the development of this Plan and the need for their continued involvement in facility development and maintenance, Kitsap would designate a Non-Motorized Citizens Advisory Committee (NMCAC) to advise the departments and Board of Commissioners on implementation of the Plan. While numerous non-motorized organizations have applied their efforts throughout Kitsap, these efforts are often narrowly focused on specific geographies, communities or park systems. This NMCAC will bring the various groups together to provide a comprehensive public view of the Plan's goals and how they are applied on the ground.

Their efforts would include:

- Updating existing data regarding shoulder conditions and safety hazards in the system,
- Assisting in the prioritization of specific regional facility segments,
- Coordination of local facility improvements and
- Discussion of trail design elements and potential site-specific flexibility based upon Context Sensitive Solutions.

It will be important to have broad representation on the committee, but also to keep it to a size reasonable for efficient decision-making. The NMCAC should consist of between 12-15 members and could include stakeholder groups such as, but not limited to:

- North Kitsap Trails Association
- Clear Creek Task Force
- Heritage Park stewardship committees
- Central Kitsap Community Council
- Other park stewardship groups
- Members of the community citizen advisory groups (Manchester, Suquamish and Kingston)

NEXT STEPS

Through the use of the NMCAC, the non-motorized facility goals of the Plan will be implemented in stages. Collaboration with County and city staffs, Tribes, community stakeholder groups and park stewardship groups will be key as the following steps progress over time:

Verify existing conditions

- Review and revise mapping of existing shoulder conditions.
- Review and revise current bike and pedestrian safety conditions.
- Utilizing the data on existing conditions and working with key stakeholders and Visit Kitsap, create a current map of non-motorized facilities such as bicycle routes to increase local cycling and promote Kitsap as a destination for tourists.

Develop ways to maximize the use of limited transportation funding by reducing construction costs through design flexibility, as appropriate

- Look for "latent" asphalt, extra wide auto lanes that can be restriped to provide decent shoulders with narrow but adequate auto lanes at minimal cost. Consider traffic revisions including one-way streets to add bicycle routes in dense urban areas.
- Update current design guidelines and their application, including a review of shoulder standards and policies regarding opportunity projects.
- Use of context sensitive solutions to plan facility upgrades that reflect the topographic or development pattern challenges of an area.
- Consider Transportation Demand Management alternatives or steps to reduce traffic speeds or volume as a means to improve safety on current or potential bicycle routes
- Avoid unnecessary impacts to environmentally sensitive areas when possible.

Review regional routes and prioritize specific segments, gaps or areas for near-term funding.

- Refine non-motorized project selection criteria.
- Evaluate the feasibility of completing proposed regional routes.
- In locations with multiple alternative routes, designate the highest priority alternative.
- Evaluate each regional route for safety, gaps in connectivity or continuity and prioritize segments within those routes.

Begin securing public access to regional routes

- Collaborate with WSDOT on regional routes or safety focus areas within their facilities to begin planning of near- or long-term solutions.
- Begin acquisition of land for regional routes such as future shared use paths or greenways.

These steps will provide the foundation for the NMCAC and Kitsap staff to develop either an annual priority project list for public funding or a more comprehensive eight-year list of regional projects. Individual projects would be vetted through prioritization criteria similar to those proposed in the section below.

ROUTE/PROJECT PRIORITIZATION PROCESS

To facilitate coordination of regional and local funding requests for specific non-motorized facilities, prioritization criteria will be used providing an objective method to assess projects in Kitsap. These criteria will assist Kitsap and its Non-Motorized Citizens Advisory Committee (NMCAC) to determine near-term priorities of public funds in the acquisition, feasibility, design and construction of regional facilities. The draft criteria listed below reflect those first published in the Kitsap Regional Coordinating Council (KRCC) document "Looking for Linkage" prepared in 2010. Additional local criteria have been added to this section to address specific community needs. Further, each individual criteria scores could be weighted depending on their importance to the community or the criteria applicability to outside funding sources. These criteria should include the following topic areas with potential examples shown beneath each. Criteria may be adjusted based upon the KRCC *Looking for Linkage* report or other factors applicable to specific grant opportunities.

Connectivity

- Efficient and/or direct transportation route
- Linkage to public transportation
- Proximity to key destinations (parks, employment or activity centers)

Safety

- Address high hazard bicycle areas.
- Improve safety by locating bike routes on roads with low auto traffic volumes and low speeds.
- Improve safety by locating bike routes on roads with low number of conflict points
- Improve safety by locating bike routes on roads with high personal safety features
- Consider Traffic Demand Management Techniques to improve bike safety, including alternatives to reduce traffic speed or volumes on priority and primary bike routes.

Feasibility/Ease of Implementation

- Percentage of route/segment already complete
- Environmental constraints (topography, critical areas)
- Availability of or need to acquire right-of-way
- Low grades/less challenging topography
- Low construction costs

- Existing or prospective funding (% of project)
- Support of existing plans

Potential Use

- Commuter value
- High scenic/view value
- High recreational value
- ADA accessibility
- Available parking/easy access

Continuity

- Improves a deficient segment or fills a gap in the facility network
- Efficient and/or cost effective solution to address problem

Others

- Support from the community and/or user groups
- Inclusion in non-motorized, parks or community plan
- Existing public use
- Links communities or neighborhoods

These projects would be reviewed and ranked by the NMCAC and staff to develop a prioritized list of projects for focus over the next six-years. Those projects with the highest rankings would be forwarded on for competition in the annual TIP process with all other local transportation needs as well as eligible for applicable funding through state and federal grant programs. For larger projects that pursue outside funds, such as federal funds distributed through the Puget Sound Regional Council (PSRC), the regional criteria established by the funding source would also be applied.

APPENDIX A

Definitions

The following definitions are from AASHTO's "Guide for the Development of Bicycle Facilities" Fourth Edition 2012 (p 1-2, 1-3, 1-4)

Bicycle – A pedal powered vehicle upon which the human operator sits. The term "bicycle" for this publication includes three- and four-wheeled human-powered vehicles, but not tricycles for children. In some states a bicycle is considered a vehicle, while in other states it is not.

Bicycle Boulevard – A street segment, or series of contiguous street segments, that has been modified to accommodate through bicycle traffic and minimize through motor traffic.

Bicycle Facilities – A general term denoting improvements and provisions to accommodate or encourage bicycling, including parking and storage facilities, and shared roadways not specifically defined for bicycle use.

Bicycle Lane or Bike Lane – A portion of roadway that has been designated for preferential or exclusive use by bicyclists by pavement markings and, if used, signs. It is intended for one-way travel, usually in the same direction as the adjacent traffic lane, unless designed as a contra-flow lane.

Bicycle Level of Service (BLOS) – A model used to estimate bicyclists' average perception of the quality of service of a section of roadway between two intersections.

Bicycle Locker or Bike Locker – A secure, lockable container used for individual bicycle storage.

Bicycle Network – A system of bikeways designated by the jurisdiction having authority. This system may include bike lanes, bicycle routes, shared use paths, and other identifiable bicycle facilities.

Bicycle Rack or Bike Rack – A stationary fixture to which a bicycle can be safely attached.

Bicycle Route or Bike Route – A roadway or bikeway designated by the jurisdiction having authority, either with a unique route designation or with Bike Route signs, along which bicycle guide signs may provide directional and distance information. Signs that provide directional, distance and destination information for bicyclists do not necessarily establish a bicycle route.

Bicycle Wheel Channel – A channel installed along the side of a stairway to facilitate walking a bicycle up or down the stairs.

Bikeway – A generic term for any road, street, path or way which in some manner is specifically designated for bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.

Deficient Roadway or Segment – A roadway or portion thereof that is currently constructed with insufficient road shoulders or other facilities for non-motorized transportation that may create safety issues

for pedestrians, bicyclists or other users.

Gap – A general term reflecting the absence of a sufficient non-motorized facilities along a specific roadway or roadway segment. Sufficiency is based upon the purpose of the facility and characteristics of the route (usage, speeds, traffic volumes, etc.).

Highway – A general term denoting a public way for purposes of vehicular travel, including the entire area within the right-of-way.

Independent Right-of-Way – A general term denoting right-of-way outside the boundaries of a conventional highway.

Rail-Trail – S shared use path, either paved or unpaved, built within the right-of-way of a former railroad.

Rail-with-Trail – A shared use path, either paved or unpaved, built within the right-of-way of an active railroad.

Right-of-Way – A general term denoting land, property or interest therein, usually in a strip, acquired for or devoted to transportation purposes.

Right-of-Way Assignment – The right of one driver or pedestrian to proceed in a lawful manner in preference to another driver or pedestrian.

Roadway – The portion of the highway, including shoulders, intended for vehicular use.

Recumbent Bicycle – A bicycle with pedals at roughly the same level as the seat there the operator is seated in a reclined position with their back supported.

Roundabout - A type of circular intersection that provides yield control to all entering vehicles and features channelized approaches and geometry to encourage reduced travel speeds through the circular roadway.

Rumble Strips – A textured or grooved pavement treatment designed to create noise and vibration to alert motorists of a need to change their path or speed. Longitudinal rumble strips are sometimes used on or along shoulders or center lines of highways to alert motorists who stray from the appropriate traveled way. Transverse rumble strips are placed on the roadway surface in the travel lane, perpendicular to the direction of travel.

Shared Lane - A lane of a traveled way that is open to both bicycle and motor vehicle travel.

Shared Lane Marking – A pavement marking symbol that indicates an appropriate bicycle positioning in a shared lane.

Shared Roadway – A roadway that is open to both bicycle and motor vehicle travel.

Shared Use Path - A bikeway physically separated from motor vehicle traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way. Shared use paths may also be used by pedestrians, skaters, wheelchair users, joggers, and other non-motorized users. Most

shared use paths are designed for two-way travel.

Shoulder – The portion of the roadway contiguous with the traveled way that accommodates stopped vehicles, emergency use, and lateral support of sub-base, base, and surface courses. Shoulders, where paved, are often used by bicyclists.

Sidewalk – That portion of a street or highway right-of-way, beyond the curb or edge of roadway pavement, which is intended for use by pedestrians.

Sidepath – A shared use path located immediately adjacent and parallel to a roadway.

Trail – A designated route on land or water with public access for recreation or transportation purposes such as walking, jogging, motorcycling, hiking, bicycling, ATVing, horseback riding, mountain biking, canoeing, kayaking, and backpacking.

Traveled Way – The portion of the roadway intended for the movement of vehicles, exclusive of shoulders and any bike lane immediately inside of the shoulder.

Unpaved Path – Path not surfaced with a hard, durable surface such as asphalt or Portland cement concrete.

APPENDIX B

PUBLIC PARTICIPATION

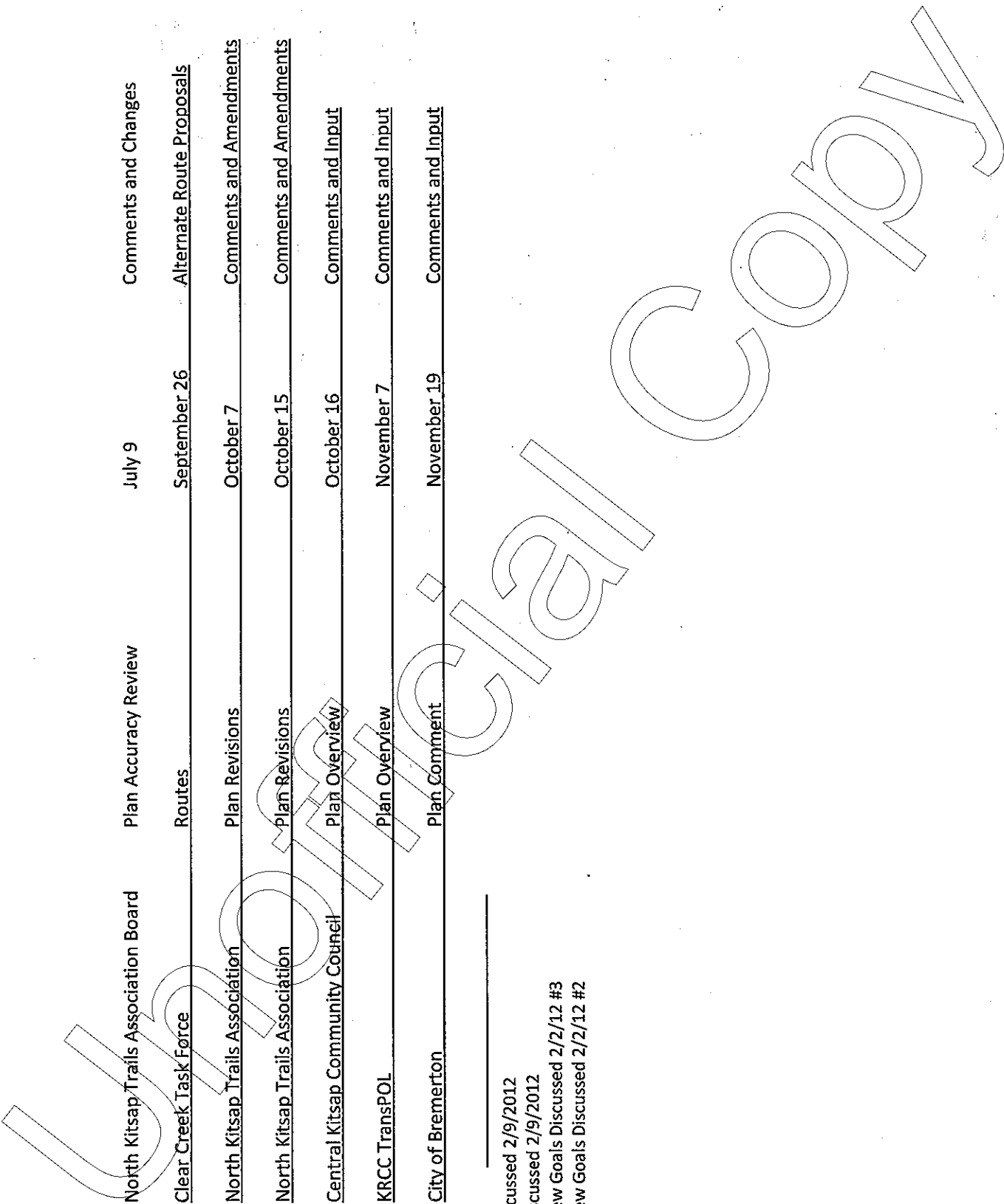
Community and Special Interest Meetings 2012-2013

Group/Organization	Meeting Format	Date	Topics
2012			
West Sound Cycle Club Meeting	presentation/discussion	January 4	Process, Schedule
Community Meeting South Kitsap	presentation/discussion	January 26	Process, Schedule
Community Meeting Central Kitsap	presentation/discussion	February 2	Goals & Policies
Community Meeting South Kitsap	presentation/discussion	February 8	Goals & Policies
City of Bremerton Public Works	presentation/discussion	February 13	Interface with City Plan
CKCC Meeting	presentation/discussion	February 15	Process, Schedule
Community Meeting Central Kitsap	presentation/discussion	February 16	Goals & Policies, Routes
Community Meeting South Kitsap	presentation/discussion	February 23	Goals & Policies, Routes
Community Meeting Central Kitsap	presentation/discussion	February 27	Routes, Standards
Back Country Horsemen	presentation/discussion	February 28	Routes, Standards
Community Meeting South Kitsap	presentation/discussion	March 7	Routes, Standards
Community Meeting Central Kitsap	presentation/discussion	March 13	Routes, Standards

City of Bremerton Public Works	presentation/discussion	March 19	Watershed Route
Kitsap-County Parks Board	presentation/discussion	March 21	Briefing to date
Private Land Owner Meeting	presentation/discussion	March 22	Routing on Property
Community Meeting South Kitsap	presentation/discussion	March 22	Routes, Priorities
BOCC Work Study	presentation/discussion	March 28	Briefing to date
Private Land Owner Meeting	presentation/discussion	April 11	Routing on Property
Private Land Owner Meeting	presentation/discussion	April 30	Routing on Property
Mason County Parks	presentation/discussion	May 8	Interface with Plans
NKTA Board Meeting	presentation/discussion	May 14	Briefing to date
Kingston Community Meeting	booth/discussion w/ individuals	May 17	Public Exhibit
Senator Rolifes Meeting	presentation/discussion	May 30	Briefing Plan, Issues
PSRC Meeting	presentation/discussion	May 31	Briefing of Plan
Mayor of Bremerton	presentation/discussion	May 31	Water Shed Route
Manchester Community Council	presentation/discussion	June 5	Effort to Date
Chico Creek Task Force	presentation/discussion	June 13	Route Options Chico
PSRC	presentation/discussion	June 15	Regional Bike Routes
Mayor of Bremerton	presentation/discussion	June 18	Jarstad Park Route
Harrison Hospital Exhibition	presentation/discussion	June 25	Public Exhibit
OPG Open House	exhibit/discussion	June 27	Public exhibit

Private Land Owner Meeting	presentation/discussion	July 25	Routing on property
Poulsbo Public Works Committee	presentation/discussion	July 25	Interface City Plan
Community Meeting South Kitsap	presentation/discussion	July 31	Neighborhood Trails
Community Meeting South Kitsap	presentation/discussion	August 2	Neighborhood Trails
Private Property Owner Workshop	presentation/discussion	August 20	Routing on Property
Private Property Owner Workshop	presentation/discussion	August 21	Routing on Property
Private Property Owner Workshop	Briefing and discussion	August 27	Routing on Property
Private Property Owner Workshop	Briefing and discussion	August 29	Routing on Property
KRCC TAC/Board Meeting	presentation/discussion	September 13	Effort to Date
Planning Directors meeting	presentation/discussion	October 9	Effort to Date
Green Mountain Supporters	presentation/discussions	October 12	Interface with GM Plans
Manchester Community Council	Update and presentation of Draft	October 23	Effort to Date, Schedule
WSDOT Real Estate, & Design	Discussion and Review of Alignment	December 18	Submittal Process
2013			
West Sound Cycle Club	Update and Draft presentation	February 6	Q & A
Chico Creek Task Force	Update and Draft presentation	February 7	Q & A
PSRC	Update and Draft presentation	February 13	Funding Strategies
Bremerton Public Works, & DCD	Update and Draft presentation	February 21	Q & A
KCAC Trail Subcommittee	Map updates and revisions	May 8	Discussion

North Kitsap Trails Association Board	Plan Accuracy Review	July 9	Comments and Changes
Clear Creek Task Force	Routes	September 26	Alternate Route Proposals
North Kitsap Trails Association	Plan Revisions	October 7	Comments and Amendments
North Kitsap Trails Association	Plan Revisions	October 15	Comments and Amendments
Central Kitsap Community Council	Plan Overview	October 16	Comments and Input
KRCC TransPOL	Plan Overview	November 7	Comments and Input
City of Bremerton	Plan Comment	November 19	Comments and Input

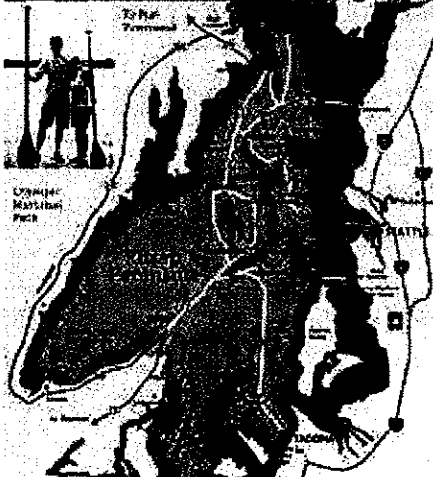


ⁱ Discussed 2/9/2012
ⁱⁱ Discussed 2/9/2012
ⁱⁱⁱ New Goals Discussed 2/2/12 #3
^{iv} New Goals Discussed 2/2/12 #2



The Kitsap Peninsula Water Trails Map

2013



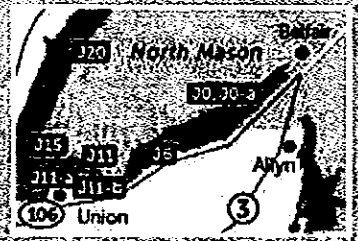
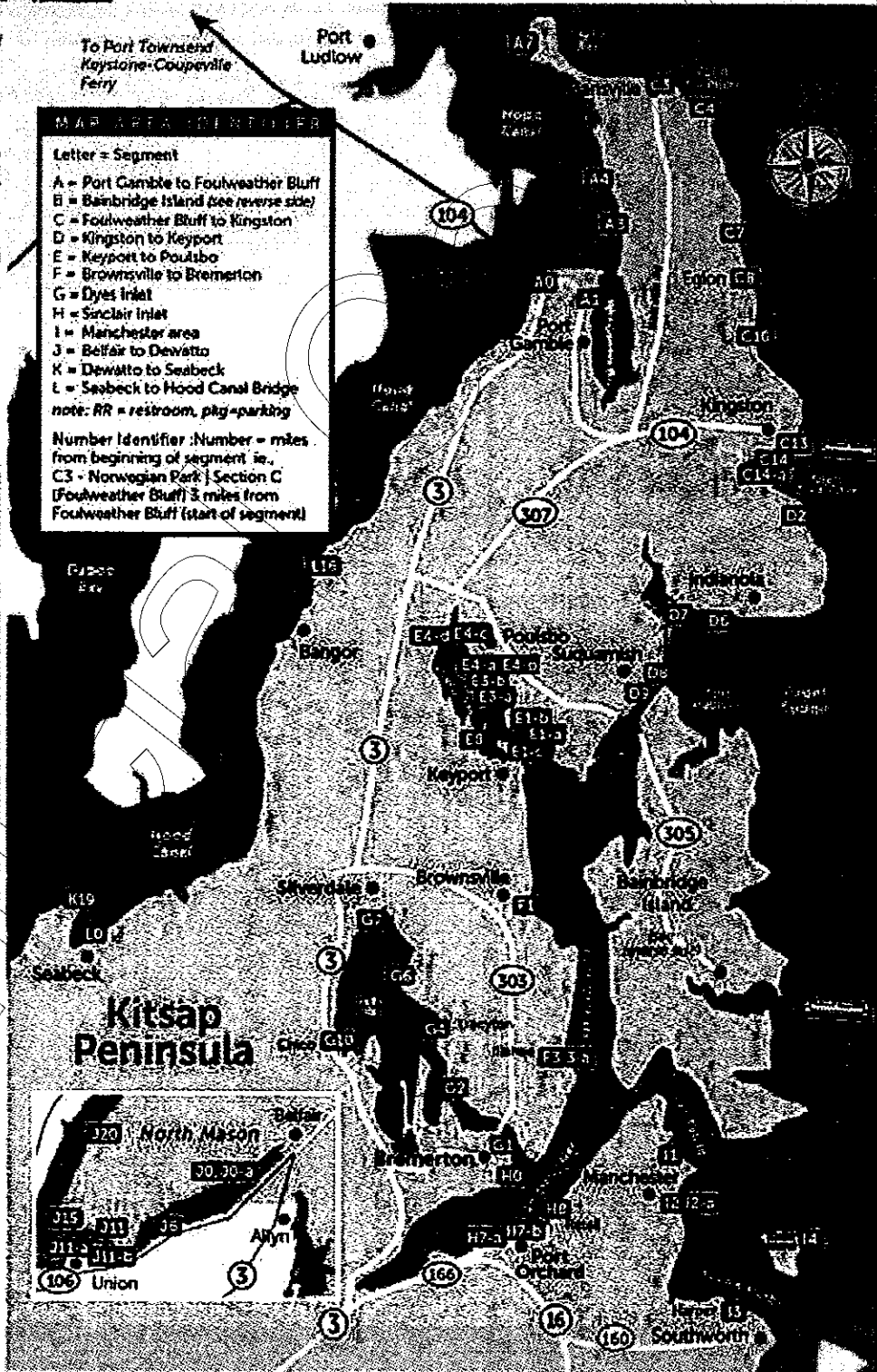
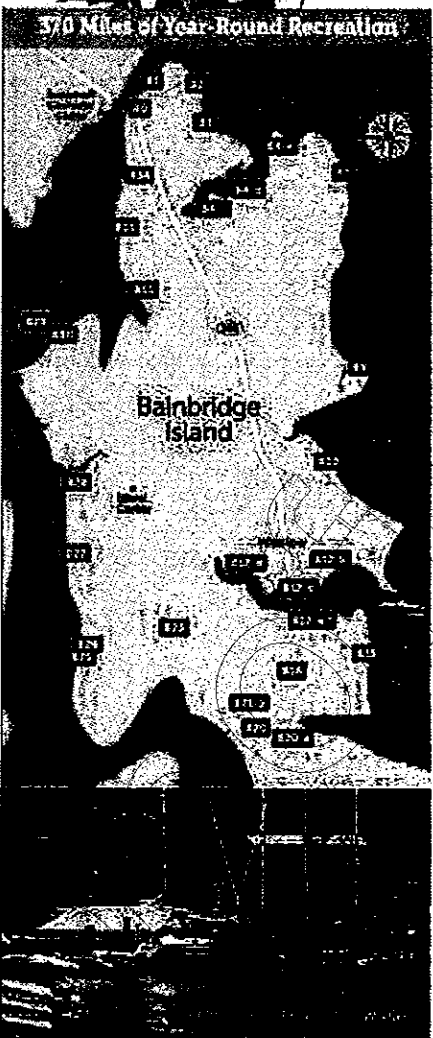
MAP AREA IDENTIFIER

Letter = Segment

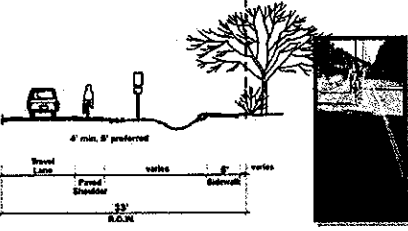
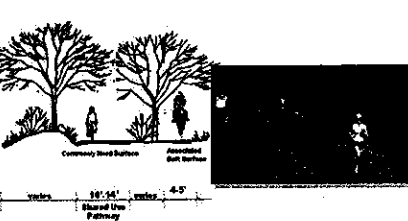
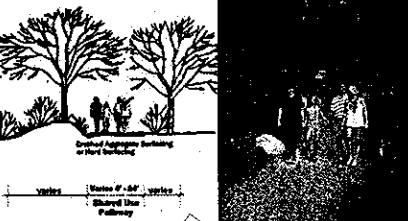
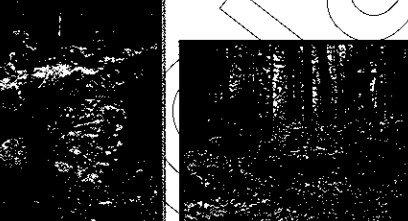
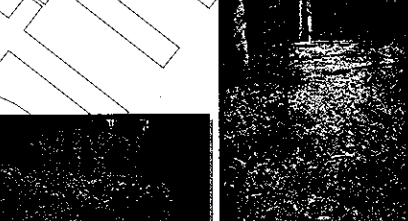
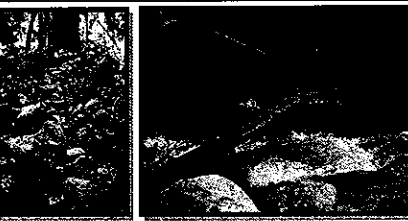

- A = Port Comble to Foulweather Bluff
- B = Bainbridge Island (see reverse side)
- C = Foulweather Bluff to Kingston
- D = Kingston to Keyport
- E = Keyport to Poulsbo
- F = Brownsville to Bremerton
- G = Dyes Inlet
- H = Sinclair Inlet
- I = Manchester area
- J = Belfair to Dewatto
- K = Dewatto to Seabeck
- L = Seabeck to Hood Canal Bridge

note: RR = restroom, phy = parking

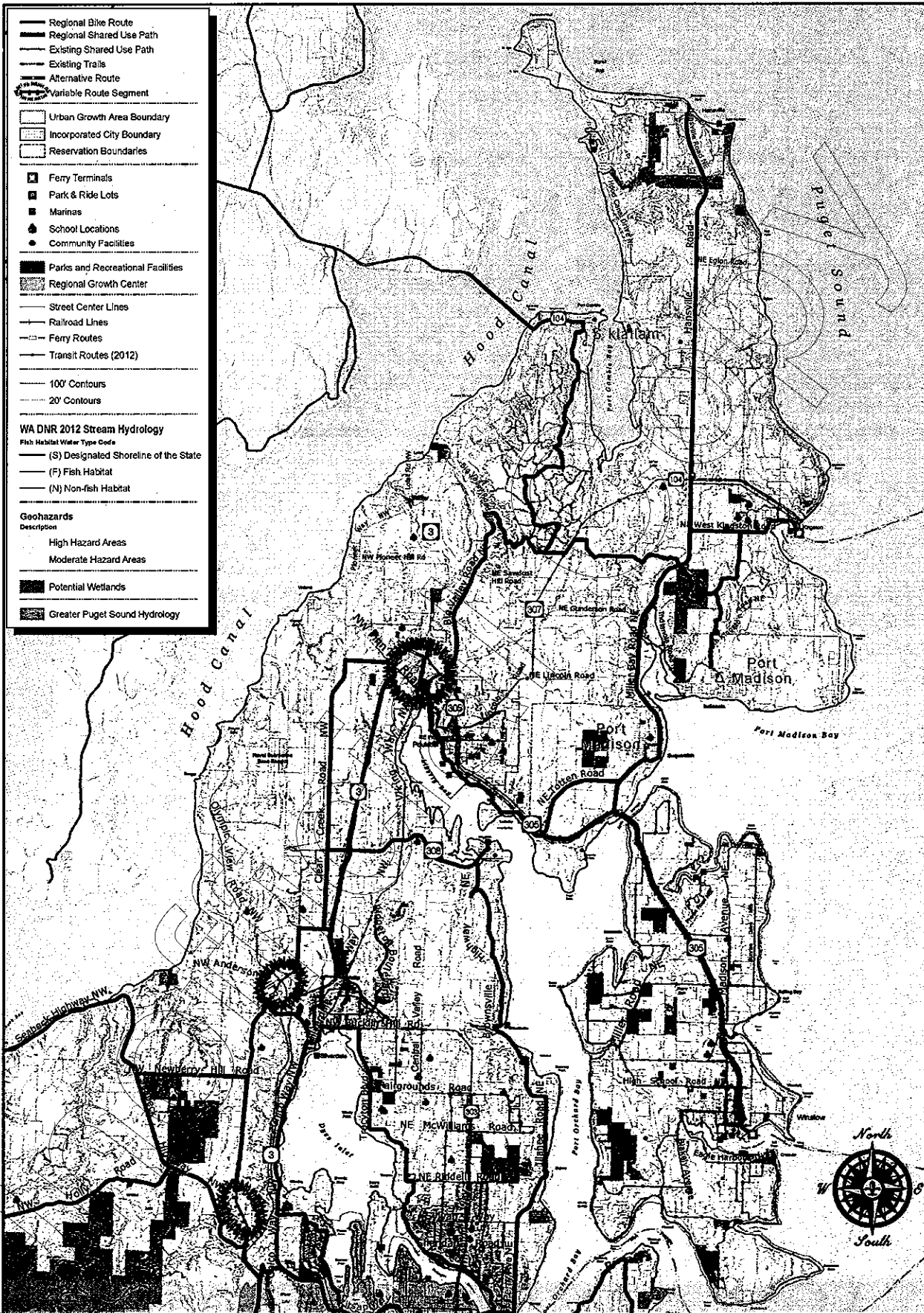
Number Identifier: Number = miles from beginning of segment, ie., C3 = Norwegian Park | Section C (Foulweather Bluff) 3 miles from Foulweather Bluff (start of segment)



Non-Motorized Facilities

CATEGORY	CHARACTERIZATION	REQUIREMENTS & REGULATIONS	POTENTIAL FUNDING SOURCES
<p>ON-ROAD FACILITIES</p> <p>Design standards and guidelines are well developed for on-street facilities and are routinely used by Kitsap County Public Works staff in the design, construction, and maintenance of county roads. In addition to standard guides and manuals for road development, two important and well illustrated technical sources are available for the design of bicycle and pedestrian facilities from the Washington Department of Transportation. The Design Guide to Bicycling Facilities and the Design Guide to Pedestrian Facilities are both available online at the agency's website (www.wsdot.wa.gov/bike). A basic cross section for typical on-street improvements are included in this chart. There are many configurations of possible bicycle facilities in Urban Growth Areas. These configurations are illustrated in the referenced documents.</p>		<p>Must meet all 2012 WSDOT Design Criteria for Shoulder Additions.</p> <p>NACTO Urban Bikeway Design Guide, 2012 National Association of City Transportation Officials, state-of-the-practice solutions that can help create complete streets that are safe and enjoyable for bicyclists. http://nacto.org/sites/default/files/design-guide/</p> <p>2. Guide for the Development of Bicycle Facilities, 2012 (ASHTO Bike Guide)</p> <p>Designing Sidewalks and Trails for Access: A two-part report on pedestrian accessibility, produced for FHWA LAG Manual, Chapter 42—City and County Design Standards</p> <p>Manual on Uniform Traffic Control Devices (MUTCD)</p> <p>Content Sensitive Design Executive Order</p> <p>WSDOT Design Manual, 2011, Chapter 1520 Roadway Bicycle Facilities</p>	<p>Active Transportation (Non-Motorized) Funding Sources</p> <p>Federal Funding Sources</p> <p>The 2012 Funding Package recently approved consolidates previous programs into a program called MAP-21 (Moving Ahead for Progress in the 21st Century). MAP-21, the Moving Ahead for Progress in the 21st Century Act (P.L. 112-541), was signed into law by President Obama on July 6, 2012. Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014. MAP-21 is the first long-term highway authorization enacted since 2005. The funding for non-motorized facilities is split up to individual states.</p> <p>State Funding Sources</p> <p>Statewide Transportation Improvement Program (STIP)</p> <p>Urban Sewer Program</p> <p>Washington Transportation Improvement Board</p> <p>Washington Wildlife and Recreation Program</p> <p>Recreation and Conservation Board</p> <p>Traffic Safety Grants</p> <p>WA Traffic Safety Commission</p> <p>Hazard Mitigation Safety Grants</p> <p>Intersection and Corridor Safety Program</p> <p>WSDOT</p> <p>Regional Funding Sources</p> <p>STP Regional Funds are state and federal funds distributed through Metropolitan Planning Organizations (MPO) and JPOC</p> <p>Local Funding Sources</p> <p>Local jurisdiction funding</p> <p>Local bond measures/levies</p> <p>System Development Charges/Developer Impact Fees</p> <p>Local Improvement Districts (LID)</p> <p>Real Estate Excise Tax (REET)</p> <p>Motor Vehicle Excise Tax (MVEET)</p> <p>Lodging Tax (hotel/motel tax)</p> <p>Private Funding Sources</p> <p>Private developers could fund improvements themselves as part of a development</p> <p>Public agencies could develop codes that encourage and provide incentives for trails and non-motorized facilities.</p> <p><i>Note: Federal & WSDOT Funds may not be used for facilities on private land.</i></p>
<p>SHARED USE PATHS/REGIONAL CONNECTIONS</p> <p>Trail Class 5 - Fully Developed</p> <p>This order of trails commonly highly modified to allow development of wide, stable, uniform, smooth-surfaced and continuous pathways. The trail surfaces are hardened with asphalt or similar material. They may include bridges, boardwalks, curbs, handrails, trailside amenities, and similar features. Obstacles are cleared from the route and its borders to safeguard natural resources and for user convenience. Geography is generally modified to achieve a gradient of less than eight percent. Lane widths are often double to accommodate traffic volumes. Commonly associated with commuter routes, urban and growth centers or high-use recreation sites, structures are usual. Signposts for route recognition, accessibility, regulatory resource protection and destination indication are widespread, particularly at trailheads and junctions.</p>		<p>Must meet all 2012 WSDOT Design Criteria for Shared use Paths.</p> <p>Federal Highway Administration, FHWA, 2004, 2008, 2012, 2013</p> <p>2004 NACTO Pedestrian Guide</p> <p>2012 Guide for the Development of Bicycle Facilities, 2012 (ASHTO Bike Guide)</p> <p>WSDOT Design Manual, 2011 Chapter 1516 Shared Use Paths</p> <p>Manual on Uniform Traffic Control Devices (MUTCD)</p> <p>WSDOT Field Guide for Accessible Public Rights of Way</p>	<p>Local Funding Sources</p> <p>Local jurisdiction funding</p> <p>Local bond measures/levies</p> <p>System Development Charges/Developer Impact Fees</p> <p>Local Improvement Districts (LID)</p> <p>Real Estate Excise Tax (REET)</p> <p>Motor Vehicle Excise Tax (MVEET)</p> <p>Lodging Tax (hotel/motel tax)</p> <p>Private Funding Sources</p> <p>Private developers could fund improvements themselves as part of a development</p> <p>Public agencies could develop codes that encourage and provide incentives for trails and non-motorized facilities.</p> <p><i>Note: Federal & WSDOT Funds may not be used for facilities on private land.</i></p>
<p>COMMUNITY CONNECTORS</p> <p>Trail Class 4 - Highly Developed</p> <p>Trails in this category show evidence of development that supports wide, smooth surfaced and continuous pathways. The trail surfaces are often hardened and obstacles are cleared from the route and its borders to safeguard natural resources and for user convenience. Topography may be graded. Lane widths vary between single and double to accommodate traffic volumes. Structures of native or imported materials are substantial and common. Signposts for route recognition, accessibility, regulatory resource protection and destination indication are common, particularly at trailheads and junctions.</p>		<p>Grant agency requirements may be specific. General guidance may be found in the following references:</p> <ol style="list-style-type: none"> 1. Guide for the Planning, Design, and Operation of Pedestrian Facilities, 2004 (ASHTO Pedestrian Guide) 2. Designing Sidewalks and Trails for Access: A two-part report on pedestrian accessibility, produced for FHWA 3. Trail Fundamentals and Management Objectives, May 2011 USFS 	<p>Recreation Trails Funding Sources</p> <p>RCO (Washington Recreation and Conservation Office)</p> <p>State Recreation and Conservation Funding:</p> <ul style="list-style-type: none"> • NRP National Recreational Trails Program (backcountry trails) • WWRP Washington Wildlife and Recreation Program • ALEA Aquatic Lands Enhancement Act (navigable aquatic areas only) • LWCF Land and Water Conservation Fund • BFP Boating Facilities Program • NDVA Non-Highway and Off-Road Vehicle Activities Program (hiking, mountain biking and equestrian trails) • Salmon Recovery Funding Board (salmon habitat) • WWRP Washington Wildlife Recreation Program <p>Other Agency Funding:</p> <ul style="list-style-type: none"> • NCS Natural Resources and Conservation Service administrator Resource Conservation and Development Program by Secretary of Agriculture. www.nrcs.usda.gov • Federal or State easements <p>Local Sources of Grants, Revenue, and Implementation Mechanisms</p> <ul style="list-style-type: none"> • Conservation Easement Levy: A small fraction of property taxes used for land acquisition, including parks, trail corridors and recreation or open space areas is available to Counties. • Real Estate Excise Tax or REET, locally enacted on property sales, up to 5% can be used to pay for projects in the Capital Facilities Plan or 1% excise tax can be used for land conservation purposes. (In San Juan County a REET supports the San Juan County Land Bank which funds land acquisitions and conservation easements, including trail corridors.) • Private Sector funding sources: donations of land, easements or ROW, contributions of expertise, labor and materials by business, organizations, and individuals have helped develop entire projects or meet matching requirements. • Land Trusts are often instrumental in securing sites and corridors, both through purchases and conservation easements. • Developer requirements: Some counties require or provide incentives to provide amenities such as trails and open space, or may require impact fees. • Regional Park and Recreation districts (such as Bainbridge Metropolitan Park District and North Kitsap Park District) <p>Foundation Grants</p> <ul style="list-style-type: none"> • The Conservation Fund through the American Greenways Program helps build a national network of linked open spaces and natural areas, connecting communities to the outdoors. • Fish and Wildlife Foundation grants. • Kodak American Greenways Awards provides small grants for planning and design of greenways. greenways@conservationfund.org 703 525-6300 • The Bikes Belong Coalition, grants up to \$10,000, 303 443-4893 <p>Volunteers</p> <ul style="list-style-type: none"> • Local community groups and individuals. • Adopt-A-Trail programs (training available via Washington Trails Association) • The International Mountain Biking Association (IMBA) Trail Care Crew training. • Washington Trails Association training for hiking trail construction. • Recreatory Horsemen of Washington volunteer on equestrian trails. • Local kayaking groups have adopted Occanation Marine Trail campsites.
<p>NEIGHBORHOOD CONNECTORS</p> <p>Trail Class 3 - Developed</p> <p>This classification of trails is differentiated by development that supports obvious and continuous pathways. Generally lanes are single user width, but with "passing lanes" constructed to accommodate traffic volumes. Structures of native or imported materials, such as bridges protect resources. Signage for route identification, objective/goal markers, interpretive information, regulatory and resource protection are common, particularly at trailheads and junctions.</p>		<p>Grant agency requirements may be specific. General guidance may be found in the following references:</p> <ol style="list-style-type: none"> 1. USDA Trails Management Handbook (Forest Service Handbook 2309.18) 2. USDA Trail Construction and Maintenance Notebook, 2007 Edition 3. USDA Forest Service Outdoor Recreation Accessibility Guidelines (FSORAG) 4. USDA Forest Service Trail Accessibility Guidelines (FSTAG) 5. Federal Highway Administration Guidebook, 2001: Designing Sidewalks and Trails for Access, Part II: Best Practices Design Guide, Chapters 12 through 18, TRAIL DEVELOPMENT 6. Trail Fundamentals and Management Objectives, May 2011 USFS 	<p>Grant agency requirements may be specific. General guidance may be found in the following references:</p> <ol style="list-style-type: none"> 1. USDA Trails Management Handbook (Forest Service Handbook 2309.18) 2. USDA Trail Construction and Maintenance Notebook, 2007 Edition 3. USDA Forest Service Outdoor Recreation Accessibility Guidelines (FSORAG) 4. USDA Forest Service Trail Accessibility Guidelines (FSTAG) 5. Federal Highway Administration Guidebook, 2001: Designing Sidewalks and Trails for Access, Part II: Best Practices Design Guide, Chapters 12 through 18, TRAIL DEVELOPMENT 6. Trail Fundamentals and Management Objectives, May 2011 USFS
<p>LOCAL ACCESS</p> <p>Trail Class 2 - Moderately Developed</p> <p>Trails in this class are essentially unmodified yet distinguished by minor development. Modifications are sufficient to provide discernible and continuous pathways for moderate volumes of varied users. Structures, when present, are typically built with native materials to protect trail resources and infrastructure. Natural features such as brush, rocks and logs border these rough, mostly single lane routes. Vegetation may encroach upon the trail and passing lanes at rate. Grades and drainages are largely unchanged from their natural state, although bridges may be installed to preserve native assets. Signage for route identification is present. Destination markers, interpretive information, regulatory and resource protection signs are infrequent.</p>		<p>Grant agency requirements may be specific. General guidance may be found in the following references:</p> <ol style="list-style-type: none"> 1. USDA Trails Management Handbook (Forest Service Handbook 2309.18) 2. USDA Trail Construction and Maintenance Notebook, 2007 Edition 3. USDA Forest Service Outdoor Recreation Accessibility Guidelines (FSORAG) 4. USDA Forest Service Trail Accessibility Guidelines (FSTAG) 5. Federal Highway Administration Guidebook, 2001: Designing Sidewalks and Trails for Access, Part II: Best Practices Design Guide, Chapters 12 through 18, TRAIL DEVELOPMENT 6. Trail Fundamentals and Management Objectives, May 2011 USFS 	<p>Grant agency requirements may be specific. General guidance may be found in the following references:</p> <ol style="list-style-type: none"> 1. USDA Trails Management Handbook (Forest Service Handbook 2309.18) 2. USDA Trail Construction and Maintenance Notebook, 2007 Edition 3. USDA Forest Service Outdoor Recreation Accessibility Guidelines (FSORAG) 4. USDA Forest Service Trail Accessibility Guidelines (FSTAG) 5. Federal Highway Administration Guidebook, 2001: Designing Sidewalks and Trails for Access, Part II: Best Practices Design Guide, Chapters 12 through 18, TRAIL DEVELOPMENT 6. Trail Fundamentals and Management Objectives, May 2011 USFS
<p>GENERAL SHORTCUTS, FREELANCE DEVELOPMENT</p> <p>Trail Class 1 - Minimally Developed</p> <p>This class of trails is identifiable by minimal enhancement of these relatively low volume, foot traffic routes. Natural features such as brush, rocks or logs frame and may obscure or block these often narrow, primitive and single lane paths. Grades and drainages are largely unchanged from their natural state. Minimal signage for route identification, interpretive information, regulatory and resource protection are infrequent to nonexistent.</p>		<p>Classification Criteria and Management can be found in the following document:</p> <ol style="list-style-type: none"> 1. Trail Fundamentals and Management Objectives, May 2011 USFS 	<p>Classification Criteria and Management can be found in the following document:</p> <ol style="list-style-type: none"> 1. Trail Fundamentals and Management Objectives, May 2011 USFS
<p>WATER TRAILS</p> <p>The vision for Kitsap a Kitsap County Water Trail is a network of launch and landing sites, or "trail heads", that allow people in paddle or small sail boats to enjoy the historic scenic and environmental richness of Puget Sound through multiple-day and single-day trips. The water trails will promote safe and responsible use, while protecting and increasing appreciation of environmental and cultural resources through education and coordination.</p>		<p>There is no official guide to standards or design requirements. An important ingredient in the concept of nearly all modern water trails, and probably the most significant in its long-term effect, is an ethic of low impact use and stewardship of the lands and waters being used. In short, users assume a personal responsibility for the care of the resource.</p>	<p>There is no official guide to standards or design requirements. An important ingredient in the concept of nearly all modern water trails, and probably the most significant in its long-term effect, is an ethic of low impact use and stewardship of the lands and waters being used. In short, users assume a personal responsibility for the care of the resource.</p>

Non-Motorized Regional Routes in North Kitsap County



Kitsap County
 Special Projects Division & Community Development
 614 Division Street
 Port Orchard, Washington 98366
 VOICE (360) 337-5777

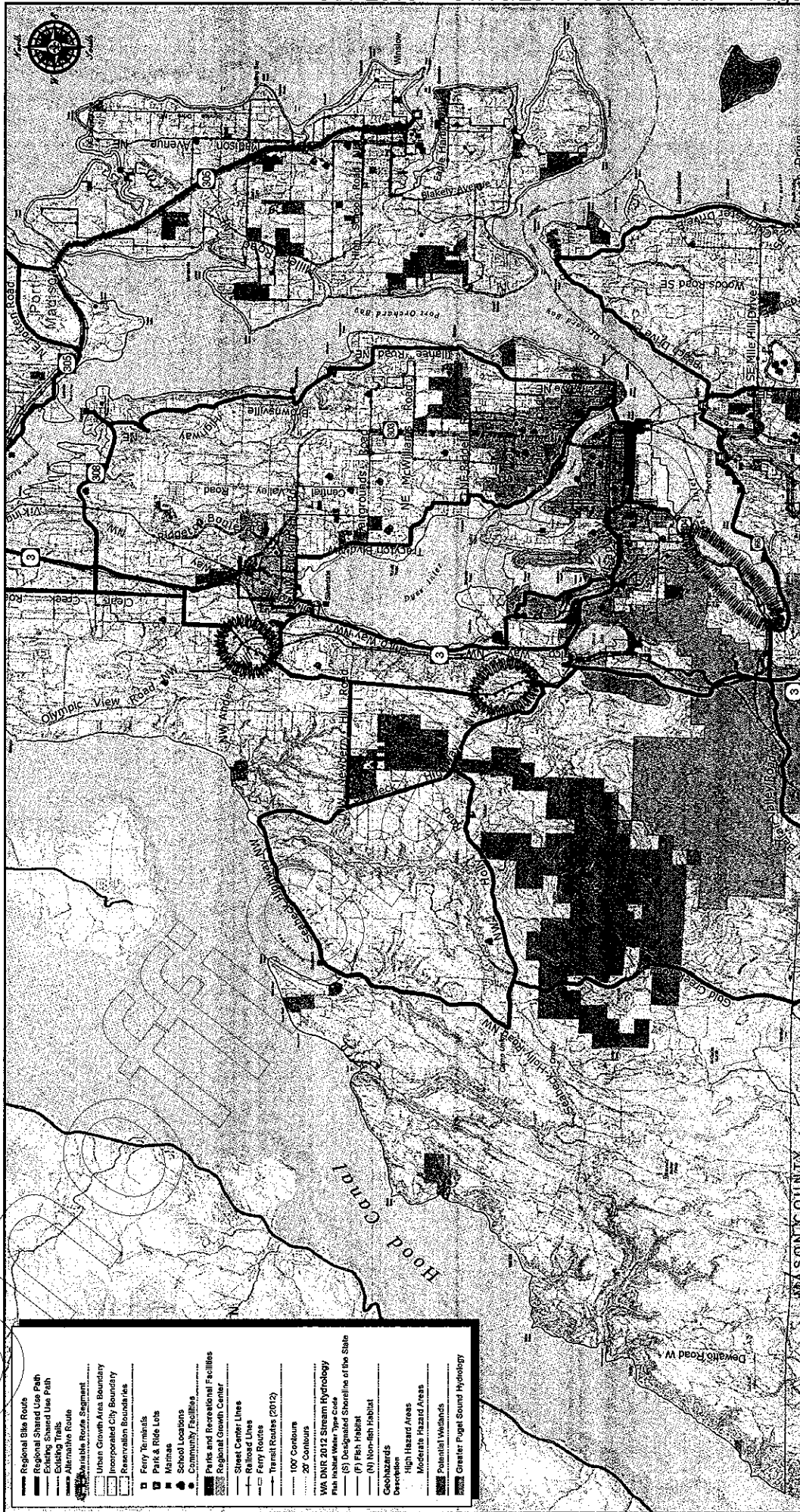


0 0.5 1 2 3 4 Miles

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Map Date: October, 2013

Non-Motorized Regional Routes in Central Kitsap



- Regional Bike Route
- Regional Shared Use Path
- Existing Shared Use Path
- Existing Trails
- Alternative Route
- Variable Route Segment
- Urban Growth Area Boundary
- Incorporated City Boundary
- Reservaton Boundaries
- Ferry Terminals
- Park & Ride Lots
- Maraud
- School Locations
- Community Facilities
- Piers and Recreational Facilities
- Regional Growth Center
- Street Center Lines
- Railroad Lines
- Ferry Routes
- Transit Routes (2012)
- 100' Contours
- 20' Contours
- WA DNR 2012 Stream Hydrology
- Park Habitat Water Type Code
- (S) Designated Shoreline of the State
- (F) Fish Habitat
- (N) Non-fish Habitat
- Creeks/streams
- High Hazard Areas
- Moderate Hazard Areas
- Potential Wetlands
- Greater Puget Sound Hydrology

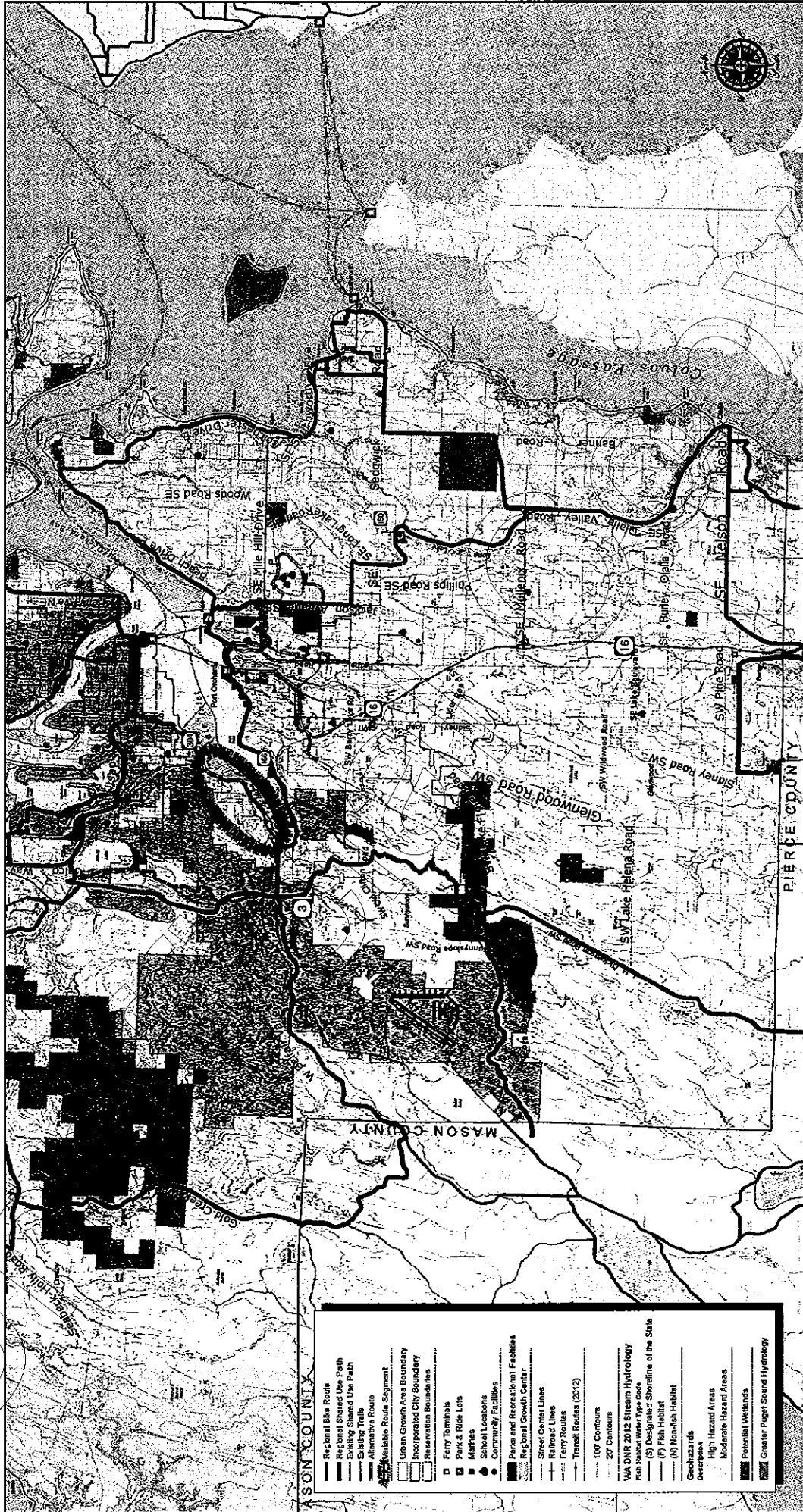


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Non-Motorized Regional Routes in South Kitsap



	Regional Bike Route
	Regional Shared Use Path
	Existing Shared Use Path
	Existing Trails
	Alternative Route
	Variable Road Segment
	Urban Growth Area Boundary
	Incorporated City Boundary
	Preservation Boundaries
	Ferry Terminal
	Park & Ride Lots
	Marina
	School Locations
	Community Facilities
	Parks and Recreational Facilities
	Regional Growth Center
	Street Center Line
	Railroad Lines
	Ferry Routes
	Transit Routes (2012)
	100' Contours
	20' Contours
	WA DNR 2012 Stream Hydrology
	Reach Water Type Code
	(S) Designated Shoreline of the State
	(F) Fish Habitat
	(N) Non-fish Habitat
	Geohazards
	High Hazard Areas
	Moderate Hazard Areas
	Potential Wetlands
	Coastal Puget Sound Hydrology

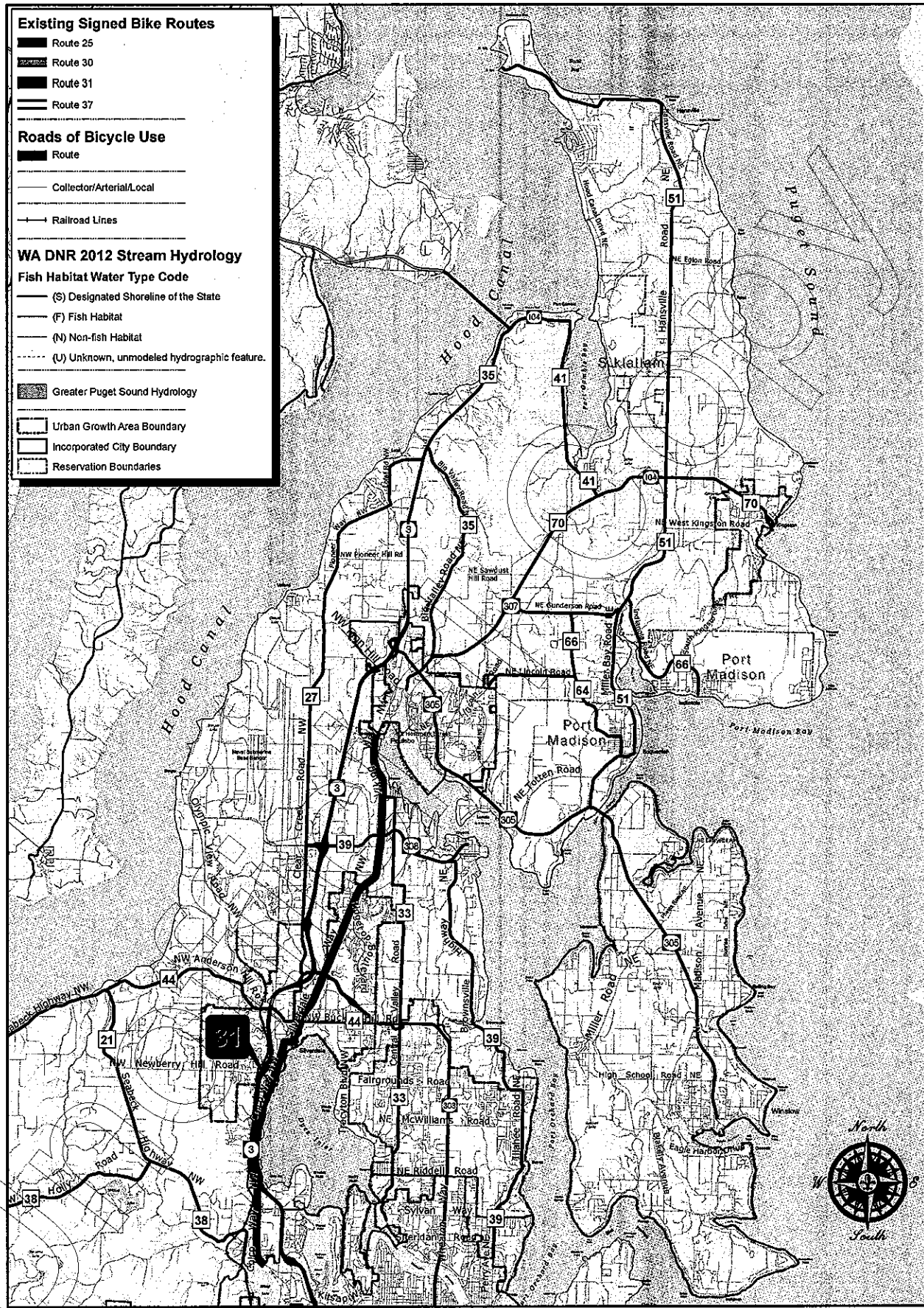


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Map Date: October, 2013

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Routes of Bicycle Use in North Kitsap County

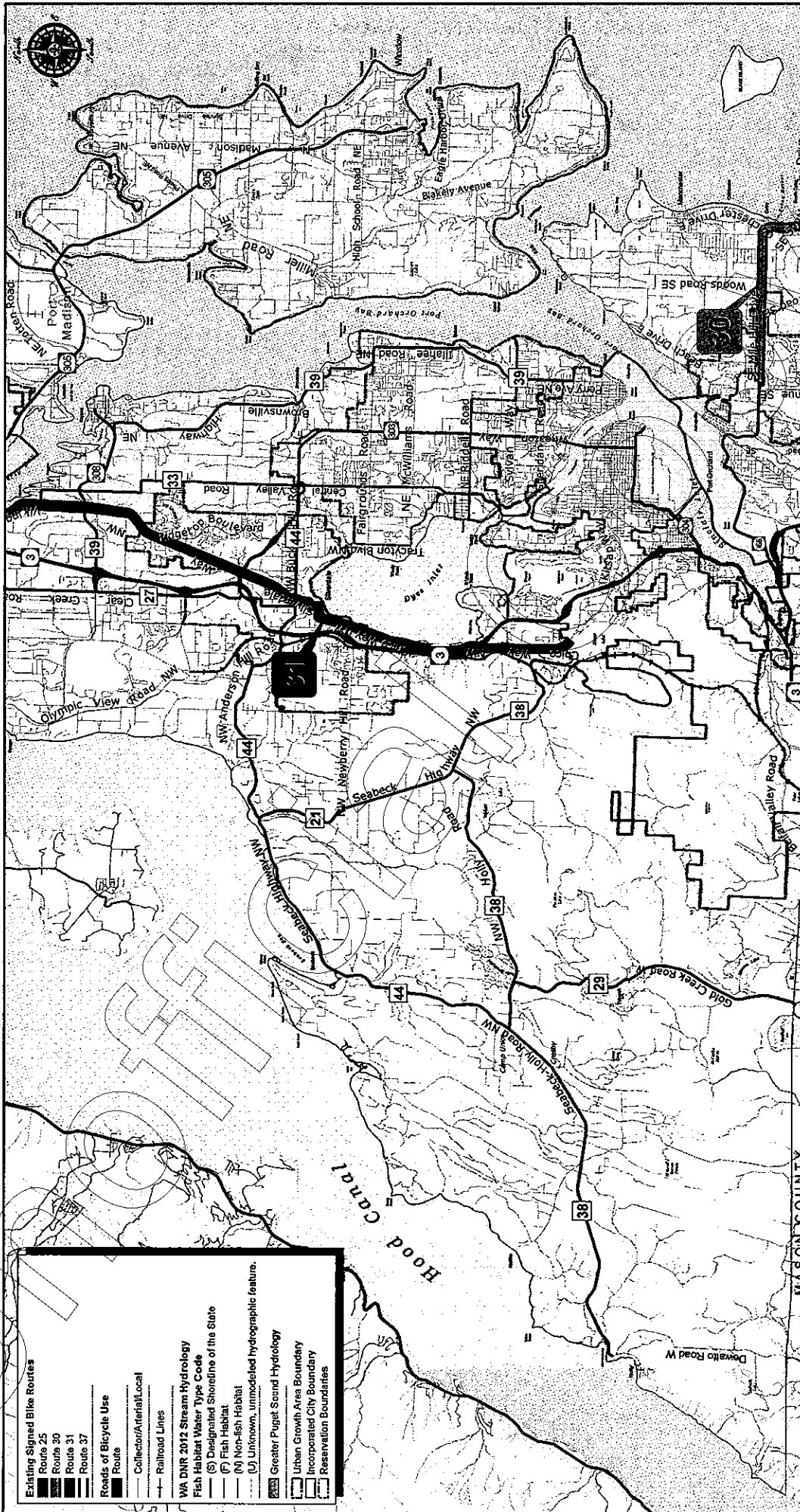


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Routes of Bicycle Use in Central Kitsap County



- Existing Signed Bike Routes**
- Route 25
 - Route 30
 - Route 31
 - Route 37
- Roads of Bicycle Use**
- Route
 - Collector/Arterial/Local
 - Railroad Lines
- WA DNR 2012 Stream Hydrology**
- Fish Habitat Water Type Code**
- (S) Designated Shoreline of the State
 - (F) Fish Habitat
 - (N) Non-fish Habitat
 - (U) Unknown, unmodeled hydrographic feature.
- Greater Puget Sound Hydrology**
- Urban Growth Area Boundary
 - Incorporated City Boundary
 - Reservation Boundaries

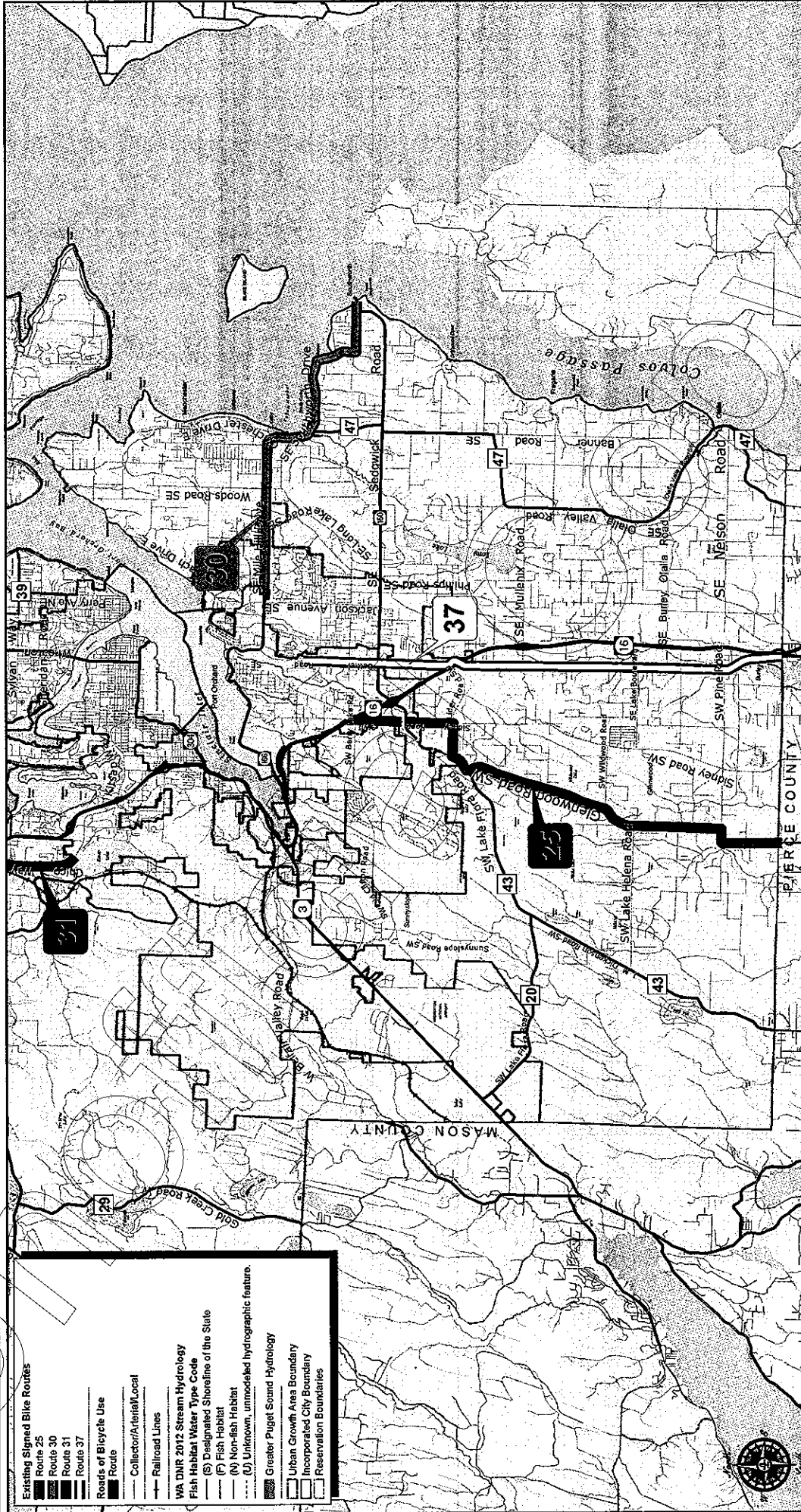
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Routes of Bicycle Use in South Kitsap County



Existing Signed Bike Routes

- Route 25
- Route 30
- Route 31
- Route 37
- Route 39

Roads of Bicycle Use

- Route
- Collector/Arterial/Local
- Railroad Lines

WA DNR 2012 Stream Hydrology

- Fish Habitat Water Type Code
- (S) Designated Shoreline of the State
- (F) Fish Habitat
- (N) Non-fish Habitat
- (U) Untested, unmodeled hydrographic feature.

Greater Puget Sound Hydrology

- Urban Growth Area Boundary
- Incorporated City Boundary
- Reservation Boundaries

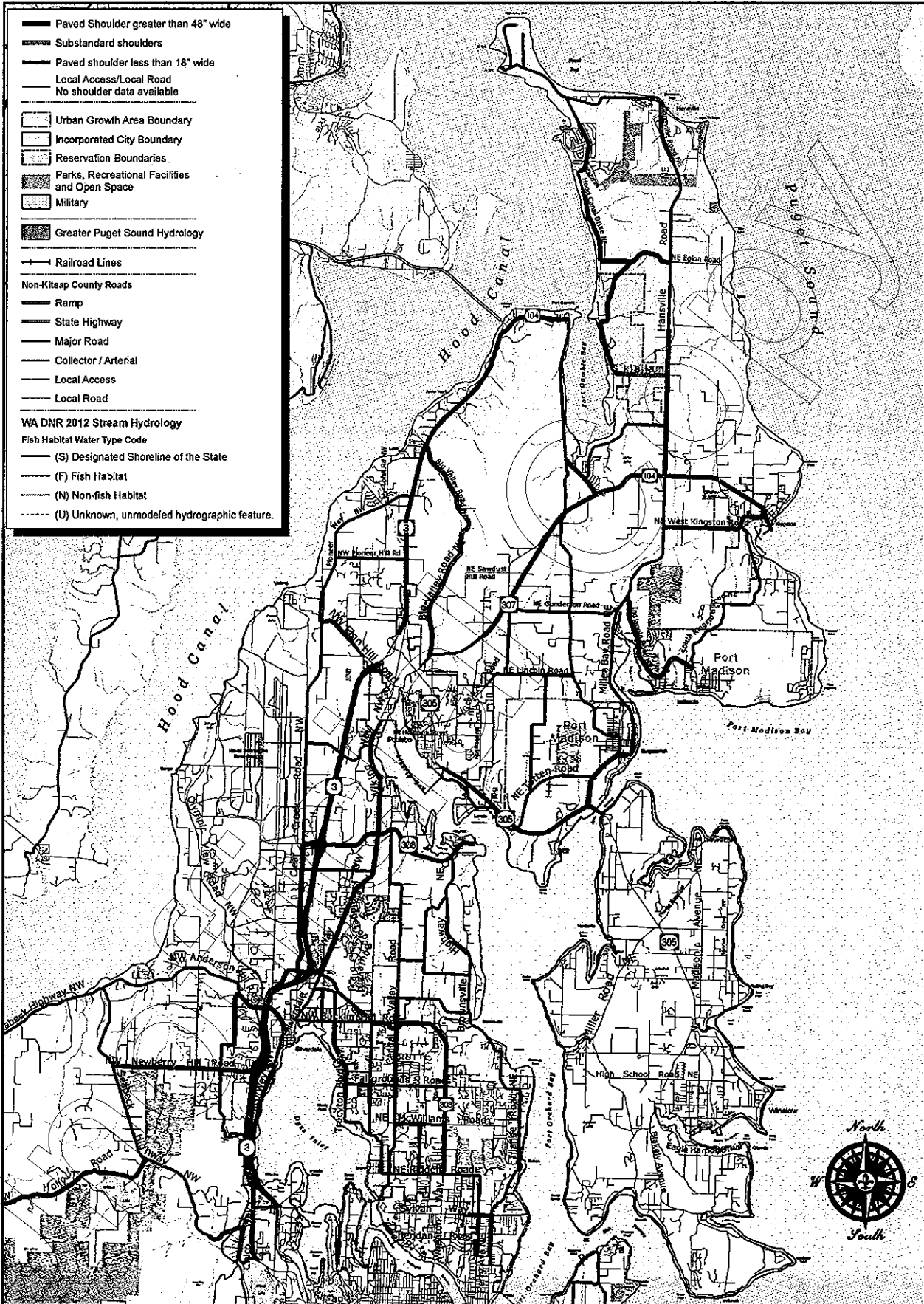
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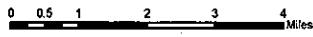


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Shoulder Conditions in North Kitsap County

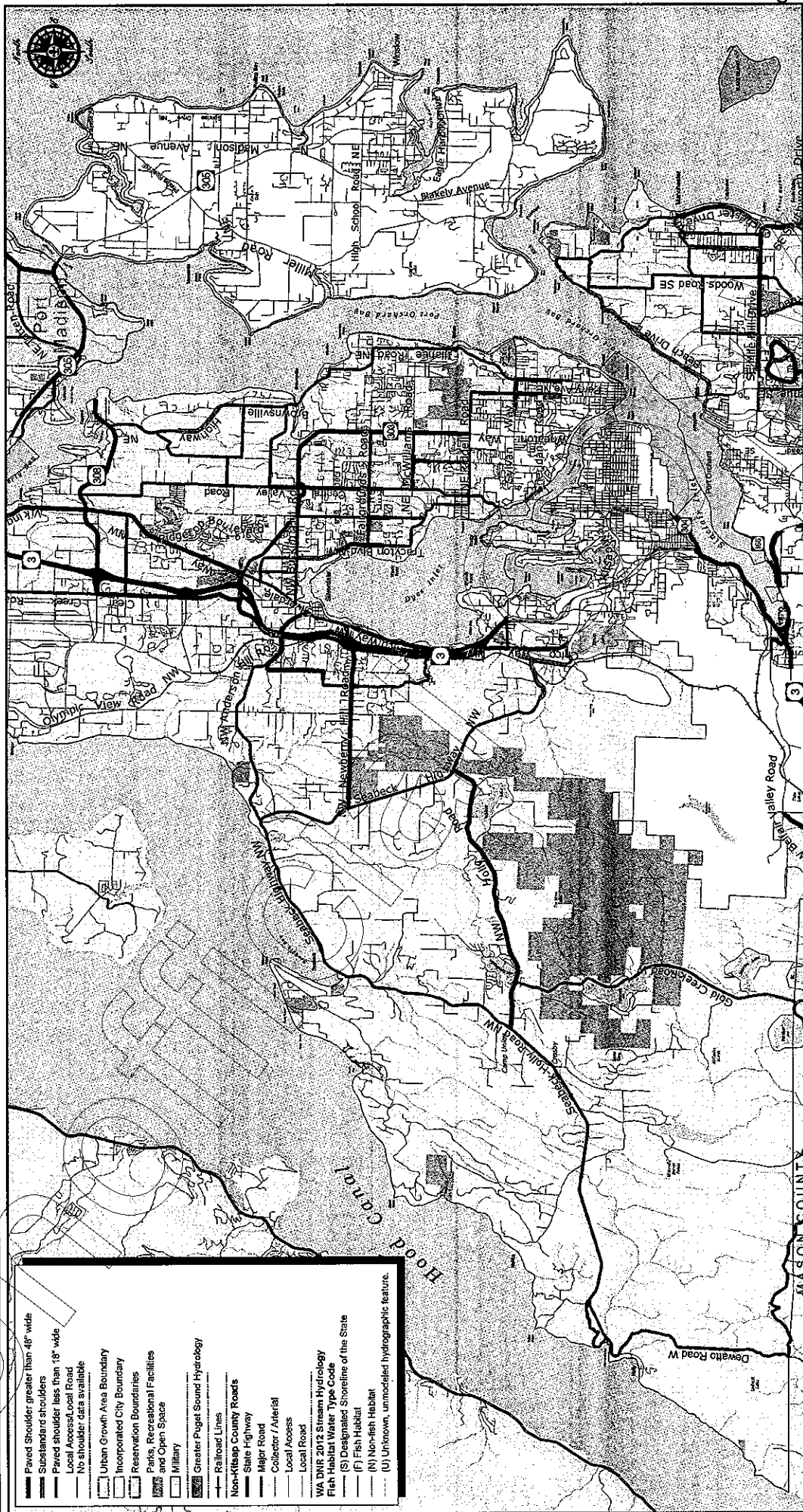


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 Map Date: October, 2013

Shoulder Conditions in Central Kitsap County



- Paved Shoulder greater than 48" wide
- Substandard shoulders
- Paved shoulder less than 18" wide
- Local Access/Local Road
- No shoulder data available
- Urban Growth Area Boundary
- Incorporated City Boundary
- Reservation Boundaries
- Parks, Recreational Facilities
- and Open Space
- Military
- Greater Puget Sound Hydrology
- Railroad Lines
- Non-Kitsap County Roads
- State Highway
- Major Road
- Collector / Arterial
- Local Access
- Local Road
- WA DNR 2012 Stream Hydrology
- Fish Habitat Water Type Code
- (S) Designated Shoreline of the State
- (F) Fish Habitat
- (N) Non-fish Habitat
- (U) Unknown, unmodeled hydrographic feature.

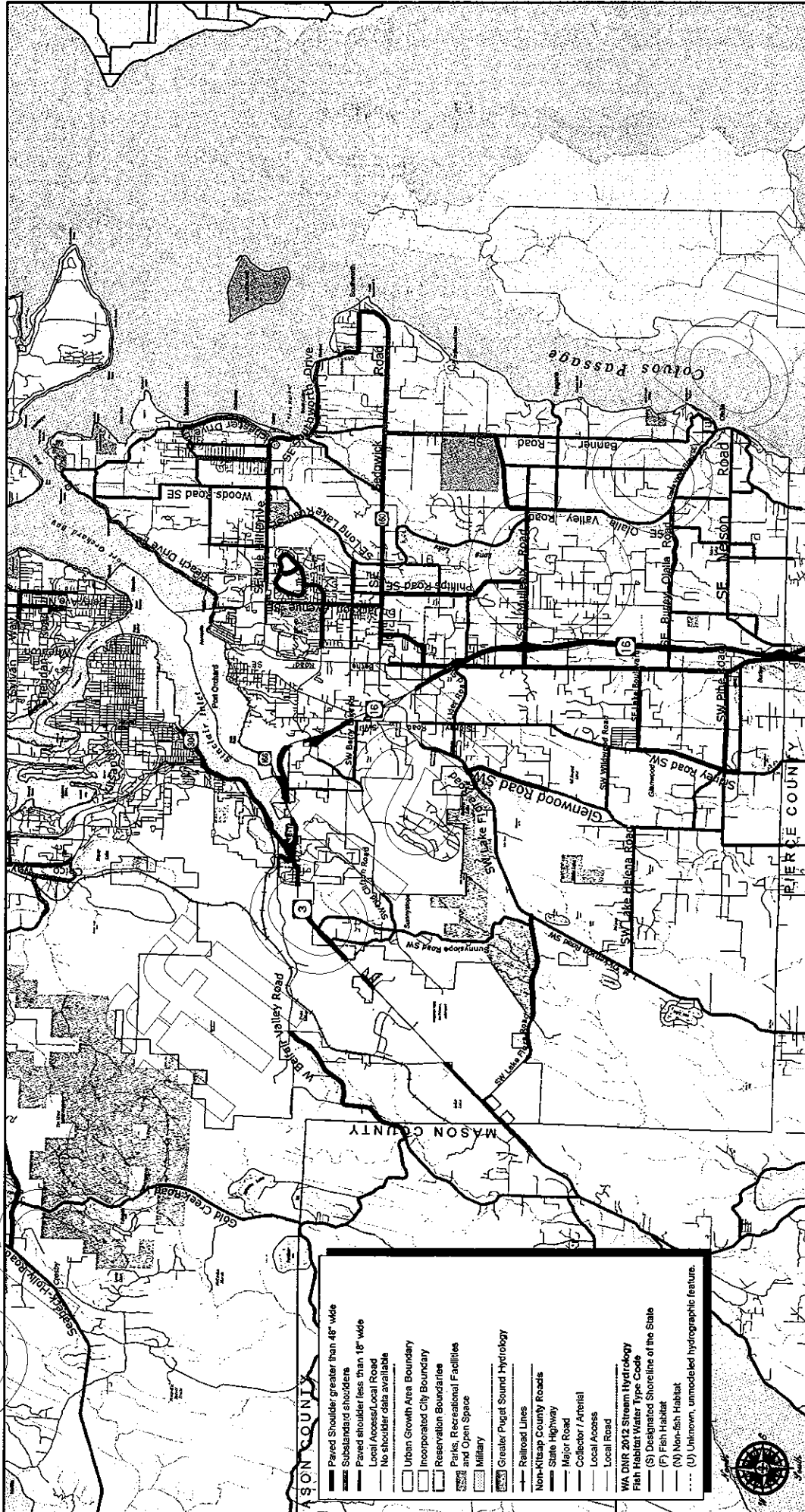
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Shoulder Conditions in South Kitsap County



- ▬ Paved Shoulder greater than 48" wide
- ▬ Substandard shoulders
- ▬ Paved shoulder less than 18" wide
- ▬ Local Access/Local Road
- ▬ No shoulder data available
- ▭ Urban Growth Area Boundary
- ▭ Incorporated City Boundary
- ▭ Reservation Boundaries
- ▭ Parks, Recreational Facilities and Open Space
- ▭ Military
- ▭ Greater Puget Sound Hydrology
- ▭ Railroad Lines
- ▭ Non-Kitsap County Roads
- ▭ State Highway
- ▭ Major Road
- ▭ Collector / Arterial
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- ▭ Local Road
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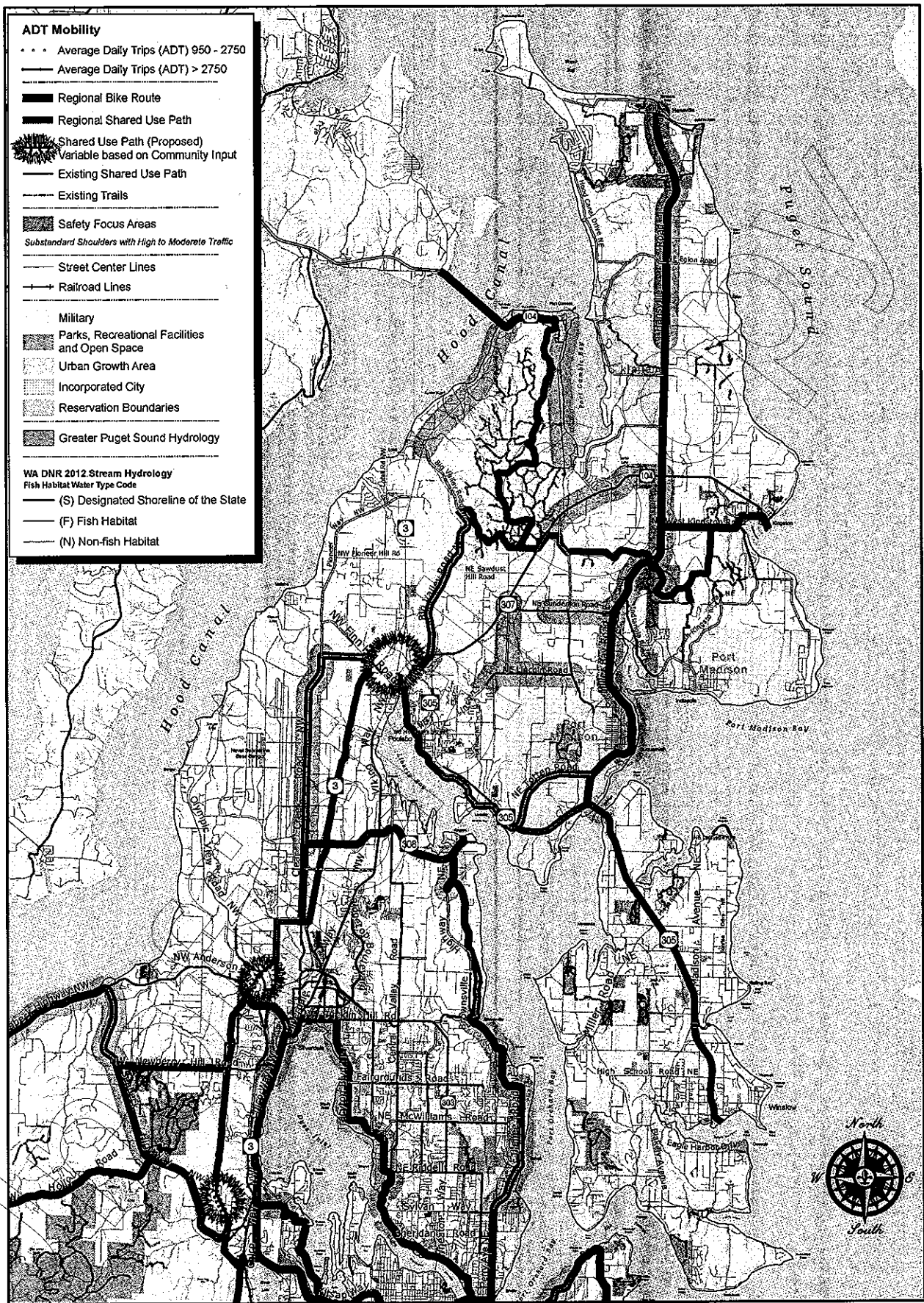


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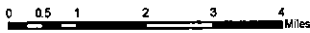
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Safety Focus Areas in North Kitsap County



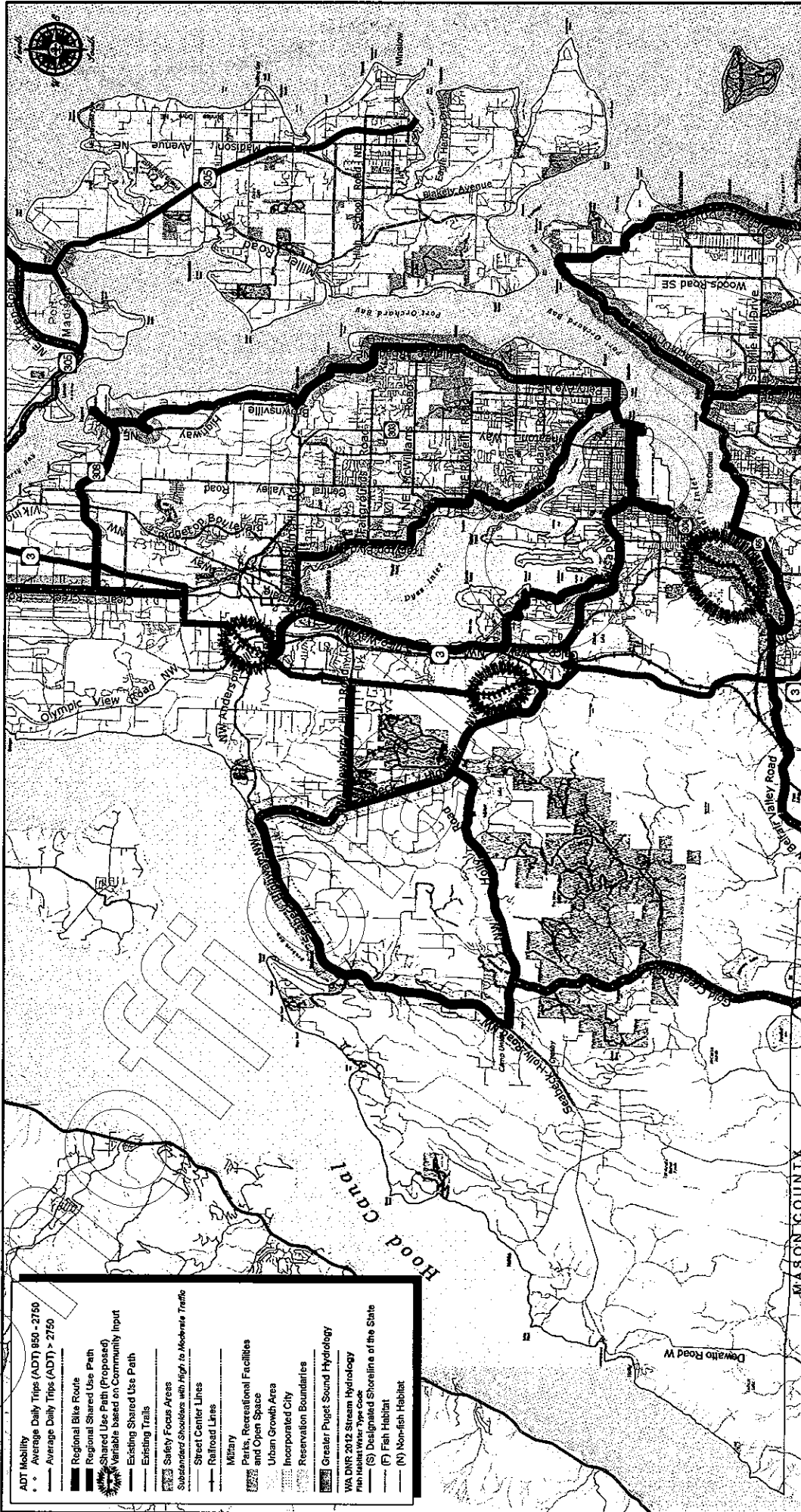
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Safety Focus Areas in Central Kitsap County



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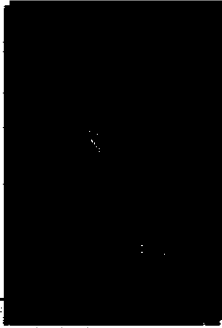
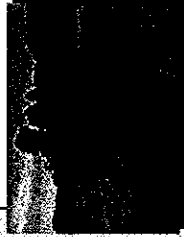


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Banner Forest

Kitsap County, Washington

- Existing Open Trails
- Regional Bike Routes
- Parks, Recreations Facilities and Open Space
- Designated Shoreline of the State
- Fish Habitat
- Non-fish Habitat
- Bay, estuary, Puget Sound
- Lake, Pond or Reservoir
- Marsh, wetland, swamp, bog
- State Highway
- Major Road
- Collector / Arterial
- Local Access/Local Road



Banner Forest Heritage Park

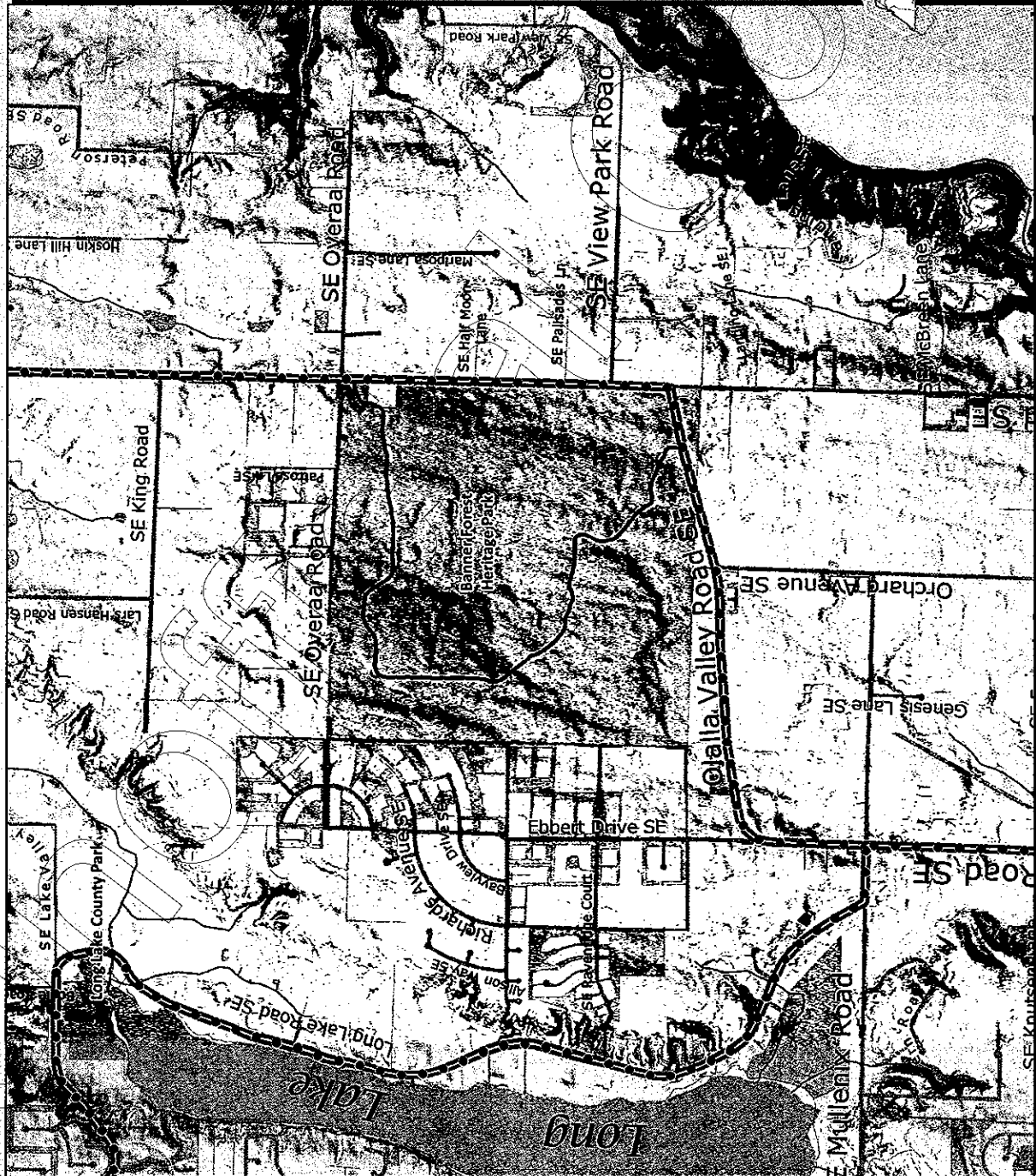
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* THIS MAP IS NOT A SUBSTITUTE FOR FIELD SURVEY. Existing data information provided by Kitsap County Parks and Rec, WA DNR and aerial imagery.

DRAFT
Map Date: October, 2012



Kitsap County Special Projects Division and
Department of Community Development
614 Division Street, MS-36
Port Orchard, Washington 98365



Central Kitsap

Kitsap County, Washington

- Existing Open Trails
- Regional Bike Routes
- Regional Shared Use Path
- Share Use Path
- Variable by Community Interest
- Parks, Recreations Facilities and Open Space
- Incorporated City Boundary
- Urban Growth Area Boundary
- Military
- Shoreline of the State
- Fish Habitat
- Non-fish Habitat
- Bay, estuary, Puget Sound
- Lake, Pond or Reservoir
- Marsh, wetland, swamp, bog
- State Highway
- Major Road
- Collector / Arterial
- Local Access/Local Road
- Railroad Lines



Wildcat Lake County Park

Newberry Hill Heritage Park



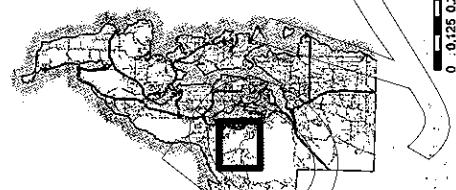
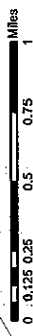
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Map Date: October, 2012



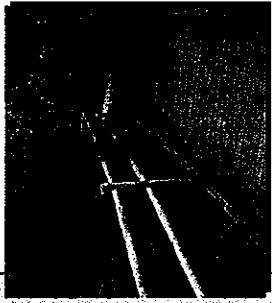
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 814 Division Street, MS-36
 Port Orchard, Washington 98366



Clear Creek Trail

Kitsap County, Washington

- Existing Open Trails
- Existing Shared Use Path
- Regional Bike Routes
- Regional Shared Use Path
- Shared Use Path
- Parks, Recreations Facilities and Open Space
- Urban Growth Area Boundary
- Shoreline of the State
- Fish Habitat
- Non-fish Habitat
- Bay, estuary, Puget Sound
- Lake, Pond or Reservoir
- Marsh, wetland, swamp, bog
- State Highway
- Major Road
- Collector / Arterial
- Local Access/Local Road
- Railroad Lines



Clear Creek Trail



Old Mill Park



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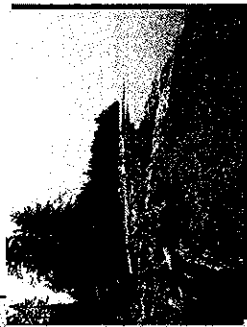
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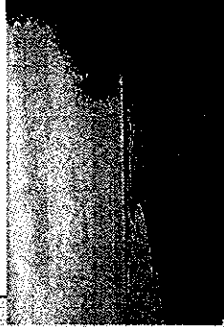
Egлон trails to Kington

Kitsap County, Washington

- Existing Open Trails
- Regional Priority Bike Routes
- Regional Shared Use Path
- Parks, Recreation Facilities and Open Space
- Urban Growth Area Boundary
- Shoreline of the State
- Fish Habitat
- Non-fish Habitat
- Bay, estuary, Puget Sound
- Lake, Pond or Reservoir
- Marsh, wetland, swamp, bog
- State Highway
- Major Road
- Collector / Arterial
- Local Access/Local Road



Egлон Beach



Egлон Boat Launch



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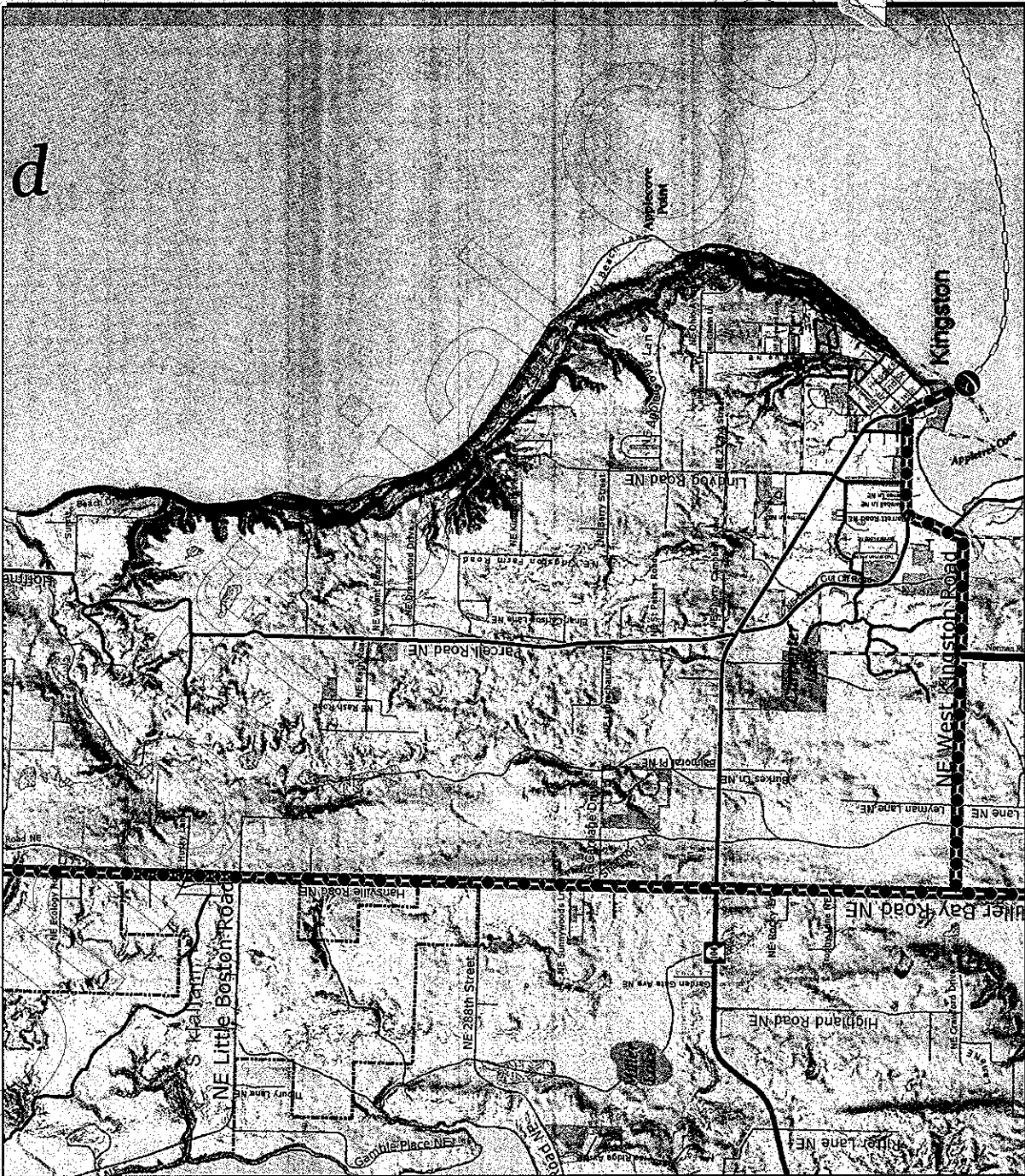
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d

Indianola

Kitsap County, Washington

- Existing Open Trails
- Existing Shared Use Path
- Regional Bike Routes
- Regional Shared Use Path
- Parks, Recreations Facilities and Open Space
- Reservation Boundaries
- Designated Shoreline of the State
- Fish Habitat
- Non-fish Habitat
- Bay, estuary, Puget Sound Lake, Pond or Reservoir
- Marsh, wetland, swamp, bog
- State Highway
- Major Road
- Collector / Arterial
- Local Access/Local Road



North Kitsap Heritage Park



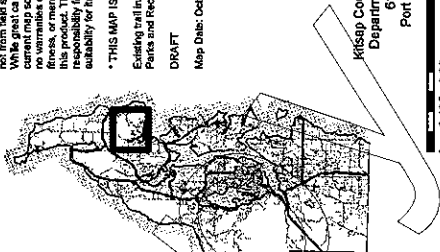
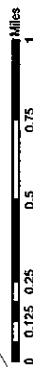
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Indianola Dock



Please note that these trails are draft and need further detail work.

Manchester

Kitsap County, Washington

- Existing Open Trails
- Regional Bike Routes
- Regional Shared Use Path
- Proposed by Manchester Community
 - Regional Shared Use Path (Proposed)
 - Regional Bike Routes (Proposed)
- Parks, Recreations Facilities and Open Space
 - Urban Growth Area Boundary
 - Designated Shoreline of the State
 - Fish Habitat
 - Non-fish Habitat
 - Bay, estuary, Puget Sound
 - Lake, Pond or Reservoir
 - Marsh, wetland, swamp, bog
- Highways
 - State Highway
 - Major Road
 - Collector / Arterial
 - Local Access/Local Road



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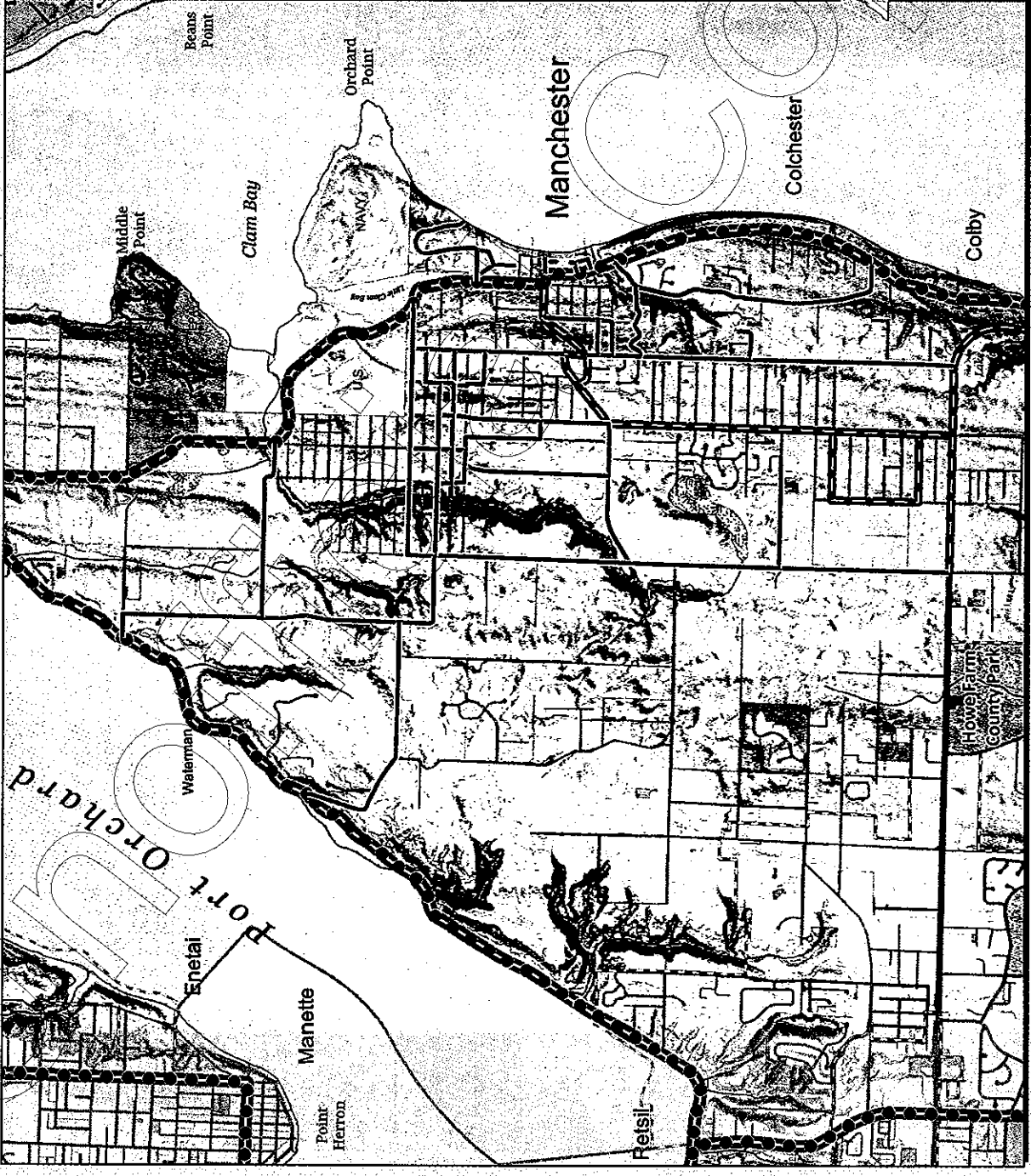
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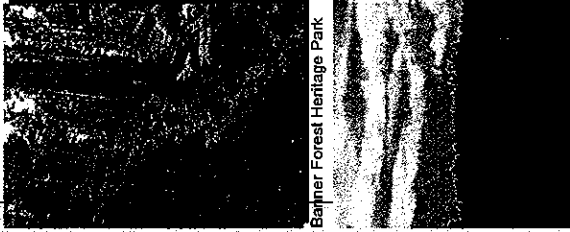
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Southworth/South Colby

Kitsap County, Washington

- Existing Open Trails
- Regional Bike Routes
- Regional Shared Use Path
- Proposed by Manchester Community
- Proposed Regional Shared Use Path
- Proposed Regional Bike Routes
- Parks, Recreations Facilities and Open Space
- Urban Growth Area Boundary
- Designated Shoreline of the State
- Fish Habitat
- Non-fish Habitat
- Bay, estuary, Puget Sound
- Lake, Pond or Reservoir
- Marsh, wetland, swamp, bog
- State Highway
- Major Road
- Collector/Arterial
- Local Access/Local Road

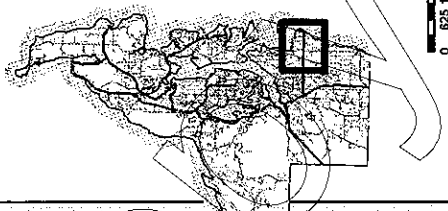
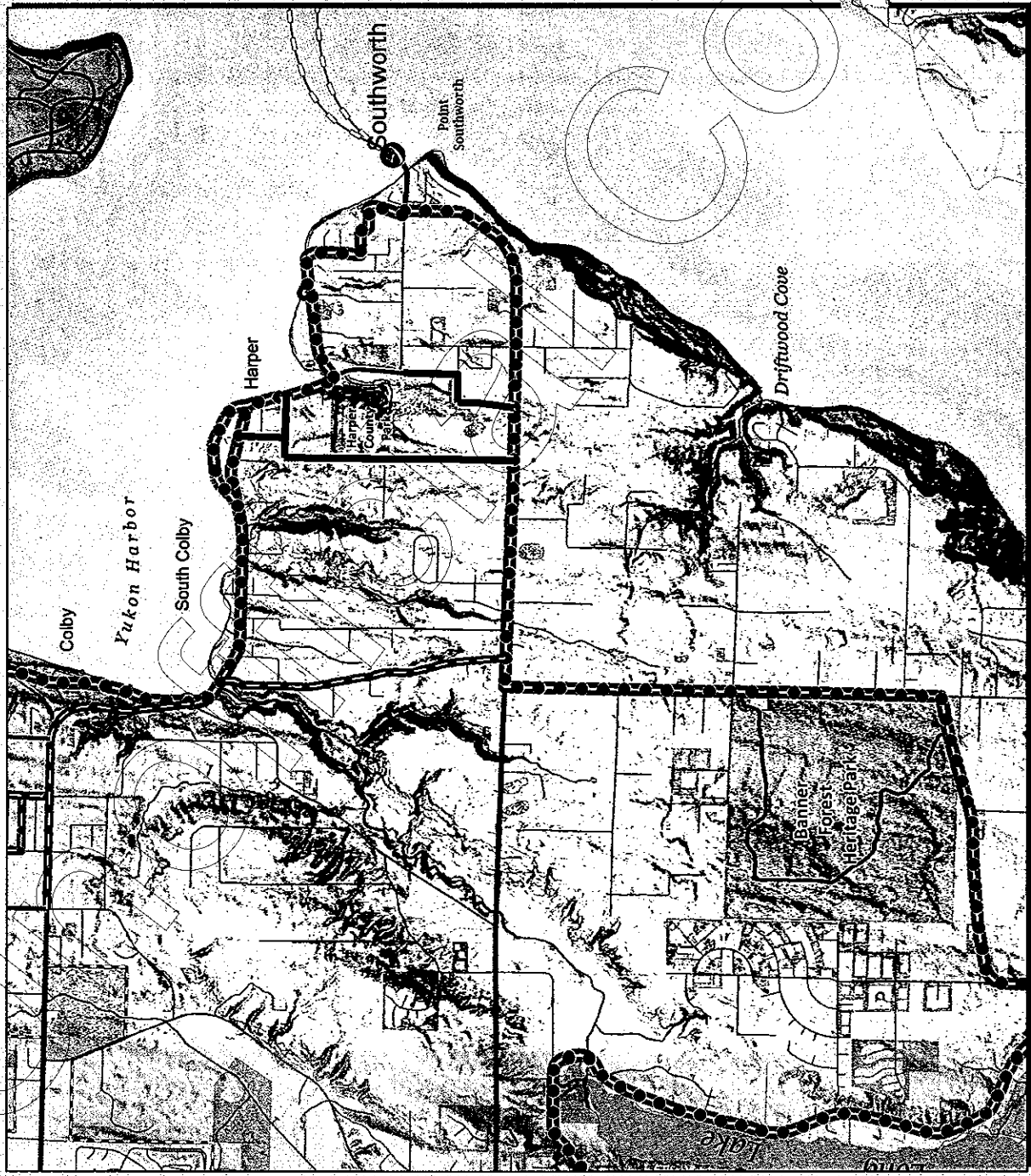
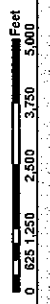


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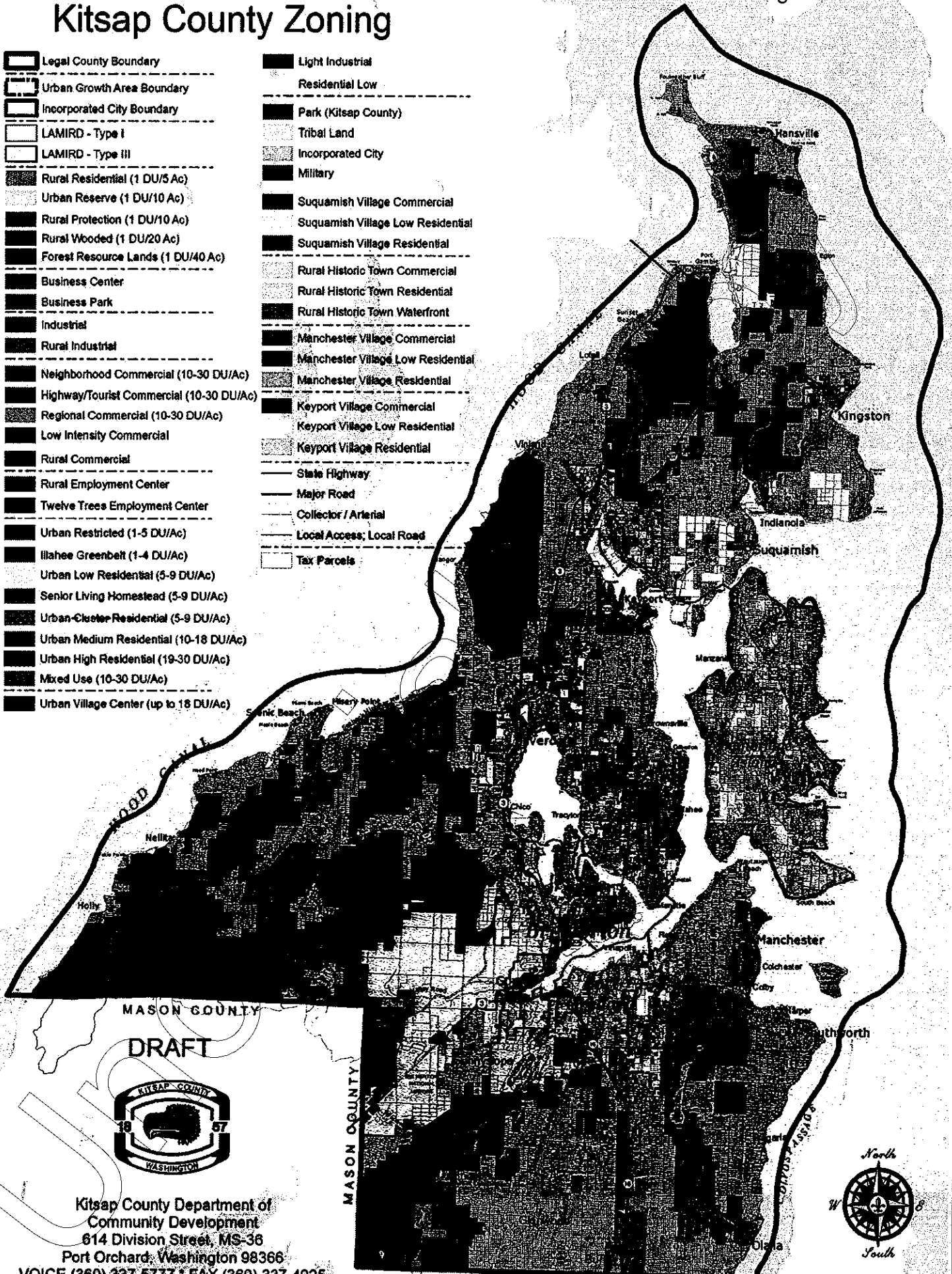
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Appendix D: Updated Zoning and Comprehensive Plan Maps

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Kitsap County Zoning

- Legal County Boundary
- Urban Growth Area Boundary
- Incorporated City Boundary
- LAMIRD - Type I
- LAMIRD - Type III
- 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)
- Business Center
- Business Park
- Industrial
- Rural Industrial
- Neighborhood Commercial (10-30 DU/Ac)
- Highway/Tourist Commercial (10-30 DU/Ac)
- Regional Commercial (10-30 DU/Ac)
- Low Intensity Commercial
- Rural Commercial
- Rural Employment Center
- Twelve Trees Employment Center
- Urban Restricted (1-5 DU/Ac)
- Illahee Greenbelt (1-4 DU/Ac)
- Urban Low Residential (5-9 DU/Ac)
- Senior Living Homestead (5-9 DU/Ac)
- Urban-Cluster Residential (5-9 DU/Ac)
- Urban Medium Residential (10-18 DU/Ac)
- Urban High Residential (19-30 DU/Ac)
- Mixed Use (10-30 DU/Ac)
- Urban Village Center (up to 18 DU/Ac)
- Light Industrial
- Residential Low
- Park (Kitsap County)
- Tribal Land
- Incorporated City
- Military
- Suquamish Village Commercial
- Suquamish Village Low Residential
- Suquamish Village Residential
- Rural Historic Town Commercial
- Rural Historic Town Residential
- Rural Historic Town Waterfront
- Manchester Village Commercial
- Manchester Village Low Residential
- Manchester Village Residential
- Keyport Village Commercial
- Keyport Village Low Residential
- Keyport Village Residential
- State Highway
- Major Road
- Collector / Arterial
- Local Access; Local Road
- Tax Parcels



MASON COUNTY

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PIERCE COUNTY








Kitsap County Comprehensive Plan





-  Rural Residential
-  Urban Reserve
-  Rural Protection
-  Rural Wooded
-  Mineral Resource
-  Forest Resource Lands




-  Rural Commercial
-  Rural Industrial

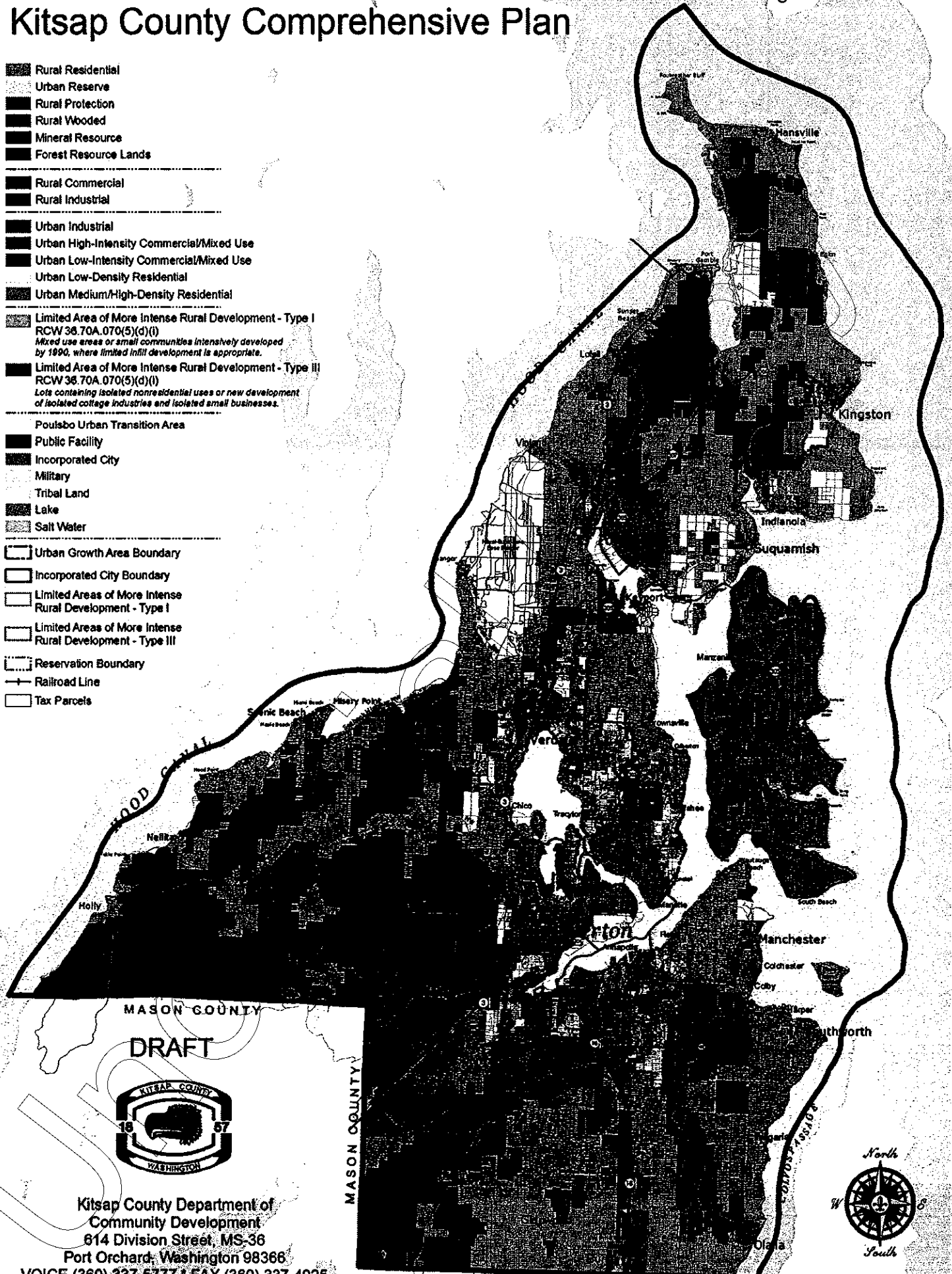
-  Urban Industrial
-  Urban High-Intensity Commercial/Mixed Use
-  Urban Low-Intensity Commercial/Mixed Use
-  Urban Low-Density Residential
-  Urban Medium/High-Density Residential

-  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 infill development is appropriate.
-  Limited Area of More Intense Rural Development - Type III
RCW 36.70A.070(5)(d)(i)
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 Boundary
-  Limited Areas of More Intense Rural Development - Type I
-  Limited Areas of More Intense Rural Development - Type III

-  Reservation Boundary
-  Railroad Line
-  Tax Parcels



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PIERCE COUNTY

**Appendix E: Amendments to Kitsap County Code Title 17
implementing the Gorst Subarea Plan**

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APPENDIX E

Amendments to Kitsap County Code Title 17 implementing the Gorst Subarea Plan

Section 1. Kitsap County Code Section 17.355.010, "Commercial Zones – Purpose," last amended by Ordinance 467-2010, is hereby amended as follows:

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.

E. Low-Intensity Commercial (LIC). The intent of the Low-Intensity Commercial zoning is to promote mixed uses – retail, hotel, office, services, or attached residential in horizontal or small-scale vertical patterns – and regional commercial uses designed to maximize shoreline views and allow streamside and shoreline public access where appropriate. A new development pattern reduces impervious surfaces, promotes marine waterfront and creek restoration, promotes landscape and streetscape improvements, promotes pedestrian safety and comfort, and improves vehicular access. Mixed use development patterns will be focused west of SR 3, while regional commercial development will be focused in areas east of SR 3 along Sinclair Inlet, both areas having smaller impervious footprints interspersed by trails, parks, and habitat.

Section 2. Kitsap County Code Section 17.355.080, "Commercial Zones – Other Provisions," last amended by Ordinance 467-2010, is hereby amended as follows:

17.355.080 Other provisions.

Additional requirements for development within the LIC zone may be included in Chapter 17.378. For other provisions, see Chapter 17.430.

NEW SECTION Section 3. A new Chapter 17.378, "Gorst Sub-Area," is added to Kitsap County Code Title 17 as follows:

17.378.010 Purpose.

This Chapter implements the Gorst Subarea Plan, and is intended to support Gorst as a community offering homes, jobs, and recreation in an environmentally sustainable setting. Standards are intended to apply to all zones that are included in the Gorst Urban Growth Area.

17.378.020 Uses.

Uses shall be allowed in accordance with Chapter 17.381.

17.378.030 Height regulation.

For commercial and mixed use zones, height requirements shall be in accordance with Chapter 17.382.

17.378.040 Standards and requirements.

A. For commercial and mixed use zones, lot requirements shall be in accordance with Chapter 17.382.

B. New development or redevelopment in the LIC Zone shall remove existing impervious area at a rate of 1.25:1 within 200 feet of the Sinclair Inlet shoreline. If stormwater incentives are provided consistent with Section 17.378.080 this shall not apply. For the purposes of this section, "new development or redevelopment" refers proposals that result in 2,000 square feet, or greater, of new, replaced, or new plus replaced hard surface area, or land disturbing activity of 7,000 square feet or greater.

C. All development within the Gorst UGA must be consistent with the Gorst Subarea Plan Design Guidelines as adopted in the Gorst Subarea Plan.

D. Stormwater

1. Inclusion of Low Impact Development (LID) and Feasibility Determination. All development in Gorst shall be consistent with Kitsap County Title 12 (Stormwater) and incorporate LID to the maximum extent feasible.

a. Site Evaluation – Dispersion: A site evaluation shall assess the feasibility for dispersion, including topography, sensitive slopes and required setbacks. Where dispersion is feasible for all or part of the site, this method shall be used. In areas where dispersion is not feasible, infiltration shall be used if feasible.

b. Site Evaluation – Infiltration: The evaluation shall assess the feasibility of infiltration, including a soils reconnaissance and Pilot Infiltration Test (PIT) for any outwash soils identified where infiltration may be possible. Where infiltration is feasible for all or part of the site, it shall be implemented.

c. Where Full Infiltration is Not Feasible: In areas where full infiltration is not feasible, LID BMPs per Subsection (b) below shall be used for all water quality treatment and partial flow control. Projects shall meet water quality treatment needs with LID best management practices (BMP's) if feasible.

d. Site Soils: Site soils in landscaped areas shall be amended pursuant to manuals described in Subsection (2)(a) below.

e. Limit Impervious Surfaces: Impervious surfaces shall be limited to the greatest extent feasible and shall comply with the provisions of the Gorst Subarea Plan.

2. LID Design

a. Design of LID facilities such as bioretention, pervious pavements, and others shall be in accordance with the design criteria in Kitsap County Title 12 (Stormwater). Further guidance can be found in the Puget Sound Partnership's Low Impact Development Technical Manual for Puget Sound ("the LID Manual") and the Stormwater Management Manual for Western Washington ("the Stormwater Manual"), except as provided in this Subsection.

b. Conceptual Bioretention Facility Design. Preference shall be given to facility designs that fully infiltrate all stormwater on-site. Refer to Kitsap County Title 12 (Stormwater) for the most current diagrammatic drawings.

3. LID Implementation Standards

a. Projects shall implement a comprehensive stormwater management plan for the project that manages all rainfall onsite, incorporates soil amendments in landscaped areas, utilizes permeable pavement for all pedestrian areas and uses feasible LID techniques, consistent with Subsection 2 above.

b. Projects shall implement a stormwater management plan that uses LID BMPs for all required water quality treatment from Pollution Generating Surfaces (PGS), e.g. bioretention and pervious pavement.

c. All existing storm drains or inlets shall be clearly labeled to indicate the drain or inlet leads to a stream or groundwater and that dumping in the drain or inlet is prohibited. No additional storm drains shall be installed that lead to streams or to Sinclair Inlet, nor shall new drain systems that connect directly to existing drains that flow to a stream or Sinclair inlet will be allowed.

d. If additional impervious area is required for development in the Low Intensity Waterfront designation, removal or infiltration capacity of stormwater shall be required at 125% of projected runoff based on the 100-year storm event.

17.378.050 Signs.

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

17.378.060 Off-street parking and loading.

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

B. Multifamily, Commercial, and Mixed Use Development – Parking Location: On-site parking shall be to the rear or to the side of buildings on the site and shall not occupy more than fifty (50) percent of the site frontage facing the arterial street frontage(s). The site frontage includes all of the area between the right-of-way and front building wall; this applies to the entire length of the property, regardless of building width. Corner lots have two site frontages as they are positioned on two street frontages.

C. Multifamily, Commercial, and Mixed Use Development – Parking Location: All efforts shall be taken to avoid placing parking on street corners. Parking located between the building frontage and street corners shall be fully screened. Screening shall consist of the following:

1. A four (4) foot tall decorative wall within the front yard landscaping area that fully screens the parking areas. The wall shall be located such that it blocks views of the parking from the right-of-way. For long spans of frontage (100' or more), the wall shall include modular articulation to add architectural variety.

2. Shrubs or other alternative materials may be substituted for the wall, provided it is demonstrated that the shrubs/alternative will provide equal to or better visual screening than the wall. Shrubs shall be a minimum of three feet (3') tall at time of installation and shall be additional to the landscaping required in KCC Chapter 17.385.

3. Openings may be required within a wall section in order to provide a sidewalk from the right-of way to the building entry. The entry shall be the minimum necessary to accommodate a sidewalk that is a minimum of 5' in width, clearly marked, and distinguished from driving surfaces by using decorative paving, stamped/stained concrete, or raised walkways with alternative materials (such as brick, cobblestone, decorative pavers). Paint striping does not meet this requirement.

4. Access to parking may be from adjacent non-principal arterial streets, or from driveways off of the principal arterial.

5. Driveways providing access to parking area shall be well-defined, highly visible entryways.

17.378.070 Landscaping.

A. For landscaping provisions, see Chapter 17.385.

B. Non-hazardous vegetation clearing outside of critical area buffers or shoreline buffers shall be limited to the minimum necessary to accommodate a development that is consistent with the applicable zone. Design and location of the structure or development shall minimize native vegetation removal. Development or uses that require vegetation clearing shall be designed to avoid the following in the order indicated below, with 1 being the most desirable vegetation to retain: 1) native coniferous trees; 2) native deciduous trees; 3) other native vegetation; 4) non-native trees; and 5) other non-native vegetation.

17.378.080 Other provisions.

A. For other provisions, see Chapter 17.430.

B. Incentives

1. The incentive measures in this chapter apply to all zones and land uses within the Gorst Urban Growth Area with the exception of Highway Tourist Commercial and Industrial zones. Incentives are intended to encourage sustainable development and provide flexibility through voluntary incentives, consistent with the policy direction contained in Chapter 4 of the Gorst Subarea Plan. These incentives are to acknowledge the existing built environment and through redevelopment minimize activities that contribute to stormwater issues and/or provide greater protection of the Sinclair Inlet shoreline and Gorst Creek.

2. Relationship with Other Standards. Nothing in this section relieves the applicant from compliance with any other standard set forth in Title 17, or from compliance with any other provision of the Kitsap County Code, unless specifically exempted in this document.

3. Table 17.378.080(B) describes the public benefit and the resulting development incentive earned. Using the incentives an applicant can earn density, height, or impervious surface coverage above the base standard allowed in the zone. In no case shall the maximum density, height, or impervious surface coverage exceed the maximum allowed by the zone. More than one public benefit and corresponding incentive may be earned up to 100% of the bonus. 17.378.080(C) summarizes the minimum, base, and maximum densities, heights, and impervious surface coverages for reference. The full text of the applicable zone should be consulted in addition to the table; in cases of conflict the zone-specific language shall control.

Table 17.378.080(B) - Public Benefit and Incentives

<u>Public Benefit Description</u>	<u>Density, Height, or Impervious Surface Coverage Bonus</u>
<u>Stormwater</u>	
<u>Project provides a clustered residential project with LID street per Chapter 10.</u>	<u>100% Density Bonus</u> <u>50% Height Bonus</u> <u>50% Impervious Surface Coverage Bonus</u>
<u>Project uses permeable surfacing or detention/infiltration methods to reduce overland flow in excess of the 100-year storm requirement, in 75% of circulation, parking and loading areas, except where potential contamination, a specific industrial activity or other site-specific constraint precludes its use. Contamination sources include vehicle fuel stations, storage of industrial chemicals, oils and grease, and other hazardous substances, dust and dirt storage, etc.</u>	<u>25% excess of 100 year storm infiltrated onsite:</u> <u>50% Density Bonus</u> <u>50% Height Bonus</u> <u>50% Impervious Surface Coverage Bonus</u> <u>50% excess of 100 year storm infiltrated onsite:</u> <u>100% Density Bonus</u> <u>100% Height Bonus</u> <u>100% Impervious Surface Coverage Bonus</u>
<u>Project locates bioretention cells in publicly visible areas, includes a planting plan by a licensed landscape architect, provides a plant maintenance warranty for 1 year. Bioretention cells treat a minimum of 10,000 sq. ft. of Pollution Generating Impervious Surfaces (PGIS).</u>	<u>50% Density Bonus</u> <u>50% Height Bonus</u> <u>50% Impervious Surface Coverage Bonus</u>
<u>Net reduction of existing impervious area by 25% and revegetation with native vegetation.</u>	<u>100% Density Bonus</u> <u>100% Height Bonus</u>
<u>Habitat</u>	

<u>Provide a landscape plan that demonstrates that at least 20% of the significant trees on the buildable area of the site are retained outside of buffers.</u>	<u>50% Density Bonus</u> <u>50% Height Bonus</u> <u>50% Impervious Surface Coverage Bonus</u>
<u>Provide multilayered landscaping including native trees, native shrubs and native groundcover on at least 30% of the site.</u>	<u>50% Density Bonus</u> <u>50% Height Bonus</u> <u>50% Impervious Surface Coverage Bonus</u>
<u>Site plan includes a minimum 35-foot habitat corridor (not otherwise required by critical area or shoreline or management overlay regulations) vegetated with native trees, shrubs and groundcover that connect critical areas or permanently preserved natural areas within or adjacent to and across the project site. Site design shall ensure that lighting from adjacent development does not intrude on corridor. The corridor shall be protected with a native growth protection easement or maintained to exclude non-native invasive species, such as blackberry and Japanese knotweed (See Noxious Weed list for Kitsap County).</u>	<u>100% Density Bonus</u> <u>50% Height Bonus</u> <u>50% Impervious Surface Coverage Bonus</u>
<u>Access Improvements</u>	
<u>Site design for new development is configured in such a way as to allow future businesses and site occupants shared access to roads within or contiguous to the development site.</u>	<u>100% Density Bonus</u> <u>100% Height Bonus</u> <u>100% Impervious Surface Coverage Bonus</u>
<u>Shared access driveway is provided and designed to serve two or more development sites (one may be a future site), a joint tenant building is provided on a site, or the project is located within a multi-tenant commercial center.</u>	<u>50% Density Bonus</u> <u>50% Height Bonus</u> <u>50% Impervious Surface Coverage Bonus</u>
<u>Shared parking is provided that serves two or more tenants. No additional parking outside of the shared lot(s) may be provided. Shared parking lots shall be located within a 1,200 foot radius of the front door of the building. Number of parking stalls is no more than 50% greater than minimum requirement in Section BMC Chapter 20.48.</u>	<u>50% Density Bonus</u> <u>100% Height Bonus</u> <u>100% Impervious Surface Coverage Bonus</u>
<u>Shared or consolidated loading areas are provided</u>	<u>25% Density Bonus</u>

General Description	Development Alternative
<u>in a central service court or other location that is screened from public view.</u>	<u>25% Height Bonus</u> <u>25% Impervious Surface Coverage Bonus</u>

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Table 17.378.080(C). Summary of Development Standards Eligible for Bonus by Zone

<u>Height, Bulk, and Impervious Surface Standards</u>	<u>Low Intensity Commercial</u>	<u>Mixed Use</u>	<u>Urban Restricted</u>
<u>Density, Minimum, in units per net acre</u>	<u>0</u>	<u>10</u>	<u>1</u>
<u>Density, Base, in units per gross acre</u>	<u>20</u>	<u>20</u>	<u>5</u>
<u>25% of bonus</u>	<u>22.5</u>	<u>22.5</u>	<u>6.25</u>
<u>50% of bonus</u>	<u>25</u>	<u>25</u>	<u>7.5</u>
<u>100% of bonus</u>	<u>30</u>	<u>30</u>	<u>10</u>
<u>Density, Maximum, in units per gross acre, subject to incentives</u>	<u>30</u>	<u>30</u>	<u>10</u>
<u>Height, Base, in feet</u>	<u>25</u>	<u>25</u>	<u>35</u>
<u>25% of bonus</u>	<u>30</u>	<u>35</u>	<u>NA</u>
<u>50% of bonus</u>	<u>35</u>	<u>45</u>	<u>NA</u>
<u>100% of bonus</u>	<u>45</u>	<u>65</u>	<u>NA</u>
<u>Height, Maximum, in feet, subject to incentives</u>	<u>45</u>	<u>65</u>	<u>NA</u>
<u>Impervious Surface Coverage, Standard Maximum, in percent of lot area</u>	<u>35</u>	<u>60</u>	<u>45</u>
<u>25% of bonus</u>	<u>38.75</u>	<u>66.25</u>	<u>47.5</u>
<u>50% of bonus</u>	<u>42.5</u>	<u>72.5</u>	<u>50</u>
<u>100% of bonus</u>	<u>50</u>	<u>85</u>	<u>55</u>
<u>Impervious Surface Coverage, Maximum, in percent of lot area, subject to incentives</u>	<u>50</u>	<u>85</u>	<u>55</u>

C. Design Guidelines: The Design Guidelines outlined in Chapter 10 of the Gorst Sub-Area Plan are hereby adopted by reference.

Section 4. Kitsap County Code Section 17.381.040, "Zoning Use Tables," last amended by Ordinance 495-2012, is hereby amended as follows:

17.381.040 Zoning use tables.

There are five separate tables addressing the following general land use categories and zones:

A. Urban Residential Zones.

1. Urban Restricted (UR).
2. Urban Low Residential (UL).
3. Senior Living Homestead (SLH).
4. Urban Cluster Residential (UCR).
5. Urban Medium Residential (UM).
6. Urban High Residential (UH).
7. Illahee Greenbelt Zone (IGZ).

B. Commercial and Mixed Use Zones.

1. Neighborhood Commercial (NC).
2. Urban Village Center (UVC).
3. Urban Town Center (UTC).
4. Highway Tourist Commercial (HTC).
5. Regional Commercial (RC).
6. Mixed Use (MU).
7. Low Intensity Commercial (LIC).

C. Airport and Industrial Zones.

1. Airport (A).
2. Business Park (BP).
3. Business Center (BC).
4. Industrial (IND).

D. Limited Areas of More Intensive Rural Development (LAMIRD).

1. Manchester Village Commercial (MVC).
2. Manchester Village Low Residential (MVLR).
3. Manchester Village Residential (MVR).
4. Port Gamble Rural Historic Town Commercial (RHTC).
5. Port Gamble Rural Historic Town Residential (RHTR).
6. Port Gamble Rural Historic Town Waterfront (RHTW).
7. Suquamish Village Commercial (SVC).
8. Suquamish Village Low Residential (SVLR).
9. Suquamish Village Residential (SVR).

E. Parks, Rural and Resource Zones.

1. Parks (P).
2. Forest Resource Lands (FRL).
3. Mineral Resource (MR).
4. Rural Protection (RP).

- 5. Rural Residential (RR).
- 6. Rural Wooded (RW).
- 7. Urban Reserve (URS).

Table 17.381.040(A)
Urban Residential Zones.

Use	Urban Low-Density Residential					Urban Medium/High-Density Residential		
	UCR (48)	IGZ (60)	UR (19)	UL (19)(48)	SLH (48)	UM (30)(47)(48)	UH (19)(47)(48)	
RESIDENTIAL USES								
Accessory dwelling units (1)	P	P	P	P	P	P	X	
Accessory living quarters (1)	P	P	P	P	P	P	X	
Accessory use or structure (1) (17) (18) (51)	P	P	P	P	P	P	P	
Adult family home	P (41)	X	ACUP P (41)	ACUP P (41)	P (41)	ACUP P (41)	ACUP P (41)	
Bed and breakfast house	P	ACUP C (34)	ACUR C (34)	ACUP C (34)	ACUP (77)	ACUP C (34)	X	
Caretaker's dwelling	X	X	X	X	X	ACUP	X	
Convalescent home or congregate care facility	ACUP	X	X	C	ACUP (77)	C	ACUP	
Cottage housing developments	P	ACUP	ACUP	ACUP	P (77)	ACUP	X	
Dwelling, duplex	P	P	P (3)	P (3)	P (77)	P	X	
Dwelling, existing	P	P	P	P	P (77)	P	P	
Dwelling, multi-family	ACUP	C	C X (80)	C	P (77)	P	P	
Dwelling, single-family attached	P	P	P	P	P (77)	P	ACUP	
Dwelling, single-family detached	P	P	P	P	P (77)	P	ACUP	
Guest house (1)	P	P	P	P	ACUP	P	X	
Home business (1) (52)	P	P	P	P	X	ACUP	ACUP	
Hotel/Motel	X	X	X	X	X	X	ACUP	
Manufactured homes	P	P	P	P	P	P	X	

Use	Urban Low-Density Residential					Urban Medium/High-Density Residential	
	UCR (48)	IGZ (60)	UR (19)	UL (19)(48)	SLH (48)	UM (30)(47)(48)	UH (19)(47)(48)
	(43)	(43)	(43)	(43)	(43) (77)	(43)	(43)
Mixed use development (44)	X	X	X	X	ACUP (77) (78)	X	ACUP
Mobile homes	C (43)	C (24) (43)	C (24) (43)	C (24) (43)	X	C (24) (43)	X (43)
Residential care facility	P	ACUP	ACUP	ACUP	ACUP (77)	P	P
Senior living development	X	X	X	X	PBD	X	X
COMMERCIAL/BUSINESS USES							
Accessory use or structure (1) (17) (51)	P	P	P	P	P	P	P
Adult entertainment (1)	X	X	X	X	X	X	X
Ambulance service	X	X	X	X	ACUP (78)	X	X
Auction house	X	X	X	X	X	X	X
Auto parts and accessory stores	X	X	X	X	X	X	X
Automobile rentals	X	X	X	X	X	X	X
Automobile repair and car washes	X	X	X	X	X	X	X
Automobile service station (6)	X	X	X	X	X	X	X
Automobile, recreational vehicle or boat sales	X	X	X	X	X	X	X
Boat/marine supply stores	X	X	X	X	X	X	X
Brew pubs	X	X	X	X	X	X	X
Clinic, medical	X	X	X	X	ACUP (78)	X	ACUP (37)
Conference center	X	X	X	P	X	X	X
Custom art and craft stores	X	X	X	X	ACUP (78)	X	X
Day-care center (14)	C	C	C	C	X	ACUP	ACUP (37)
Day-care center, family (14)	P	C	P	P	X	ACUP	ACUP (37)
Drinking establishments	X	X	X	X	X	X	X
Engineering and construction	X	X	X	X	X	X	X

Use	Urban Low-Density Residential					Urban Medium/High-Density Residential	
	UCR (48)	IGZ (60)	UR (19)	UL (19)(48)	SLH (48)	UM (30)(47)(48)	UH (19)(47)(48)
offices							
Espresso stands (58)	X	X	X	X	X	X	P (37)
Equipment rentals	X	X	X	X	X	X	X
Farm and garden equipment and sales	X	X	X	X	X	X	X
Financial, banking, mortgage and title institutions	X	X	X	X	ACUP (78)	X	X
General office and management services – less than 4,000 s.f.	C (28)	X	X	X	ACUP (78)	X	ACUP (37)
General office and management services – 4,000 to 9,999 s.f.	X	X	X	X	X	X	ACUP (37)
General office and management services – 10,000 s.f. or greater	X	X	X	X	X	X	ACUP (37)
General retail merchandise stores – less than 4,000 s.f.	C (28)	X	X	X	ACUP (78)	X	ACUP (37)
General retail merchandise stores – 4,000 to 9,999 s.f.	X	X	X	X	ACUP (78)	X	X
General retail merchandise stores – 10,000 to 24,999 s.f.	X	X	X		X	X	X
General retail merchandise stores – 25,000 s.f. or greater	X	X	X	X	X	X	X
Kennels or pet day-cares	X	X	X	X	X	X	X
Kennels, hobby	P	P	P X (80)	P	P	P	X
Laundromats and laundry services	C (28)	X	X	X	ACUP (78)	X	ACUP (37)
Lumber and bulky building material sales	X	X	X	X	X	X	X
Mobile home sales	X	X	X	X	X	X	X
Nursery, retail	X	X	X	X	X	X	X
Nursery, wholesale	X	X	X	X	X	X	X
Off-street private parking facilities	X	X	X	X	X	X	X

Use	Urban Low-Density Residential					Urban Medium/High-Density Residential	
	UCR (48)	IGZ (60)	UR (19)	UL (19)(48)	SLH (48)	UM (30)(47)(48)	UH (19)(47)(48)
Personal services – skin care, massage, manicures, hairdresser/barber	C	X	X	X	ACUP (78)	X	ACUP (37)
Pet shop – retail and grooming	X	X	X	X	X	X	ACUP (37)
Research laboratory	X	X	X	X	X	X	X
Restaurants	C (28)	X	X	X	C (78)	X	ACUP (37)
Restaurants, high-turnover	X	X	X	X	X	X	X
Recreational vehicle rentals	X	X	X	X	X	X	X
Temporary offices and model homes (27)	P	P	P	P	P (78)	ACUP	ACUP (37)
Tourism facilities, including outfitter and guide facilities	X	X	X	X	X	X	X
Tourism terminals, including seaplane and tour-boat terminals	X	X	X	X	X	X	X
Transportation terminals	X	X	X	X	X	X	X
Veterinary clinics/Animal hospitals	X	X	X	X	X	X	C (9) (37)
RECREATIONAL/CULTURAL USES							
Accessory use or structure (1) (17) (51)	P	P	P	P	P	P	P
Amusement centers	X	X	X	X	X	X	X
Carnival or circus	X	X	X	X	X	X	X
Club, civic or social (12)	ACUP	C (12)	C (12)	C	ACUP (78)	ACUP	ACUP
Golf courses	ACUP	C	C X (80)	C	X	C	ACUP
Marinas	ACUP	C	C X (80)	C	X	C	C
Movie/Performance theaters, indoor	X	X	X	X	X	X	X

Use	Urban Low-Density Residential					Urban Medium/High-Density Residential	
	UCR (48)	IGZ (60)	UR (19)	UL (19)(48)	SLH (48)	UM (30)(47)(48)	UH (19)(47)(48)
Movie/Performance theaters, outdoor	X	X	X	X	X	X	ACUP
Museum, galleries, aquarium, historic or cultural exhibits	X	X	X	X	X	X	ACUP
Parks and open space	P	P	P	P	P	P	P
Race track, major	X	X	X	X	X	X	X
Race track, minor	X	X	X	X	X	X	X
Recreational facilities, private	ACUP	C	C	C	ACUP (78)	C	ACUP
Recreational facilities, public	P	P	P	P	ACUP (78)	P	ACUP
Recreational vehicle camping parks	X	C	C	C	ACUP (78)	X	X
Zoo	X	X	X	X	X	X	X
INSTITUTIONAL USES							
Accessory use or structure (1) (17) (51)	P	P	P	P	P	P	P
Government/Public structures	ACUP	ACUP	ACUP	ACUP	ACUP (78)	ACUP	ACUP
Hospital	X	X	X	X	X	X	C
Places of worship (12)	C	C	C	C	X	C	ACUP
Private or public schools (20)	C	C	C	C	X	C	C
Public facilities, transportation and parking facilities, and electric power and natural gas utility facilities, substations, ferry terminals, and commuter park-and-ride lots (16)	ACUP	C	C	C	ACUP	C	ACUP
INDUSTRIAL USES							
Accessory use or structure (1) (17) (51)	P	P	P	P	P	P	P

Use	Urban Low-Density Residential					Urban Medium/High-Density Residential	
	UCR (48)	IGZ (60)	UR (19)	UL (19)(48)	SLH (48)	UM (30)(47)(48)	UH (19)(47)(48)
Air pilot training schools	X	X	X	X	X	X	X
Assembly and packaging operations	X	X	X	X	X	X	X
Boat yard	X	X	X	X	X	X	X
Cemeteries, mortuaries, and crematoriums (10)	C	C	C	C	X	C	C
Cold storage facilities	X	X	X	X	X	X	X
Contractor's storage yard	X	X	X	X	X	X	X
Food production, brewery or distillery	X	X	X	X	X	X	X
Fuel distributors	X	X	X	X	X	X	X
Helicopter pads	X	X	X	X	X	X	X
Manufacturing and fabrication, light	X	X	X	X	X	X	X
Manufacturing and fabrication, medium	X	X	X	X	X	X	X
Manufacturing and fabrication, heavy	X	X	X	X	X	X	X
Manufacturing and fabrication, hazardous	X	X	X	X	X	X	X
Recycling centers	X	X	X	X	X	X	X
Rock crushing	X	X	X	X	X	X	X
Slaughterhouse or animal processing	X	X	X	X	X	X	X
Storage, hazardous materials	X	X	X	X	X	X	X
Storage, indoor	X	X	X	X	X	X	X
Storage, outdoor	X	X	X	X	X	X	X
Storage, self-service	C (40)	C (40)	C (40)	C (40)	C (40) (78)	C (40)	C
Storage, vehicle and equipment (1)	X	X	X	X	C (78)	X	X

Use	Urban Low-Density Residential					Urban Medium/High-Density Residential	
	UCR (48)	IGZ (60)	UR (19)	UL (19)(48)	SLH (48)	UM (30)(47)(48)	UH (19)(47)(48)
Top soil production and/or stump grinding	X	X	X	X	X	X	X
Transshipment facilities, including docks, wharves, marine rails, cranes, and barge facilities	X	X	X	X	X	X	X
Uses necessary for airport operation such as runways, hangars, fuel storage facilities, control towers, etc. (13)	X	X	X	X	X	X	X
Warehousing and distribution	X	X	X	X	X	X	X
Wrecking yards and junk yards (1)	X	X	X	X	X	X	X
RESOURCE LAND USES							
Accessory use or structure (1) (17) (51)	P	P	P	P	P	P	P
Aggregate extractions sites	X	X	X	X	X	X	X
Agricultural uses (15)	X	P	<u>X</u> (80)	P	P	P	P
Aquaculture practices	C	C	C	C	C	C	C
Forestry	X	P	<u>X</u> (80)	P	P	P	P
Shellfish/fish hatcheries and processing facilities	X	X	X	X	X	X	X
Temporary stands not exceeding 200 square feet in area and exclusively for the sale of agricultural products grown on site (27)	X	P (2)	P (2)	P (2)	P (2)	P (2)	P (2)

17.381.040(B)
Commercial and Mixed Use Zones.

Use	Low Intensity Commercial/Mixed Use			High-Intensity Commercial/Mixed Use				Rural
	(NC) (19) (30) (48) (57)	UVC (30) (48) (57)	LIC (48) (57)	UTC (48) (57)	HTC (19) (29) (30) (48) (57)	RC (19) (48) (57)	MU (19) (44) (45) (48) (57)	
RESIDENTIAL USES								
Accessory dwelling units (1)	X	X	X	R	X	X	X	X
Accessory living quarters (1)	X	X	X	R	X	X	X	X
Accessory use or structure (1) (17) (18) (51)	P	P	P	R	P	P	P	P
Adult family home	X	ACUP P (41)	ACUP P (41) (79)	R	ACUP P (41)	ACUP P (41)	ACUP P (41)	ACUP P (41)
Bed and breakfast house	ACUP C (34)	ACUP C (34)	ACUP (79)	R	X	X	X	ACUP C (34)
Caretaker's dwelling	ACUP	ACUP	ACUP	R	ACUP	ACUP	ACUP	P
Convalescent home or congregate care facility	C	ACUP	ACUP X (79)	R	ACUP	ACUP	ACUP	X
Cottage housing developments	X	ACUP	X	R	X	X	ACUP	X
Dwelling, duplex	X	ACUP	X	R	X	X	X	X
Dwelling, existing	P	P	P	R	P	P	P	P
Dwelling, multi-family	X	ACUP	P X (79)	R	ACUP	ACUP	ACUP P (81)	X

Use	Low Intensity Commercial/Mixed Use				High-Intensity Commercial/Mixed Use				Rural
	(NC) (19) (30) (48) (57)	UVC (30) (48) (57)	LIC (48) (57)	UTC (48) (57)	HTC (19) (29) (30) (48) (57)	RC (19) (48) (57)	MIU (19) (44) (45) (48) (57)	RCO (12) (64)	
Dwelling, single-family attached	X	P	<u>P</u> <u>X (79)</u>	R	ACUP	ACUP	ACUP <u>P (81)</u>	X	
Dwelling, single-family detached	X	P	<u>X</u>	R	X	X	X	X	
Guest house (1)	X	X	<u>X</u>	R	X	X	X	X	
Home business (1) (53)	ACUP	P	<u>X</u>	R	X	X	ACUP	ACUP	
Hotel/Motel	C	ACUP	<u>ACUP</u> <u>X (79)</u>	R	P	P	ACUP	X	
Manufactured homes	X	X (43)	<u>ACUP</u> <u>X (79)</u>	R	X	X	X	X	
Mixed use development (44)	ACUP	ACUP	<u>P</u> <u>X (79)</u>	R	ACUP	ACUP	ACUP <u>P (81)</u>	X	
Mobile homes	X	X (43)	<u>X</u>	R	X	X	X	X	
Residential care facility	X	ACUP	<u>ACUP</u> <u>X (79)</u>	R	ACUP	ACUP	ACUP	X	
COMMERCIAL/BUSINESS USES									
Accessory use or structure (1) (17) (51)	P	P	<u>P</u>	R	P	P	P	P	
Adult entertainment (1)	X	X	<u>X</u>	R	C	C	X	X	
Ambulance service	C	C	<u>P</u>	R	P	P	ACUP	X	
Auction house (55)	X	ACUP	<u>P</u>	R	P	P	X	C	
Auto parts and accessory stores (65)	P	X	<u>P (83)</u>	R	P	P	ACUP	C	
Automobile rentals	P (56)	P (56)	<u>P (83)</u>	R	P	P (61)	ACUP	X	

Use	Low Intensity Commercial/Mixed Use			High-Intensity Commercial/Mixed Use				Rural
	(NC) (19) (30) (48) (57)	UVC (30) (48) (57)	LIC (48) (57)	UTC (48) (57)	HTC (19) (29) (30) (48) (57)	RC (19) (48) (57)	MU (19) (44) (45) (48) (57)	
Automobile repair and car washes (65)	ACUP (54)	X	P (83)	R	P	P	ACUP	C
Automobile service station (6)	ACUP	X	P (79)(83)	R	P	P (61)	X C (82)	C
Automobile, recreational vehicle or boat sales	X	X	P (83)	R	ACUP	ACUP	X	X
Boat/marine supply stores	X	X	P (83)	R	P	P	ACUP	C
Brew pubs	ACUP	ACUP	P	R	P	P	ACUP	X
Clinic, medical	ACUP	ACUP	P	R	P	P	ACUP	X
Conference center	X	P	P	R	P	P	ACUP	X
Custom art and craft stores	P (54)	P (54)	P	R	P	P	ACUP	C
Day-care center (14)	P (54)	P (54)	P X (79)	R	P	P	ACUP	ACUP
Day-care center, family (14)	ACUP (54)	ACUP (54)	P X (79)	R	P	P (61)	P	X
Drinking establishments	C	ACUP	P	R	C	C	C	C
Engineering and construction offices	P (54)	P (54)	P	R	P	P	ACUP	ACUP
Espresso stands (58) (72)	P	X	P	R	P	P (61)	P	ACUP
Equipment rentals	X	ACUP	X	R	P	P (61)	ACUP	ACUP

Use	Low Intensity Commercial/Mixed Use				High-Intensity Commercial/Mixed Use				Rural
	(NC) (19) (30) (48) (57)	UVC (30) (48) (57)	LIC (48) (57)	UTC (48) (57)	HTC (19) (29) (30) (48) (57)	RC (19) (48) (57)	MU (19) (44) (45) (48) (57)	RCO (12) (64)	
Farm and garden equipment and sales	X		P	R	P	P (61)	ACUP	ACUP	
Financial, banking, mortgage and title institutions	P (54)	P (54)	P	R	P	P	ACUP	X	
General office and management services – less than 4,000 s.f.	P	P	P	R	P	P	ACUP	ACUP	
General office and management services – 4,000 to 9,999 s.f.	ACUP	ACUP	P	R	P	P	ACUP	C	
General office and management services – 10,000 s.f. or greater	X	ACUP	P	R	P	P	ACUP	X	
General retail merchandise stores – less than 4,000 s.f.	P	P	P	R	P	P	ACUP	ACUP	
General retail merchandise stores – 4,000 to 9,999 s.f.	ACUP	ACUP	P	R	P	P	ACUP	C	
General retail merchandise stores – 10,000 to 24,999 s.f.	C	C	P	R	P	P	ACUP	X	
General retail merchandise stores – 25,000 s.f. or greater	X	X	ACUP	R	ACUP (62)	ACUP (62)	X	X	
Kennels or pet day-cares	C	X	C	R	C	C (61)	C	C	
Kennels, hobby	P	P	X	R	X	X	P	X	
Laundromats and laundry services	P (54)	P (54)	P	R	P	P	ACUP	X	

Use	Low Intensity Commercial/Mixed Use				High-Intensity Commercial/Mixed Use				Rural
	(NC) (19) (30) (48) (57)	UVC (30) (48) (57)	LIC (48) (57)	UTC (48) (57)	HTC (19) (29) (30) (48) (57)	RC (19) (48) (57)	MU (19) (44) (45) (48) (57)	RCO (12) (64)	
Lumber and bulky building material sales	X	X	ACUP (42)	R	ACUP (42)	ACUP (42) (61)	X	C	
Mobile home sales	X	X	X	R	ACUP	ACUP (61)	X	X	
Nursery, retail	ACUP	ACUP	P	R	P	P	ACUP	ACUP	
Nursery, wholesale	ACUP	ACUP	P	R	P	P (61)	ACUP	P	
Off-street private parking facilities	ACUP	ACUP	X	R	P	P	ACUP	X	
Personal services – skin care, massage, manicures, hairdresser/barber (66)	P (54)	P (54)	P	R	P	P	ACUP	ACUP (54)	
Pet shop – retail and grooming	ACUP	ACUP	P	R	P	P	ACUP	ACUP (54)	
Research laboratory	X	X	X	R	X	X	X	X	
Restaurants	P (54)	P (54)	P	R	P	P	ACUP P (81)	C	
Restaurants, high-turnover	C	ACUP	P	R	P	P (63)	ACUP P (81)	X	
Recreation vehicle rentals	X	X	X	R	ACUP	ACUP (61)	X	X	
Temporary offices and model homes (27)	X	X	X	R	X	X	X	X	
Tourism facilities, including outfitter and guide facilities	X	P	P	R	P	P	X	ACUP	
Tourism facilities, including seaplane and tour-boat terminals	X	X	X	R	ACUP	ACUP	X	C	

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Appendix E

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Use	Low Intensity Commercial/Mixed Use			High-Intensity Commercial/Mixed Use				Rural
	(NC) (19) (30) (48) (57)	UVC (30) (48) (57)	LIC (48) (57)	UTC (48) (57)	HTC (19) (29) (30) (48) (57)	RC (19) (48) (57)	MU (19) (44) (45) (48) (57)	
Transportation terminals	C	C	C	R	ACUP	ACUP	ACUP	X
Veterinary clinics/Animal hospitals	ACUP	ACUP	P	R	P	P	C	ACUP
RECREATIONAL/CULTURAL USES								
Accessory use or structure (1) (17) (51)	P	P	P	R	P	P	P	P
Amusement centers	C	C (11)	ACUP (11) X (79)	R	ACUP (11)	ACUP (11)	ACUP (11)	X
Carnival or circus	C	ACUP (11)	ACUP (11) X (79)	R	ACUP (11)	ACUP (11) (61)	ACUP (11)	X
Club, civic or social	ACUP	ACUP	P	R	P	P	ACUP	C
Golf courses	ACUP	ACUP	X	X	ACUP (61)	ACUP (61)	ACUP X (80)	X
Marinas	ACUP	C	X	X	ACUP (61)	ACUP (61)	C	C
Movie/Performance theaters, indoor	ACUP	P	P	R	P	P	ACUP	X
Movie/Performance theaters, outdoor	X	ACUP	C	R	C	ACUP	C	C
Museum, galleries, aquarium, historic or cultural exhibits (67)	ACUP	P	P	R	P	P	ACUP	C
Parks and open space	P	P	P	P	P	P	P	P
Race track, major	X	X	X	X	C	C (61)	X	X
Race track, minor	X	X	X	X	X	X	X	X

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Use	Low Intensity Commercial/Mixed Use				High-Intensity Commercial/Mixed Use				Rural
	(NC) (19) (30) (48) (57)	UVC (30) (48) (57)	LIC (48) (57)	UTC (48) (57)	HTC (19) (29) (30) (48) (57)	RC (19) (48) (57)	MU (19) (44) (45) (48) (57)	RCO (12) (64)	
Recreational facilities, private	ACUP	ACUP	ACUP	R	ACUP	ACUP	ACUP	C	
Recreational facilities, public	ACUP	ACUP	P	R	ACUP	ACUP	ACUP	ACUP	
Recreational vehicle camping parks	C	X	X	R	C	X	X	X	
Zoo	X	X	C	R	C	C (61)	X	X	
INSTITUTIONAL USES									
Accessory use or structure (1) (17) (51)	P	P	P	R	P	P	P	P	
Government/Public structures	ACUP	ACUP	ACUP	R	ACUP	ACUP	ACUP	ACUP	
Hospital	X	C	ACUP	R	ACUP	ACUP	C	X	
Places of worship (12)	C	C	ACUP	R	ACUP	ACUP	C	C	
Private or public schools (20)	C	C	ACUP	R	ACUP	ACUP	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)	ACUP	ACUP	ACUP	R	ACUP	ACUP	ACUP	C	
INDUSTRIAL USES									
Accessory use or structure (1) (17) (51)	P	P	P	R	P	P	P	P	
Air pilot training schools	X	P	X	R	P	P	X	X	
Assembly and packaging operations	X	C	X	R	C	C (61)	C X (80)	X	
Boat yard	X	X	X	R	ACUP	ACUP (61)	X	X	

Use	Low Intensity Commercial/Mixed Use				High-Intensity Commercial/Mixed Use				Rural
	(NC) (19) (30) (48) (57)	UVC (30) (48) (57)	LIC (48) (57)	UTC (48) (57)	HTC (19) (29) (30) (48) (57)	RC (19) (48) (57)	MU (19) (44) (45) (48) (57)	RCO (12) (64)	
Cemeteries, mortuaries, and crematoriums (10)	C	C	X	R	ACUP	ACUP (61)	X	C	
Cold storage facilities (69)	X	X	X	R	X	X	X	C	
Contractor's storage yard (21)	X	X	X	R	X	X	X	X	
Food production, brewery or distillery	X	X	X	R	C	C (61)	C	C	
Fuel distributors	X	X	X	R	C	C (61)	X	X	
Helicopter pads (13)	X	C	C	R	C	C	C	X	
Manufacturing and fabrication, light	X	C	X	R	C	C (61)	X	X	
Manufacturing and fabrication, medium	X	X	X	R	X	X	X	X	
Manufacturing and fabrication, heavy	X	X	X	R	X	X	X	X	
Manufacturing and fabrication, hazardous	X	X	X	R	X	X	X	X	
Recycling centers	X	X	X	R	X	X	X	C	
Rock crushing	X	X	X	R	X	X	X	X	
Slaughterhouse or animal processing	X	X	X	R	X	X	X	C (70)	
Storage, hazardous materials	X	X	X	R	X	X	X	C (75)	
Storage, indoor	X	X	X	R	C	C (61)	X	C (75)	

Use	Low Intensity Commercial/Mixed Use				High-Intensity Commercial/Mixed Use				Rural
	(NC) (19) (30) (48) (57)	UVC (30) (48) (57)	LIC (48) (57)	UTC (48) (57)	HTC (19) (29) (30) (48) (57)	RC (19) (48) (57)	MU (19) (44) (45) (48) (57)	RCO (12) (64)	
Storage, outdoor	X	X	X	R	X	X	X	C (75)	
Storage, self-service	C	C	ACUP X (79)	R	ACUP	ACUP (61)	ACUP (40)	C (75)	
Storage, vehicle and equipment (1)	X	X	X	R	ACUP	X	X	C	
Top soil production, stump grinding	X	X	X	R	X	X	X	C	
Transshipment facilities, including docks, wharves, marine rails, cranes, and barge facilities	X	X	X	R	X	X	X	X	
Uses necessary for airport operation such as runways, hangars, fuel storage facilities, control towers, etc. (13)	X	X	X	R	X	X	X	X	
Warehousing and distribution (68)	X	X	X	R	X	X	X	X	
Wrecking yards and junk yards (1)	X	X	X	R	X	X	X	X	
RESOURCE LAND USES									
Accessory use or structure (1) (17) (51)	P	P	P	R	P	P	P	P	
Aggregate extraction sites	X	X	X	R	X	X	X	C	
Agricultural uses (15)	P	X	P X (79)	R	P	P	P	P	
Aquaculture practices	C	C	C	R	C	C	C	C	
Forestry	P	X	P X (79)	R	P	P	P	P	

Use	Low Intensity Commercial/Mixed Use					High-Intensity Commercial/Mixed Use					Rural
	(NC) (19) (30) (48) (57)	UVC (30) (48) (57)	LIC (48) (57)	UTC (48) (57)	HTC (19) (29) (30) (48) (57)	RC (19) (48) (57)	MU (19) (44) (45) (48) (57)	RCO (12) (64)			
Shellfish/fish hatcheries and processing facilities	X	X	X	R	X	X	X	X			
Temporary stands not exceeding 200 square feet in area and exclusively for the sale of agricultural products grown on site (27)	P (2)	X	P (2)	R	P (2)	P (2)	P (2)	P (2)			

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Table 17.381.040(E)
Parks, Rural and Resource Zones

Use	Parks	Resource		Rural			
	Parks	FRL	MR	URS	RP	RR	RW
RESIDENTIAL USES							
Accessory dwelling units (1)	X	X	X	C	C	C	C
Accessory living quarters (1)	X	X	X	P	P	P	P
Accessory use or structure (1) (17) (18) (51)	X	P	P	P	P	P	P
Adult family home	X	X	X	ACUP P (41)	ACUP P (41)	ACUP P (41)	ACUP P (41)
Bed and breakfast house	X	X	X	ACUP C (34)	ACUP C (34)	ACUP C (34)	ACUP C (34)
Caretaker's dwelling	P	X	X	X	X	X	X
Convalescent home or congregate care facility	X	X	X	X	X	X	X
Cottage housing developments	X	X	X	X	X	X	X
Dwelling, duplex	X	P (3)	X	P (3)	P (3)	P (3)	P (3)
Dwelling, existing	X	P	P	P	P	P	P
Dwelling, multi-family	X	X	X	X	X	X	X
Dwelling, single-family attached	X	C	X	C	C	C	X
Dwelling, single-family detached	X	C	X	P	P	P	P
Guest house (1)	X	X	X	P	P	P	P
Home business (1) (52)	X	C (23)	X	ACUP	ACUP	ACUP	ACUP
Hotel/Motel	X	X	X	X	X	X	X
Manufactured homes	X	C (43)	X	P (43)	P (43)	P (43)	X
Mixed use development (44)	X	X	X	X	X	X	X
Mobile homes	X	P (43)	P	P (43)	P (43)	P (43)	P
Residential care facility	X	X	X	X	X	X	X
COMMERCIAL/BUSINESS USES							
Accessory use or structure (1) (17) (51)	P	P	P	P	P	P	P
Adult entertainment (1)	X	X	X	X	X	X	X
Ambulance service	X	X	X	X	X	X	X
Auction house	X	X	X	X	X	X	X

Use	Parks	Resource		Rural			
	Parks	FRL	MR	URS	RP	RR	RW
Auto parts and accessory stores	X	X	X	X	X	X	X
Automobile rentals	X	X	X	X	X	X	X
Automobile repair and car washes	X	X	X	X	X	X	X
COMMERCIAL/BUSINESS USES (continued)							
Automobile service station (6)	X	X	X	X	X	X	X
Automobile, recreational vehicle or boat sales	X	X	X	X	X	X	X
Boat/marine supply stores	X	X	X	X	X	X	X
Brew pubs	X	X	X	X	X	X	X
Clinic, medical	X	X	X	X	X	X	X
Conference center	ACUP	X	X	X	X	X	X
Custom art and craft stores	X	X	X	X	X	X	X
Day-care center (14)	ACUP X(79)	X	X	C	C	C	X
Day-care center, family (14)	X	X	X	ACUP	P	P	X
Drinking establishments	X	X	X	X	X	X	X
Engineering and construction offices	X	X	X	X	X	X	X
Espresso stands (58)	X	X	X	X	X	X	X
Equipment rentals	X	X	X	X	X	X	X
Farm and garden equipment and sales	X	X	X	X	X	X	X
Financial, banking, mortgage and title institutions	X	X	X	X	X	X	X
General office and management services – less than 4,000 s.f.	X	X	X	X	X	X	X
General office and management services – 4,000 to 9,999 s.f.	X	X	X	X	X	X	X
General office and management services – 10,000 s.f. or greater	X	X	X	X	X	X	X
General retail merchandise stores – less than 4,000 s.f.	X	X	X	X	X	X	X
General retail merchandise stores – 4,000 to 9,999 s.f.	X	X	X	X	X	X	X
General retail merchandise stores – 10,000 to 24,999 s.f.	X	X	X	X	X	X	X
General retail merchandise stores – 25,000 s.f. or greater	X	X	X	X	X	X	X
Kennels or Pet day-cares	X	X	X	C (12)	C (12)	C (12)	X
Kennels, hobby	X	X	X	P	P	P	P
Laundromats and laundry services	X	X	X	X	X	X	X

Use	Parks	Resource		Rural			
	Parks	FRL	MR	URS	RP	RR	RW
Lumber and bulky building material sales	X	X	X	X	X	X	X
Mobile home sales	X	X	X	X	X	X	X
Nursery, retail	X	X	X	C	C	C	X
Nursery, wholesale	X	X	X	P	P	P	P
Off-street private parking facilities	X	X	X	X	X	X	X
Personal services – skin care, massage, manicures, hairdresser/barber	X	X	X	X	X	X	X
Pet shop – retail and grooming	X	X	X	X	X	X	X
Research laboratory	X	X	X	X	X	X	X
Restaurants	X	X	X	X	X	X	X
Restaurants, high-turnover	X	X	X	X	X	X	X
Recreational vehicle rentals	X	X	X	X	X	X	X
Temporary offices and model homes (27)	X	X	X	X	ACUP	ACUP	X
Tourism facilities, including outfitter and guide facilities	X	X	X	X	X	X	X
Tourism facilities, including seaplane and tour-boat terminals	X	X	X	X	X	X	X
Transportation terminals	X	X	X	X	X	X	X
Veterinary clinics/Animal hospitals	X	X	X	C	C (8)	C (8)	X
RECREATIONAL/CULTURAL USES							
Accessory use or structure (1) (17) (51)	P	P	P	P	P	P	P
Amusement centers	ACUP	X	X	X	X	X	X
Carnival or Circus	ACUP	X	X	X	X	X	X
Club, civic or social	ACUP	X	C (12)	X	C (12)	C (12)	X
Golf courses	ACUP	X	X	C (12)	C (12)	C (12)	X
Marinas	ACUP	X	X	X	X	X	X
Movie/Performance theaters, indoor	X	X	X	X	X	X	X
Movie/Performance theaters, outdoor	C	X	X	X	X	X	X
Museum, galleries, aquarium, historic or cultural exhibits	ACUP	X	X	X	X	X	X
Parks and open space	P	P	P	P	P	P	P
Race track, major	C (12)	X	X	X	X	X	X
Race track, minor	C (12)	C (12)	C (12)	X	X	X	C (12)

Use	Parks	Resource		Rural			
	Parks	FRL	MR	URS	RP	RR	RW
RECREATIONAL/CULTURAL USES (continued)							
Recreational facilities, private	ACUP	X	X	C (12)	C (12)	C (12)	C
Recreational facilities, public	ACUP	X	X	ACUP	ACUP	ACUP	C
Recreational vehicle camping parks	ACUP	X	X	X	C (46)	C (46)	C (46)
Zoo	X	X	X	X	X	X	X
INSTITUTIONAL USES							
Accessory use or structure (1) (17) (51)	P	P	P	P	P	P	P
Government/Public structures	P	X	X	P	ACUP	ACUP	X
Hospital	X	X	X	X	X	X	X
Places of worship	X	X	X	C (12)	C (12)	C (12)	X
Private or public schools (20)	X	X	X	C	C	C	X
Public facilities, transportation and parking facilities, electric power and natural gas utility facilities, substations, ferry terminals, and commuter park-and-ride lots (16)	P	C (5)	C	C	C	C	C
INDUSTRIAL USES							
Accessory use or structure (1) (17) (51)	X	P	P	P	P	P	P
Air pilot training schools	X	X	X	X	X	X	X
Assembly and packaging operations	X	X	X	X	X	X	X
Boat yard	X	X	X	X	X	X	X
Cemeteries, mortuaries, and crematoriums (10)	X	X	X	C	C	C	C
Cold storage facilities	X	X	X	X	X	X	X
Contractor's storage yard (21)	X	X	ACUP	X	C (12)	C (12)	X
Food production, brewery or distillery	X	X	X	X	X	X	X
Fuel distributors	X	X	X	X	X	X	X
Helicopter pads (13)	X	X	X	X	X	X	X
Manufacturing and fabrication, light	X	X	X	X	X	X	X
Manufacturing and fabrication, medium	X	X	X	X	X	X	X
Manufacturing and fabrication, heavy	X	X	X	X	X	X	X
Manufacturing and fabrication, hazardous	X	X	X	X	X	X	X
Recycling centers	X	X	X	X	X	X	X
Rock crushing	X	C (39)	C (39)	X	X	X	C (39)
Slaughterhouse or animal processing	X	X	X	X	X	X	X

Use	Parks	Resource		Rural			
	Parks	FRL	MR	URS	RP	RR	RW
Storage, hazardous materials	X	X	X	X	X	X	X
Storage, indoor	X	X	X	X	X	X	X
Storage, outdoor	X	X	X	X	X	X	X
Storage, self-service	X	X	X	X	X	X	X
Storage, vehicle and equipment (1)	X	X	X	X (18)	X (18)	X (18)	X
Top soil production, stump grinding	X	X	C	X	C (22)	C (22)	X
Transshipment facilities, including docks, wharves, marine rails, cranes, and barge facilities	X	X	X	X	X	X	X
Uses necessary for airport operation such as runways, hangars, fuel storage facilities, control towers, etc. (13)	X	X	X	X	X	X	X
Warehousing and distribution	X	X	X	X	X	X	X
Wrecking yards and junk yards (1)	X	X	X	X	X	X	X
RESOURCE LAND USES							
Accessory use or structure (1) (17) (51)	P	P	P	P	P	P	P
Aggregate extractions sites	X	P (4)	P	X	C	C	C
Agricultural uses (15)	P X(79)	X	P	P	P (7)	P (7)	P (7)
Aquaculture practices	P	X	X	C	C	C	C
Forestry	P X(79)	P	P	P	P	P	P
Shellfish/fish hatcheries and processing facilities	X	X	X	X	X	X	X

Section 5. Kitsap County Code Section 17.381.050, "Footnotes for zoning use table," last amended by Ordinance 495-2012, is hereby amended as follows:

17.381.050 Footnotes for zoning use table.

A. Where noted on the preceding use tables, the following additional restrictions apply:

1. Where applicable subject to Section 17.381.060, Provisions applying to special uses.
2. Minimum setbacks shall be twenty feet 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 or 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.
9. Veterinary clinics and animal hospitals are allowed, provided a major part of the site fronts on a street and the director finds that the proposed use will not interfere with reasonable use of residences by reason of too close proximity to such residential uses, or by reason of a proposed exterior too different from other structures and character of the neighborhood. All activities shall be conducted inside an enclosed building.
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.
11. A circus, carnival, animal display, or amusement ride may be allowed through administrative review in all industrial zones and any commercial zones, except neighborhood commercial (NC), for a term not to exceed ninety days, with a written approval of the director. The director may condition such approval as appropriate to the site. The director's decision may be appealed to the hearing examiner.
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 incidences 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 sight-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.

19. All development within the Silverdale Design District boundaries must be consistent with the Silverdale Design Standards.

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.

24. Mobile homes are prohibited, except in approved mobile home parks.

25. All uses must comply with the town development objectives of Section 17.321B.025.

26. Within the MVC zone, a new single-family dwelling may be constructed only when replacing an existing single-family dwelling. All replacement single-family dwellings and

accessory structures within the MVC zone must meet the height regulations, lot requirements, and impervious surface limits of the MVR zone.

27. Subject to the temporary permit provisions of Chapter 17.455.

28. Allowed only within a commercial center limited in size and scale (e.g., an intersection or corner development).

29. The Bethel Road Corridor Development Plan sets forth policies and regulations for development within the Highway Tourist Commercial Zone located along the Bethel Corridor in South Kitsap from SE Ives Mill Road to the Port Orchard city limits. Development within the Bethel Road Corridor Highway Tourist Commercial Zone shall be conducted in a manner consistent with the policies and regulations of the Land Use Element of the Bethel Road Corridor Development Plan.

30. The Design Standards for the Community of Kingston set forth policies and regulations for properties within the downtown area of Kingston. All development within this area must be consistent with these standards. A copy of the Design Standards for the Community of Kingston may be referred to on the Kitsap County web page or at the department of community development front counter.

31. Uses permitted only if consistent with an approved master plan pursuant to Chapter 17.415. Where a master plan is optional and the applicant chooses not to develop one, all uses shown as permitted require an administrative conditional use permit.

32. For properties with an approved master plan, except as described in Section 17.370.025, all uses requiring a conditional use permit will be considered permitted uses.

33. Must be located and designed to serve adjacent area.

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.

35. The use shall be accessory and shall not occupy more than twenty-five percent of the project area.

36. Requires a conditional use permit when abutting SVR or SVLR zone.

37. Permitted only within a mixed use development or office complex.

38. Customer service-oriented uses over five thousand square feet are prohibited.

39. For the purpose of construction and maintenance of a timber management road system.

40. Self storage facilities must be accessory to the predominant residential use of the property, sized consistently for the number of lots/units being served and may serve only the residents of the single-family plat or multi-family project.

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 sight-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.

45. New or expanded commercial developments that will result in less than five thousand gross square feet of total commercial use within a development site or residential developments of fewer than four dwelling units are permitted outright outside of the Silverdale UGA.

46. Allowed only as an accessory use to a park or recreational facility greater than twenty acres in size.

47. As a hearing examiner conditional use, UM and UH zones adjacent to a commercial zone may allow coordinated projects that include commercial uses within their boundaries. Such projects must meet the following conditions:

- a. The project must include a combination of UM and/or UH and commercially zoned land;
- b. The overall project must meet the density required for the net acreage of the UM or UH zoned land included in the project;
- c. All setbacks from other residentially zoned land must be the maximum required by the zones included in the project;
- d. Loading areas, dumpsters and other facilities must be located away from adjacent residential zones; and
- e. The residential and commercial components of the project must be coordinated to maximize pedestrian connectivity and access to public transit.

48. Within urban growth areas, all new residential subdivisions, single-family or multi-family developments are required to provide an urban level of sanitary sewer service for all proposed dwelling units.

49. Mixed use development is prohibited outside of urban growth areas.

50. The 2007 Manchester Community Plan, Appendix A – Manchester Design Standards, sets forth policies and regulations for properties within the Manchester Village Commercial (MVC) district. All development within the MVC district must be consistent with these standards.

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).

53. Commercial or industrial uses otherwise prohibited in the zone may be allowed as a component of a home business subject to the requirements of Section 17.381.060(B).

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.

56. There shall be no more than six rental vehicles kept on site.

57. When a component of development located within a commercial zone involves the conversion of previously undeveloped land which abuts a residential zone, it shall be treated as a Type II Administrative Decision.

58. In addition to the other standards set forth in the 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.

59. Use is permitted in the South Kitsap Industrial Area only.

60. All development in Illahee shall be consistent with the Illahee Community Plan.

61. Use prohibited in the Waaga Way Town Center area (see the Silverdale Design Standards).

62. General retail merchandise stores greater than one hundred twenty-five thousand square feet in size are prohibited in the Waaga Way Town Center area (see the Silverdale Design Standards). Additional square footage may be allowed for projects greater than twenty-five acres in size.

63. Restaurants, high-turnover that provide drive-through service must be compatible with the pedestrian focus of the Waaga Way Town Center (see the Silverdale Design Standards).

Such businesses shall minimize potential conflicts with pedestrian and bicycle traffic and gathering areas by subordinating the drive-through service to the overall development design.

64. When a component of development is 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, slaughterhouses and animal processing may have a retail component not to exceed four thousand 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. Allowed for existing airports only.

75. All storage must be screened from public view by a twenty-five-foot 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

77. All dwelling units must be included within a senior living development and consistent with the residency requirements of Section 17.335.080(A).

78. Allowed only in concentrated commercial/mixed use areas designated at the time of performance-based development approval for a senior living development. The use shall be sized and located consistent with the needs of the proposed senior living development.

79. Use prohibited within the portion of the Gorst urban growth area between the Sinclair Inlet shoreline and State Highways 3 and 16.

80. Use prohibited within the Gorst urban growth area.

81. Use permitted outright in the Gorst urban growth area.

82. Use requires a conditional use permit in the Gorst urban growth area.

83. In the Gorst urban growth area, must take access from state route. Auto uses with underground storage tanks (such as gas stations) shall not be located in the Gorst Creek floodplain.

Section 6. Kitsap County Code Section 17.382.035, "Additional mixed use development standards," last amended by Ordinance 415-2008, is hereby amended as follows:

17.382.035 Additional mixed use development standards.

A. Total gross floor area devoted to residential uses in any mixed use development project shall not exceed eighty percent of the proposed gross floor area.

B. Total gross floor area dedicated to commercial uses in any mixed use development shall not exceed fifty percent of the proposed gross floor area.

C. If the mixed use development is phased, the development's commercial uses shall be constructed concurrent with or subsequent to the residential uses.

D. Development standards for mixed use development may be modified or waived, as set forth in Chapter 17.400 and Title 21 of this code, provided the applicant can demonstrate that the modification or waiver request will result in a project that:

1. Fosters a development pattern focused on the public street;
2. Provides for community spaces such as plazas, atriums or pocket parks;
3. Provides for a compatible mix of multi-family housing and commercial businesses and services;
4. Better meets the intent of the Comprehensive Plan;
5. Provides for compatibility with surrounding uses and zones; and
6. The commercial and residential components are constructed concurrently.

E. The following development standards may be modified or waived consistent with the criteria outlined in subsection (D) of this section:

1. Screening requirements in Title 17, provided the modification or waiver complies with the provisions of Section 17.382.030(B);
2. Landscaping requirements in Title 17, provided the modification or waiver complies with the provisions of Section 17.382.030(B);
3. Parking layout, access and dimensional standards in Chapter 17.435, provided the modification or waiver results in a design that provides safe and efficient pedestrian and vehicular circulation;
4. Minimum parking requirements in Chapter 17.435, provided the applicant demonstrates with a traffic and parking impact analysis that any adverse parking impacts resulting from the granting of the modification or waiver request are adequately mitigated;
5. Lot coverage limitations in Chapter 17.382; provided that this shall not apply in the Gorst UGA, which instead is subject to KCC 17.378.080.

6. Setback requirements in Chapter 17.382;
7. Residential open space requirements in Title 17; and
8. Height restrictions in Chapter 17.382, provided the modification or waiver is consistent with the recommendations of the fire marshal/fire district and results in a decrease in building coverage, an increase in public amenities, and/or a more creative or efficient use of land. The maximum height approved shall not exceed the heights listed in Section 17.382.110(A)(17). In the Gorst UGA, maximum height may only be earned through the incentives in KCC 17.378.080.

F. The criteria and provisions of this section supersede other variance, modification or waiver criteria and provisions contained in this title.

Section 7. Kitsap County Code Section 17.382.040, "Tables," last amended by Ordinance 495-2012, is hereby amended as follows:

17.382.040 Tables.

There are five separate tables addressing the uses allowed within the following general land use categories and zones:

A. Urban Residential Zones.

1. Urban Restricted (UR).
2. Urban Low Residential (UL).
3. Senior Living Homestead (SLH).
4. Urban Cluster Residential (UCR).
5. Urban Medium Residential (UM).
6. Urban High Residential (UH).
7. Illahee Greenbelt Zone (IGZ).

B. Commercial and Mixed Use Zones.

1. Neighborhood Commercial (NC).
2. Urban Village Center (UVC).
3. Urban Town Center (UTC).
4. Highway Tourist Commercial (HTC).
5. Regional Commercial (RC).
6. Mixed Use (MU).
7. Low Intensity Commercial (LIC).

C. Airport and Industrial Zones.

1. Airport (A).
2. Business Park (BP).
3. Business Center (BC).
4. Industrial (IND).

D. Limited Areas of More Intensive Rural Development (LAMIRD).

1. Manchester Village Commercial (MVC).
2. Manchester Village Low Residential (MVLRL).
3. Manchester Village Residential (MVR).
4. Port Gamble Rural Historic Town Commercial (RHTC).
5. Port Gamble Rural Historic Town Residential (RHTR).
6. Port Gamble Rural Historic Town Waterfront (RHTW).
7. Suquamish Village Commercial (SVC).
8. Suquamish Village Low Residential (SVLR).
9. Suquamish Village Residential (SVR).

E. Parks, Rural and Resource Zones.

1. Parks (P).
2. Forest Resource Lands (FRL).
3. Mineral Resource (MR).
4. Rural Protection (RP).
5. Rural Residential (RR).
6. Rural Wooded (RW).
7. Urban Reserve (URS).

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Section 8. Kitsap County Code Section 17.382.060, "Urban Residential Density and Dimension Table," last amended by Ordinance 495-2012, is hereby amended as follows:

17.382.060 Urban Residential Density and Dimensions Table.

Standard	Urban Low-Density Residential					Urban Medium/High-Density Residential		
	UCR (5)	SLH	IGZ (33) (50)	UR (33)	UL (5) (33)	UM (5)	UH (33)	
Minimum density (du/acre)	5 (19)	5	1 (3) (18)	1 (3) (18)	5 (19)	10 (19)	19	
Base/Maximum density (du/acre)	9 (19)	9	4 (18)	5 (18) 10 (53)	9 (19)	18 (19)	30	
Minimum lot size (39)	2,400 s.f.		5,800 s.f.	5,800 s.f.		None for multi-family; 2,400 s.f. for single-family	None	
Lot width (feet)	40	40	60	60	40 (20)	0 for multi-family; 40 for single-family	60	
Lot depth (feet)	60	60	60	60	60	0 for multi-family; 60 for single-family	60	
Maximum height (feet) (40)	35	Single-family 35 Multi-family 45	35 (50)	35	35	35 (17)	35 (17)	
Maximum impervious surface coverage	NA	NA	40%	50% 55% (53)	NA	85%	85%	

		Urban Low-Density Residential					Urban Medium/High-Density Residential		
Standard	UCR (5)	SLH	IGZ (33) (50)	UR (33)	UL (5) (33)	UM (5)	UH (33)		
	Setbacks, Generally (34) (38)								
Front (feet) (41)(42)(43)(45)	10 for single-family, duplex & townhouse; 10 for multi-family adjacent or abutting residential, otherwise 0 (29)	5 for single-family, duplex & townhouse; 10 for multi-family adjacent or abutting residential, otherwise 0 (29)	20 (29)	20 (29) 15 (54)	20 for garage or carport; 10 for habitable area (29)	Multi-family = 10 Single-family = 20 for garage or carport; 10 for habitable area (29)	20 (29)		
Side (feet) (42)(43)(45)(48)	5 If on an alley, 10 feet for a garage or carport opening directly onto the alley or 5 feet in all other instances (28) (29)	5 If on an alley, 10 feet for a garage or carport opening directly onto the alley or 5 feet in all other instances (28) (29)	5 (29)	5 (29)	5 If on an alley, 10 feet for a garage or carport opening directly onto the alley or 5 feet in all other instances (29)	5 If on an alley, 10 feet for a garage or carport opening directly onto the alley or 5 feet in all other instances (29)	5 (29)		
Rear (feet) (42)(43)(48)	5 If on an alley, 10 feet for a garage or carport opening directly onto the alley or 5 feet in all other instances (28) (29)	5 If on an alley, 10 feet for a garage or carport opening directly onto the alley or 5 feet in all other instances (28) (29)	5 (29)	5 (29) 15 (54)	5 If on an alley, 10 feet for a garage or carport opening directly onto the alley or 5 feet in all other instances (29)	5 If on an alley, 10 feet for a garage or carport opening directly onto the alley or 5 feet in all other instances (29)	10 (29)		

Section 9. Kitsap County Code Section 17.382.070, "Commercial and Mixed Use Density and Dimensions Table," last amended by Ordinance 467-2010, is hereby amended as follows:

17.382.070 Commercial and Mixed Use Density and Dimensions Table.

Standard	Urban Low Commercial Intensity/Mixed-Use		Urban High Commercial Intensity/Mixed-Use			Rural Commercial	
	NC (5) (33)	UVC (5)	UVC (5) (33)	HTC (5) (25) (33)	RC (33)		IMU (33)
Minimum density (du/acre)	10 (44)	10 (19)	10 (19)	Reserved	10 (44)	10 (32)	None
Base/Maximum density (du/acre)	30	18 (19)	20 base 30 max (53)	Reserved	30	30	None
Maximum height (feet) (40)	35 (17)	45	25 base 45 max (53)	Reserved	35 (17)	35 (17)	35
Maximum impervious surface coverage	85%	85%	35% base 50% max (53)	85%	85%	85%	Base: 60% (54) 85% (53)

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Standard	Urban Low Commercial Intensity/Mixed-Use		Urban High Commercial Intensity/Mixed-Use				Rural Commercial	
	NC (5) (33)	UVC (5)	LIC (51)	UTC	HTC (5) (25) (33)	RC (33)	MU (33)	RCO
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)	35%	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

Sailpacks, Generally (34) (33)

	Urban Low Commercial Intensity/Mixed-Use		Urban High Commercial Intensity/Mixed-Use				Rural Commercial	
	NC (5) (33)	UVC (5)	LIC (51)	UTC	HTC (5) (25) (33)	RC (33)	MU (33)	RCO
Standard								
Minimum front (feet) (29) (41) (42) (43) (48)	20	None	None	Reserved	20	20	10	20 (26)
Maximum front (feet) (42) (43) (48)	NA	NA	10 (52)	NA	NA	NA	20	NA
Side (feet) (29) (42) (43) (48)	10 (21)	None	0 (10 feet when abutting UR zone)	Reserved	10 (21)	10 (21)	10 (21)	20 (50 feet when abutting residential) (26)
Rear (feet) (29) (48)	10 (21)	None	15	Reserved	10 (21)	10 (21)	10 (21)	20 (50 feet when abutting residential) (26)

Section 10. Kitsap County Code Section 17.382.100, "Parks, Rural and Resource Density and Dimensions Table," last amended by Ordinance 415-2008, is hereby amended as follows:

17.382.100 Parks, Rural and Resource Density and Dimensions Table.

Standard	Parks		Resource		Rural	
	P	FRL	MR	RP	RR	URS

Standard	Parks		Resource			Rural			RR	RW	URS
	P		FRL	MR	RP	RP	RP	RP			
Base/Maximum density (du/acre)	NA	NA	NA	NA	NA	NA	NA	NA	Base: 1 du/20 acres Max: 1 du/5 acres (35)	NA	
Minimum lot size (acre) (39)	NA	NA	40	20 (30)	10	10	5	5	20 (35)	10	
Lot width (feet)	NA	NA	140	60 (31)	140	140	140	140	140	140	
Lot depth (feet)	NA	NA	140	NA	140	140	140	140	140	140	
Maximum height (feet) (40)	35 (17)	35 (1)	35 (1)	NA	35 (2)	35 (2)	35 (2)	35 (2)	35 (2)	35	
Setbacks, Generally (24) (33)											
Front (feet) (41) (42) (43)	20 0 (54)	50 (29)	50 (29)	NA	50 (29)	50 (29)	50 (29)	50 (29)	50 (29)	20 (29)	
Side (feet) (42) (43)	10	20 (29)	20 (29)	NA	20 (29)	20 (29)	20 (29)	20 (29)	20 (29)	5 (29)	
Rear (feet) (42) (43)	10 0 (54)	20 (29)	20 (29)	NA	20 (29)	20 (29)	20 (29)	20 (29)	20 (29)	5 (29)	
Setbacks for Agricultural Structures (34)											
Front yard (feet) (48)	50	NA	NA	NA	50	50	50	50	NA	20	

Standard	Parks		Resource			Rural		
	P		FRL	MR	RP	RR	RW	URS
Side yard (feet) (48)	50		NA	NA	50	50	NA	50
Rear yard (feet) (48)	50		NA	NA	50	50	NA	50

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Section 11. Kitsap County Code Section 17.382.110, "Footnotes for tables," last amended by Ordinance 495-2012, is hereby amended as follows:

17.382.110 Footnotes for tables.

A. Where noted on the preceding tables, the following additional provisions apply:

1. Except for those buildings directly associated with timber production and harvest.
2. Except for silos and other uninhabited agricultural buildings.
3. Properties within the urban restricted (UR) zone and Illahee Greenbelt Zone (IGZ) may subdivide at densities below the minimum required for the zone under the following circumstances:
 - a. The reduced density provides a greater protection for critical areas or environmentally sensitive areas; and
 - b. The intent of the short subdivision or subdivision is to keep the property in the ownership of the immediate family members.
4. If a single lot of record, legally created as of April 19, 1999, is smaller in total square footage than that required under this chapter, or if the dimensions of the lot are less than required, said lot may be occupied by any reasonable use allowed within the zone subject to all other requirements of this chapter. If there are contiguous lots of record held in common ownership, each of the lots legally created as of April 19, 1999, and one or more of the lots is smaller in total square footage than required by this chapter, or the dimensions of one or more of them are less than required, said lots shall be combined to meet the minimum lot requirements for size and dimensions.
5. The Design Standards for the Community of Kingston sets forth policies and regulations for properties within the downtown area of Kingston. All development within this area must be consistent with these standards. A copy of the Design Standards for the Community of Kingston may be referred to on the Kitsap County web page or at the department of community development front counter.
6. Building replacements and remodels shall not create in excess of a total of forty percent impervious surface for lot area or more than the total existing impervious surface area, whichever is greater.
7. Excess area from acreage used to support proposed densities but not devoted to residential lots and public improvements such as streets and alleys shall be permanently dedicated and reserved for community open space, park land, and similar uses. For developments proposing densities no greater than one dwelling unit per five acres, the minimum and maximum lot sizes

shall not apply, except that existing dwelling units shall be allocated lot area between three thousand five hundred and seven thousand five hundred square feet. New proposals may then proceed using the five-acre lot requirements of Section 17.310.030 for the rural residential (RR) zone.

8. Hotels may be developed with four above-ground floors and up to a height not exceeding fifty feet with approval of the fire marshal and relevant fire district.

9. May be reduced to ten feet for residential uses through the administrative conditional use or PBD process.

10. Uses allowed through the conditional use process shall provide minimum side setbacks of ten feet and minimum rear setbacks of twenty feet.

11. Any newly created lot within the Suquamish Rural Village shall be subject to Chapter 16.48 of this code, Short Subdivisions, and must meet the lot requirements below:

a. Lot Requirements.

- (1) Minimum lot size: twenty-one thousand seven hundred eighty square feet.
- (2) Minimum lot width: one hundred feet.
- (3) Minimum lot depth: one hundred feet.

b. Setbacks.

- (1) Front: twenty feet.
- (2) Side: five feet.
- (3) Rear: five feet.

12. Nonconforming Lots.

a. Nonconforming Lots in Single Ownership. If a single lot of record, legally created before the adoption of the Manchester Community Plan, is less than eight thousand seven hundred twelve square feet in size or does not meet the dimensional requirements of its zone, the lot may be occupied by any use allowed within the zone subject to all other requirements of this chapter.

b. Nonconforming Lots in Common Ownership. Contiguous lots of record held in common ownership, each lot legally created before adoption of the Manchester Community Plan, must be combined to meet the minimum lot requirements of its zone if one or more of the lots are less than eight thousand seven hundred twelve square feet in size or does not meet the dimensional requirements of its zone and, at the time of adoption of the Manchester Community Plan (March 18, 2002), either (i) a residential structure encumbered more than one of the contiguous lots or (ii) two or more of the contiguous lots were vacant. If one or more of the lots is sold or otherwise removed from common ownership after the adoption of the Manchester Community Plan, it will

not be considered to meet the minimum lot requirements for non-conforming lots in single ownership. Property with two contiguous lots legally created before adoption of the Manchester Community Plan with a residential structure entirely on one lot may develop the second lot consistent with applicable zoning.

13. Residential structures within the MVC zone may not exceed twenty-eight feet.

14. Within the view protection overlay, the maximum height shall be twenty-eight feet. Height shall be measured from the average elevation of the property's buildable area to the structure's highest point. Buildable area is considered all portions of the property except wetlands and/or geologically hazardous areas. Properties within the view protection overlay zone may build as high as thirty-five feet under the following circumstances:

- a. There is no existing view of downtown Seattle, the Cascade Mountains, Mt. Rainier or the Puget Sound from the subject property or any adjacent property; or
- b. The owners of all adjacent properties approve the building height prior to building permit issuance; or
- c. It can be explicitly shown that the structure will not cause the blockage of existing views from any of the adjacent properties.

15. Clustering residential development is encouraged in all development. When clustering development, if a property owner designates forty percent of the gross acreage as naturally vegetated open space, he or she may create one additional lot for every five lots clustered. The additional lot may not reduce the naturally vegetated open space to an amount less than forty percent of the gross acreage of the development.

16. All properties within the Manchester Village must also meet the requirements of the Storm Water Management Ordinance, Chapters 12.04 through 12.32 of this code. The use of pervious materials and other new technologies may be used in the construction of these areas and structures to reduce the impervious surface calculation.

17. A greater height may be allowed as set forth below and in accordance with the procedures in Title 21 of this code. Such approval must be consistent with the recommendations of the fire marshal/fire district and compatible with surrounding uses and zones. Such approval shall result in a decrease in building coverage, an increase in public amenities, and/or a more creative or efficient use of land. The maximum building height approved by the director shall not exceed:

- a. In the UM, NC, and P zones: forty-five feet.
- b. In the UH, HTC, and RC zones: sixty-five feet.
- c. In the BP, BC, and IND zones: fifty feet.
- d. In the mixed use zone:
 - i. Within Silverdale, the maximum height shall be forty-five feet;
 - ii. Along the Highway 303 corridor, the maximum height shall be sixty-five feet;

iii. Along Perry and National Avenues, the maximum height shall be forty-five feet.

iv. Within Gorst, the maximum height shall be sixty-five feet when public benefits are provided and incentives earned per 17.378.070.

18. The minimum and maximum densities within the range are based upon the net acreage of the property(s) after the removal of critical areas. In determining a development proposal's actual density within the range, the features of the subject parcel including on-site or adjacent wetlands, streams or steep slopes shall be considered first.

19. The maximum number of residential units permitted in the South Kitsap UGA/ULID #6 Sub-Area Plan is four thousand one hundred seventy-two until such time as a further population allocation is made to the sub-area. All residential development within the sub-area is subject to this density limitation. To ensure that the density limit for the sub-area is not exceeded, the director shall use the county's land information system (LIS) to monitor the number of dwelling units remaining and available for development within the sub-area.

20. The minimum lot width within the ULID #6 Sub-Area shall be forty feet.

21. Twenty feet when abutting a residential zone.

22. Maximum height shall be thirty feet when located within the two-hundred-foot shoreline area.

23. The minimum site setback shall be seventy-five feet for any yard abutting a residential zone, unless, based upon a site-specific determination, berming and landscaping approved by the director is provided that will effectively screen and buffer the business park activities from the residential zone that it abuts; in which case, the minimum site setback may be reduced to less than seventy-five feet but no less than twenty-five feet. In all other cases, minimum site setbacks shall be twenty feet.

24. An individual structure intended for future mixed commercial and residential uses may initially be used exclusively for residential use if designed and constructed for eventual conversion to mixed commercial and residential use once the Urban Village Center or Urban Town Center matures.

25. The Bethel Road Corridor Development Plan sets forth policies and regulations for development within the Highway Tourist Commercial Zone located along the Bethel Corridor in South Kitsap from SE Ives Mill Road to the Port Orchard City limits. Development within the Bethel Road Corridor Highway Tourist Commercial Zone shall be conducted in a manner consistent with the policies and regulations of the Land Use Element of the Bethel Road Corridor Development Plan.

26. No service road, spur track, or hard stand shall be permitted within required yard areas that abut a residential zone.

27. As approved by the director, wherever an industrial zone abuts a residential zone, a fifty-foot screening buffer area shall be provided. This screening buffer is intended to reduce impacts to abutting residential uses such as noise, light, odors, dust and structure bulk. No structures, open storage, or parking shall be allowed within this area. The director shall only approve screening buffers that improve the compatibility between the proposed use and the residential zone. The director may reduce this buffer to a minimum of twenty-five-foot width only when based upon a site-specific determination that topography, berming or other screening features will effectively screen industrial activities from the residential zone. Conversely, based upon a similar site-specific determination, the director may increase the buffer width from fifty feet to ensure adequate buffering and compatibility between uses.

28. Unless part of an approved zero-lot line development.

29. One-hundred-foot setback required for single-family buildings abutting FRL or RW zones.

30. No minimum lot size if property is used only for extraction.

31. Three hundred thirty feet if activity includes any uses in Section 17.380.020.

32. Existing lots developed with existing single-family residences are permitted to be maintained, renovated and structurally altered. Additions to existing residential structures in order to provide commercial uses are also permitted regardless of density.

33. All development within the Silverdale Design District boundaries must be consistent with the Silverdale Design Standards.

34. Development abutting a street for which a standard has been established by the Kitsap County Arterial Plan shall provide a special setback from the centerline of said street or a distance adequate to accommodate one-half of the right-of-way standard established by the arterial plans for the street. The building setback required by the underlying zone shall be in addition to the special setback and shall be measured from the edge of the special setback line. The special setback area shall be treated as additional required yard area and reserved for future street widening purposes.

35. Maximum density, smaller lot sizes and reduced setbacks may be allowed based upon the designation of a portion of the development acreage as "permanent open space" through the Rural Wooded Incentive Program per Section 17.301.080.

36. For standards applicable to master planned industrial developments and approved industrial parks, see Section 17.370.090.

37. When an airport zone abuts a residential zone, there shall be a minimum of five hundred feet from the end of any runway and the residential zone. Adjacent to airports, the director may impose height restrictions and/or other land use controls, as deemed essential to prevent the establishment of air space obstructions in air approaches to protect the public health, safety and welfare consistent with Federal Aviation Regulations (FAR) Part 77.

38. Cornices, canopies, eaves, belt courses, sills or other similar architectural features, or fireplaces may extend up to twenty-four inches into any required yard area. For setbacks along shorelines, see Chapter 17.450.

39. Unless otherwise stated in this title, if a lot of record which was legally created as of May 10, 1999, is smaller in total square footage than that required within the zone, or if the dimensions of the lot are less than that required within the zone, said lot may be occupied by any use allowed within that zone subject to all other requirements of the zone. Unless specifically stated within this title, where two or more contiguous lots which are nonconforming to the lot size or dimensions of the zone and are held in common ownership, said lots shall be considered separate legal nonconforming lots and each may be occupied by any use permitted within the zone subject to all other requirements of the zone. If a lot of record was lawfully occupied by two or more single-family residences (excluding accessory dwellings) as of May 10, 1999, the owner of such a lot may apply for a short plat approval in order to permit the segregated sale of such residences, even though some or all of the resulting new lots will have lot areas or dimensions less than required for the zone in which they are located. All other provisions of the Short Subdivision Ordinance (Chapter 16.48 of this code) shall apply to the application.

40. Height limitations set forth elsewhere in this title shall not apply to the following: barns, silos, or other farm buildings and structures, provided they are not less than fifty feet from every lot line; chimneys, spires on places of worship, belfries, cupolas, domes, smokestacks, flagpoles, grain elevators, cooling towers, solar energy systems, monuments, fire house towers, masts, aerials, elevator shafts, and other similar projections, and outdoor theater screens, provided said screens contain no advertising matter other than the name of the theater. The proponent seeking exception to the height limitation shall certify that the object being considered under this provision will not shade an existing solar energy system which, by the determination of the director, contributes substantially to the space or water-heating requirements of a building.

41. The following exceptions apply to front yard requirements:

- a. If there are dwellings on both abutting lots with front yards less than the required depth for the zone, the front yard for the lot need not exceed the average front yard of the abutting dwellings.

- b. If there is a dwelling on one abutting lot with a front yard less than the required depth for the zone, the front yard need not exceed a depth of half-way between the depth of the front yard on the abutting lot and the required front yard depth.
- c. If a modification to the front-yard requirement is necessary in order to site dwellings in a manner that maximizes solar access, the director may modify the requirement.
- d. On lots with multiple front yards, the front yard setback(s) in which the lot does not receive access may be modified by the director. Based upon topography, critical areas or other site constraints, the director may reduce these front yard setbacks to a minimum of twenty feet for properties requiring fifty feet and five feet for properties requiring twenty feet. The director may not modify front yard setbacks from county arterials or collectors. Such reductions shall not have an adverse impact to surrounding properties.

42. The following exceptions apply to historic lots:

- a. Building setback lines that do not meet the requirements of this title but were legally established prior to the adoption of this title shall be considered the building line for alterations, remodels, and accessory structures on the lot or parcel; providing, that no structure or portion of such addition may further project beyond the established building line.
- b. Any single-family residential lot of record as defined in Chapter 17.110 that has a smaller width or lot depth than that required by this title, or is less than one acre, may use that residential zoning classification that most closely corresponds to the dimension or dimensions of the lot of record, for the purpose of establishing setbacks from the property lines.

43. Any structure otherwise permitted under this section may be placed on a lot or parcel within a required yard area if the director finds that such a location is necessary because existing sewer systems or roadways make compliance with the yard-area requirements of this title impossible without substantial changes to the site.

44. Outside of the Silverdale Sub-Area, densities required only with mixed use development.

45. Density in the KVLK zone may be increased to three units per acre through a performance-based development (PBD) process pursuant to the regulations cited in Section 17.321D.090(B).

46. Front porch must meet following requirements to qualify for five-foot front setback:

- a. Porch shall be forty percent open on each of two sides; no enclosed porches.
- b. Minimum porch dimensions shall be four feet by six feet, or twenty-four square feet.
- c. Porches shall not be less than four feet in width.

47. The 2007 Manchester Community Plan, Appendix A – Manchester Design Standards sets forth policies and regulations for properties within the Manchester Village commercial district (MVC). All developments within the MVC district must be consistent with these standards.

48. Cornices, canopies, eaves, belt courses, sills, bay windows, fireplaces or other similar cantilevered features may extend up to twenty-four inches into any required yard area. In no case shall a habitable area be considered for encroachment into a required yard through any land use process. Additionally, fire escapes, open-uncovered porches, balconies, landing places or outside stairways may extend up to twenty-four inches into any required side or rear yards, and shall not extend more than six feet into any required front yard. This is not to be construed as prohibiting open porches or stoops not exceeding eighteen inches in height, and not closer than twenty-four inches to any lot line.

49. Minimum project size applies to the initial land use application for the property such as master plan, PBD or other mechanism. Subsequent subdivision through platting or binding site plan consistent with scope and conditions of the land use approval is not required to meet this minimum size.

50. New or remodeled structures within the Illahee View Protection Overlay Zone may not exceed twenty-eight feet.

51. No residential uses are allowed within the portion of the Gorst urban growth area between the Sinclair Inlet shoreline and State Highways 3 and 16.

52. No motor vehicle parking allowed within the front yard setback. See also KCC 17.378.060 regarding conditions under which maximum setbacks may increase, as well as parking location standards.

53. Within the Gorst urban growth area, density, impervious surface coverage, and height may be increased to the maximum listed in the Density and Dimensions Table through compliance with the incentive program described in 17.378.030(B).

54. Standard listed applicable to Gorst UGA only.



Executive Summary

Issue Title: Ordinance 511-2013, inadvertent omission of effective date

Meeting Date: 2-3-14

Time Required: 5-10 minutes

Attendees:

Action Requested At This Meeting: Move to Correct Effective Date of Ordinance 511-2013

Issue: Ordinance 511-2013, the omnibus land use ordinance, was intended to have two different effective dates, but the later effective date for Gorst land use issues was inadvertently omitted.

Background: Due to the potential that inadvertent typographical errors or omissions may occur in large, complex ordinances, Kitsap County ordinances routinely include a provision that states: "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 7 of Ordinance 511-2013 included such a provision.

The record for Ordinance 511-2013 indicates that on November 4, 2013, the Board held a Work-Study Session on the Gorst Subarea Plan, in the Port Blakely Conference Room, beginning at 2:00 p.m. At 2:22 pm, the Board discussed and concurred that the Gorst Subarea Plan should become effective on January 15, 2014, in order to provide ample time to train permit staff on changes made to code affecting the Gorst subarea. The effective date of Ordinance 511-2013 should have read as follows:

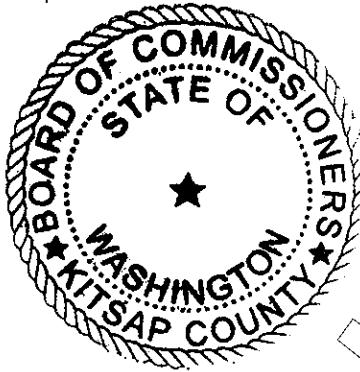
Section 8. Effective Date. Subsections 6 (1) and 6 (3) of this Ordinance shall take effect immediately. Subsections 6(2), (4) and (5) of this Ordinance shall take effect on January 15, 2014.

Recommendation: That the Board take action pursuant to Section 7 of Ordinance 511-2013 to revise the effective date as the record shows it was intended. This will create a written record for any future issues that may arise regarding the application of Ordinance 511-2013 during the time period between December 2, 2013 and January 15, 2014.

Pursuant to Section 7 of Ordinance 511-2013, the Board of County Commissioners hereby corrects the inadvertent omission of the proper effective date for Subsections 6(2), (4) and (5) as follows:

Section 8. Effective Date. Subsections 6 (1) and 6 (3) of this Ordinance shall take effect immediately. Subsections 6(2), (4) and (5) of this Ordinance shall take effect on January 15, 2014.

Dated this 3rd day of February, 2014.



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

Charlotte Garrido
CHARLOTTE GARRIDO, Chair

Robert Gelder
ROBERT GELDER, Commissioner

not present
LINDA STREISSGUTH, Commissioner

ATTEST:

Dana Daniels
Dana Daniels, Clerk of the Board