



Hearing Examiner Staff Report and Recommendation

Report Date: May 21, 2026
Hearing Date: May 28, 2026

Application Submittal Date: August 30, 2023
Application Complete Date: Sept. 21, 2023

Project Name: Royal Valley Area 2
Type of Application: Preliminary Plat/Performance Based Development (PBD)
Permit Number: 23-04238 & 23-03870

Project Location

368 NE Waaga Way (SR-303)
Poulsbo, WA 98370
Commissioner District #1

Assessor's Account

142501-3-035-2003
142501-3-038-2000

Applicant/Owner of Record

Royal Valley Land LLC
6622 Wollochet Drive
Gig Harbor, WA 98335

VICINITY MAP



Recommendation Summary

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

1. Background

This project proposal is for Project Area 2 (Phase) for a multi-phased residential development that involves a separate SEPA environmental review. The project involves a Preliminary Plat/PBD permit (Type 3 decision) on a project site of 65.38-acre parcel and includes frontage on SR-303 right of way managed by Kitsap County and Washington State Department of Transportation (WSDOT). The property owners, Rush Development Company LLC, is proposing a Preliminary Plat/Performance Based Development (PBD) subdividing approximately 65.38 acres to accommodate a total of at least 328 dwelling units (du or units), potentially 368 units. The subdivision proposes 52 lots ranging in size from 1,184 to 4,976 sf (average 2,644 sf) for a mix of attached and detached single family housing types (27 townhouses, 7 cottages, 18 traditional single family detached lots and a clubhouse), an integrated tract for up to 276 multi-family units designed per KCC 17.470, and up to 40 units more in the future. The remaining acreage includes wetlands, streams

and critical area buffers to remain as open space, pursuant to KCC Chapters 16.40 and 17.450, 19.200 and 19.300. PBD provides flexibility to lot standards related to lot sizes, setbacks, and building height to promote a greater range of home sizes and styles along with increased infrastructure efficiency consistent with the Urban Cluster zone (UCR) within the second subdivision. The Plat/PBD applicant is proposing a reduction of lot size, lot width and depth, structure height increase (only within designated urban growth areas), and setbacks. The applicant is requesting a reduction in lot width from 40 ft to 16 ft, lot depth from 60 ft to 50 ft and maximum building height from 35 ft to 40 ft for daylight basements. The minimum lot size is proposed to be reduced from 2400 sf to 1,000 sf (minimum standard 1,200 for attached housing). The single-family lots are proposed to range in size from 1,184 (the middle townhouse units) to 4,976 ft, averaging 2,644 sf of lot area. Area 2 is divided up into Divisions 2A through 2D that includes a clubhouse, public and private roads, stormwater facilities, associated utilities and recreational and open space tracts. A North Perry Avenue Water District water main and a 24" Kitsap County sewer force main exist within utility easements that extend north-south through the site following the alignment of Royal Valley Road.

The Preliminary Plat/PBD will receive access by the Royal Valley connector road with reopening NE Glud's Pond Street as a right-in/right-out access to SR-303 and access from SR-303 constructed for Royal Valley Preliminary Plat Phase 1. The County and Washington State Department of Transportation (WSDOT) analyzed cumulative traffic impacts and proposed mitigation associated with the Royal Valley and 1000/Gluds Pond Apartments projects, per Traffic Impact Analysis by SCJ Alliance, dated September 2024 and January 2024. The connector road design was coordinated through Memorandum of Understanding for Traffic Mitigation Coordination (MOU), dated October 2022 between the above property owners, WSDOT, and Kitsap County.

This staff report includes a combination of applicant responses, project descriptions, and how the project complies with Kitsap County Code. Specific staff comments indicate Department review and concurrence with the analysis and conclusions provided.

Summary of Development Table

Proposed Site Areas

	AREA (SF)	AREA (AC)
Single Family Lot Area (Lots 1 – 52)	137,473	3.16
Multi-Family Lot Area (Tract F,G,M)	474,671	10.90
Road Right-of-Way	135,935	3.12
Alleys (Private)	16,550	0.38
Stormwater Tracts	123,547	2.84
Recreational & Open Space Tracts*	1,959,398	44.98
TOTAL SITE AREA	2,847,575	65.38

* includes critical areas & buffers of 32.36 acres

Plat/PBD Site Plan



2. Project Request

The applicant requests approval of a Preliminary Plat/Performance Based Development to subdivide the 65.38 acres into 52 single-family residential lots, with separate tracts for Multifamily development and a Clubhouse.

3. SEPA (State Environmental Policy Act)

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

Pursuant to WAC 197-11-355, the optional DNS process was utilized for this project. The SEPA Comment period previously occurred concurrently with the Notice of Application dated October 19, 2023, and January 31, 2025 (Exhibits 12 and 23). Per the Responsible SEPA Official a “Mitigated Determination of Non-significance was issued under the optional DNS process in 197-11-355 and 197-11-340 (2) on March 16, 2026.” A MDNS prompts a second 14-day comment period, and the lead agency did not act on this proposal for 14 days from the end of the comment period below. Comments

period began on March 16, 2026, and SEPA appeal period expired on March 30, 2026, at 11:59pm. No appeals were received for this writing. SEPA noted the following information/SEPA mitigation conditions have been imposed and are listed under conditions at the end of this report:

COMMENTS:

1. The SEPA comment period previously occurred concurrently with the Notice of Application dated January 31, 2025. The SEPA comment period was 14 days from the date of public notice.
2. The Department received comments from interested parties and State agencies such as Washington Department of Transportation and Washington Department of Ecology, Suquamish Tribe, Jerry Van Fossen, and Brenda Campbell, during the 14-day review period. We received public comments from interested parties David Leviton, John Bachner, Eleanor Wheeler, James Wheeler, Phil Wheeler Sabrina Riffle, Teresa Messing, Mandy Oens, Kathy Meysenburg, Micah Stephenson, John Adair, Cassie O'Hara, Tricia Delapaz, Betsy Carmona, Ronald and Cathy Reese, and Debbie Christman. The Department received public comments on the updated request for the increase of units for single-family homes and proposal related to impacts to groundwater resources, traffic safety, traffic impacts to existing traffic volumes on SR-303, traffic safety ingress and egress to Brownsville Highway, support for increased density and affordable housing, lack of planning by WSDOT to address traffic problems, merging lane is needed on Central Valley Rd NE, project is close to the Cascadia faultline, project impacts rural character, to address cumulative traffic impacts associated with new developments within the corridor and protection of wildlife corridors.

CONDITONS

1. Royal Valley Area 2 Preliminary Plat/PBD and Connector has been reviewed pursuant to KCC Title 12 Stormwater and KCC Title 19 Critical Areas Ordinance.
2. Project shall follow the recommendations in the Development Engineering Memo, dated January 26, 2026, for stormwater quantity control, quality treatment, and erosion and sedimentation control.

Critical Areas

3. The proposal is required to be consistent with requirements critical buffers outlined in KCC Chapters 19.200, KCC 19.300 and KCC 19.700 of the Critical Areas Ordinance.
4. A conceptual mitigation plan applies wetland buffer averaging as well as buffer enhancement to a degraded area on-site within Couch Creek Watershed. The details and recommendations of the mitigation actions are provided in the Final Royal Valley Plat Mitigation Plan to support development plans consistent with KCC Title 19.200 and KCC 19.300. The project proposes redevelopment of a stormwater pond known as Insanity Lake and applies an exemption criterion pursuant to Kitsap County Code 19.100.125(E) as normal and routine maintenance or repair of existing utility structures. Redevelopment includes mitigation to the receiving water through restoration of channel morphology,

installation of habitat elements, and buffer enhancement to the ponds overflow termed Insanity Lake Creek.

5. The project was reviewed for consistency KCC 19.400 Geologic Hazardous Areas, and the site is identified as containing High Erosion Hazard Areas per 19.400.415 and Land Slide Hazard Areas per 19.400.425 mostly in creek ravines, and Seismic Hazard Areas across the site per KCC 19.400.430 prone to liquefaction.

Transportation

6. To address potential preliminary plat traffic impacts, the applicant must construct traffic mitigation measures agreed upon by WSDOT, Kitsap County and applicant identified in the titled: Memorandum of Understanding Royal Valley & 1000 NE Gluds Pond Street Traffic Impact Mitigation Coordination, dated October 11, 2022. The improvements include constructing a new public connector road access (Hearthstone Rd NE) across Royal Valley and 1000 Gluds Pond property with intersection improvements on NE Waaga Way (SR-303) and Brownsville Highway NE.

CRITICAL AREA MITIGATION

The following critical area mitigation measures are required pursuant to KCC Title 19 Critical Areas, Comprehensive Plan Environmental Policy 17 and 18:

7. The mitigation plan must be implemented per the submitted Royal Valley Area 2 Preliminary Plat/PBD to include critical area buffer restoration and replacement as proposed by the applicant.
8. All impact areas to wetland and stream buffers will require monitoring through the Royal Valley Preliminary Plat/PBD per the Final Royal Valley Plat Mitigation Plan.
9. The SDAP L-SUB shall include the culvert replacement, required mitigation area, plant schedule, a monitoring plan KCC 19.700.715 and 720, with estimates for bonding, and a timetable for reporting performance of monitoring activities annually for a 5-year period, unless prescribed longer by US Army Corps per letter, dated November 24, 2024.
10. All buffer enhancement areas associated with Insanity Lake/Creek and Crouch Creek shall follow the above planting plan that includes monitoring for up to 5 years with a maintenance bond via submittal of a monitoring permit.
11. The project is subject to the conditions of the Geotechnical Report associated with this permit and on file at the Department of Community Development. The report is dated July 20, 2020, and exceeds 5 years per KCC 19.700.705. Submit an updated geotechnical engineering report for the SDAP LSUB.
12. All other SEPA mitigation measures and Hearing Examiner conditions remain in effect unless otherwise modified in writing. The Applicant shall continue to comply with all other required transportation mitigation measures.

TRANSPORTATION MITIGATION

Traffic mitigation is required as specified in the January 26, 2026, memorandum from Kitsap County Development Engineering. Consistent with Comprehensive Plan, Transportation Policy 9 and Kitsap County Road Standards, Conditions 11 through 17, as

listed below are required pursuant to SEPA Substantive Authority (KCC 18.04.200.D):

13. The SEPA MDNS dated August 26, 2021, and as amended May 29, 2024, included traffic mitigation measures associated with the westbound off-ramp of SR-303 and Central Valley Rd NE. Mitigation specifically required restriping the existing northbound left-turn lane serving Bucklin Court as a two-way left-turn lane.
14. Subsequent coordination with WSDOT and Kitsap County Public Works Traffic Operations has confirmed that due to existing site conditions, the restriping is no longer necessary to mitigate project impacts. WSDOT has indicated it has no objection to eliminating this requirement, and County Traffic Operations has no objection.
15. The removal of the restriping requirement does not result in new probable significant adverse environmental impacts and remains within the range of impacts previously analyzed in the MDNS. All other SEPA mitigation measures and Hearing Examiner conditions remain in full force and effect unless otherwise modified in writing. The Applicant shall continue to comply with all other required transportation mitigation measures.
16. Frontage improvements required under associated Phase 1 SDAP 22-01031 shall be completed, inspected and accepted prior to occupancy of any lots created under this Royal Valley Phase 2 project.
17. Before SDAP acceptance, the applicant shall submit a set of drawings to the Washington State Department of Transportation for review. The applicant shall notify Development Services and Engineering in writing when the plans have been submitted to WSDOT. Development Engineering shall coordinate with WSDOT to determine if WSDOT has any comments to the submittal, but responsibility for obtaining concurrence from WSDOT lies with the property owner.
18. Final plan approval will require documentation of Washington State Department of Transportation (WSDOT) approval for impacts to and any required mitigation on State rights of way. WSDOT Olympic region contact is Andy Larson, (360) 357-2600.

4. Physical Characteristics

The subject property is located on the north side of SR-303 on the NE corner of the intersection of Central Valley Rd NE and SR-303. Farming has been historic use on the property since the homestead was established in the 1900's. Prior to grading, the site was originally developed with small to medium structures, utilities and parking areas associated with an existing mobile home, the farm, a former golf driving range, espresso stand and frisbee golf course. The site has been mass graded for storm drainage purposes and to balance cut and fill material that originally included forest and pastureland within the Plat boundaries. An existing, man-made drainage pond is in the southeast corner, which drains to a Type-F water within the confluence of Crouch Creek. The site has buildable areas bounded by critical areas and their associated buffers on the east and west sides of the development site. In the development areas access and utilities are being extended to the Plat via Hearthstone Road NE.

The site has varied topography, with elevations ranging from 80 ft to 157 ft. The steepest slopes of 45% are located just west of the existing site access. Vegetation on the perimeter of the site includes some stands of mature Douglas Fir, Western Red Cedar, Western Hemlock, Bigleaf Maple, other species, and various native understory. A Geotechnical Engineering Report was prepared by GeoResources, LLC dated July 16, 2020, and later updated on February 16, 2026, Critical Area Assessment by BGE Environmental LLC, dated September 11, 2023, were included in the project application, and provided detailed descriptions of the parcels, as summarized below. The environmental inventory of existing site conditions identified 10 jurisdictional wetlands that are identified, as well as 4 surface waters; 1) Tributary to Hoot Creek, 2) Crouch Creek, 3) Nadean Creek, and 4) Royal Valley Creek which are Type F streams. Nadean Creek Park is an old-growth tree-preserve, and passive recreational area is in the northeast corner of the site connected by a narrow strip of property, pasture west of the development area by Central Valley, the southeast corner by Royal Valley Road and the buffer along Crouch Creek are critical areas being protected.

BGE Environmental Critical Area Assessment

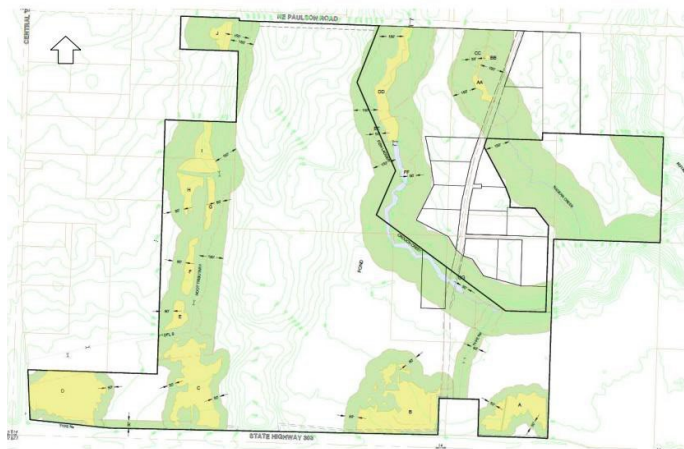


Table 1 - Comprehensive Plan Designation and Zoning

Comprehensive Plan: Urban Low Density Residential (ULDR) Zone: Custer Residential (UCR)	Standard	Proposed
Minimum Density	5 du/acre = 124 du	348 du
Maximum Density	9 du/acre = 588 du	
Minimum Lot Size	2,400 sf (1,200 sf attached du)	1,000 sf
Maximum Lot Size	9,000 sf	9,000 sf
Minimum Lot Width	40 ft	16 ft
Minimum Lot Depth	60 ft	50 ft

Maximum Height	35 ft	35 ft (Single Family) 45 ft (Multifamily)
Maximum Impervious Surface Coverage	NA	NA
Maximum Lot Coverage	NA	NA

Applicable footnotes: KCC 17.420.060 # 25. For new building permit applications on vacant lots over eighteen thousand sf ft located in urban low residential (ULR) and urban cluster residential (UCR) zones, the maximum lot size shall not exceed nine thousand sf ft.

This restriction shall not apply if:

- a. The net developable area of the existing parcel is less than eighteen thousand sf ft, or
- b. The project application will meet minimum density requirements as established by this chapter.

Staff Comment: The applicant estimated that the minimum du at 188 du based on the net developable area of 27.06 acres and 588 du based on gross lot area of 65.38 acres at 9 du per acre. Consistent with KCC 17.420.020.A, density was correctly calculated using net developable and gross area to determine project density and comply with the requirement above for maximum lot size within the UCR zone.

Table 2 - Setback for Zoning District

	Standard	Proposed
Front	10 ft, for single-family 10 ft, for multifamily when abutting single-family, duplex or townhome on the same side of street, otherwise NA	To be reviewed with individual building permits
Side	5 ft If on an alley, 10 ft for a garage or carport opening directly onto the alley or 5 ft in all other instances	To be reviewed with individual building permits
Side	5 ft If on an alley, 10 ft for a garage or carport opening directly onto the alley or 5 ft in all other instances	To be reviewed with individual building permits
Rear	5 ft If on an alley, 20 ft for a garage or carport opening directly onto the alley	To be reviewed with individual building permits

Table 3 - Surrounding Land Use and Zoning

Surrounding Property	Land Use	Zoning
North	Right of Way (NE Paulson Rd) and Single-family residence	Rural Residential (RR) Urban Cluster Residential (UCR) Urban Restricted (UR)
South	Right of Way (NE Waaga Way) Single-family residence, Undeveloped Land, Church (Peninsula Bible Fellowship)	Urban Restricted (UR)
East	Apartments, Single-family residences, Public Utility (North Perry Water)	Urban Cluster Residential (UCR)
West	Agriculture, Single-family residences, Convenience Store Public (Kitsap Conservation District)	Rural Residential (RR)

Table 4 - Public Utilities and Services

	Provider
Water	North Perry Avenue Water District
Power	Puget Sound Energy
Sewer	Kitsap County
Police	Kitsap County Sheriff
Fire	Central Kitsap Fire & Rescue
School	Central Kitsap School District #402

5. Access

The site is accessed via NE Waaga Way (SR 303). The project will share access being constructed under Washington State Department of Transportation (WSDOT) approval and the development agreement associated with the first preliminary plat at location required by WSDOT to meet road standards. Newly constructed access will facilitate unrestricted ingress to the project and exiting traffic will be restricted to right-out only. SR-303 has a functional classification as a principle arterial, providing connections between City of Bremerton and Silverdale. NE Paulson Road borders the site on the north with restricted emergency vehicle access as conditioned by the Hearing Examiner. This access will be secured by an Opticom gate controlled (by Central Kitsap Fire District) after Phase I construction.

6. Site Design

The proposed Royal Valley Preliminary Plat/PBD subdivides approximately 65 acres into 52 single-family lots with associated stormwater facilities, utilities, interior public and roads, and open space tracts. The balance of 32.36 acres in wetlands, streams, and associated

buffers will remain in open space, pursuant to KCC 19 Critical Areas Ordinance. The plat/PBD was reviewed for consistency with requirements pursuant to KCC 17.420.037 Single-family Subdivision/Design Standards, KCC 16.24 Land Segregation Standards, KCC16.40 Subdivisions and 17.450 Performance Based Development. The preliminary plat is required to comply with urban development standards for associated utilities, roads, sidewalks, landscaping and recreation facilities.

7. Policies and Regulations Applicable to the Subject Proposal

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

Kitsap County Comprehensive Plan, adopted June 30, 2016, amended April 27, 2020, since a complete application was submitted prior to the December 2024 Comprehensive Plan Update.

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

General Land Use Goals and Policies

Land Use Policy 12. Review spatial requirements and proximity as considerations when requiring new development to provide connectivity to existing trails, paths and sidewalks and seek locations and means to expand existing trail system.

Land Use Policy 14. Through development standards, encourage urban amenities such as open space, plazas, and pedestrian features in areas of more intensive development within Urban Growth Areas.

Land Use Policy 21. Coordinate with service providers, agencies, local jurisdictions, County departments and the public, to ensure appropriate zoning.

Land Use Policy 29. Through application of Growth Management Act goals, increase density in urban areas and limit sprawl in rural lands.

Land Use Goal 3. Support more dense residential areas with access to transportation, urban amenities, goods and services, physical activity and healthy foods.

Environment Goals and Policies

Environment Policy 18. Compensatory mitigation shall be the last option of resort in mitigation sequencing, following documentation of avoidance and minimization of any impact to the natural environment that triggers compensatory mitigation. Replacement of altered or displaced natural environments (including critical areas and buffers) must be

mitigated either on-site, within the watershed, or service area as defined through an approved mitigation bank or in-lieu fee program.

Housing and Human Services Goals and Policies

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

Housing, Human Svcs Policy 23. Promote housing preservation and development in areas that are already well-served by schools, public transportation, commercial facilities, and have adequate infrastructure to support alternative modes of transportation.

Parks, Recreation and Open Space Goals and Policies

Parks Goal 1. Provide regional parks, and open space to meet active and passive regional recreational needs, as well as the needs of wildlife.

Parks Policy 10. Identify open space corridors and potential open space areas within and between urban growth areas

Capital Facilities (CapF) and Utilities Goals and Policies

CapF and Utilities Policy 1. Coordinate provision of utilities with future development by designating appropriate sites for utility facilities and ensuring their availability.

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

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

8. Documents Consulted in the Analysis

A complete index of exhibits is located in the project file. To date, the index to the record consists of Exhibits 1-38.

Exhibit #	Document	Dated	Date Received / Accepted
1	Staff Report	5/21/2026	
2	23-03870 Permit Submission	8/14/2023	8/30/2023
3	Application to Construct Sanitary Sewer	8/10/2023	8/30/2023
4	Critical Area Assessment	12/28/2022	8/30/2023
5	Geotechnical Report	7/16/2020	8/30/2023
6	Mitigation Plan	2/7/2022	8/30/2023
7	Stormwater Worksheet		8/30/2023
8	Water Availability Letter	4/24/2023	8/30/2023
9	23-04238 Permit Submission	9/5/2023	9/21/2023
10	Authorization Form	8/11/2023	9/21/2023
11	Lot Area Calculations		9/21/2023
12	Notice of Application	10/19/2023	
13	Agency Comment: Department of Ecology	11/2/2023	
14	1 st Revised Notice of Application	11/7/2023	
15	Access Analysis	5/16/2024	12/18/2024
16	Conceptual Landscape Plan	12/12/2024	12/18/2024
17	Response to 1 st Cycle Information Request	12/13/2024	12/18/2024
18	Response to Suquamish Tribe Comments	2/2/2024	12/18/2024
19	Traffic Impact Analysis	January 2024	12/18/2024
20	Trip Generation Update Letter	9/3/2024	12/18/2024
21	Project Narrative	December 2024	12/20/2024
22	SEPA Checklist	12/12/2024	12/20/2024
23	2 nd Revised Notice of Application	1/31/2025	
24	Email from WSDOT Regarding Updated Traffic Impact Analysis	4/2/2025	8/14/2025
25	Response to 2 nd Cycle Information Request	6/17/2025	8/14/2025
26	Preliminary Storm Drainage Report	June 2025	8/14/2025
27	Sewer Availability Letter	2/13/2025	8/14/2025
28	Response to 2 nd Cycle Submittal Comments	11/7/2025	11/13/2025
29	Stormwater Conditions Memo	1/26/2026	
30	Civil Plan Set	06/10/2025	2/11/2026

31	Response to 3 rd Cycle Information Request	2/10/2026	2/11/2026
32	SEPA Determination	3/16/2026	
33	Public Comments	November 2023 – May 2026	
34	Staff Review SEPA Checklist		5/13/2026
35	Notice of Public Hearing	5/13/2026	
36	Certification of Public Notice	5/15/2026	
37	Staff Presentation	5/28/2026	
38	Hearing Sign In	5/28/2026	

9. Public Outreach and Comments

Pursuant to KCC Title 21 Land Use, and Development Procedures, the Department gave proper public notice for the Preliminary Plat 800 ft around the project area for the Preliminary Plat/PBD. To date the Department received comments from interested parties and State agencies on the project such as Washington Department of Transportation and Washington Department of Ecology, Suquamish Tribe, Jerry Van Fossen, Brenda Campbell, during the 14-day comment period. The Department received public comments from interested parties from David Leviton, John Bachner, Eleanor Wheeler, James Wheeler, Phil Wheeler Sabrina Riffle, Teresa Messing, Mandy Oens, Kathy Meysenburg, Micah Stephenson, John Adair, Cassie O’Hara, Tricia Delapaz, Betsy Carmona, Ronald and Cathy Reese, Ron Perkerewicz, and Debbie Christman.

The Department received public comments related to impacts to groundwater resources, traffic safety, traffic impacts to existing traffic volumes on SR-303, traffic safety ingress and egress to Brownsville Highway, support for increased density and affordable housing, lack of planning by WSDOT to address traffic problems, merging lane is needed on Central Valley Rd NE, project is close to the Cascadia faultline, project impacts rural character, to address cumulative traffic impacts associated with new developments within the corridor and protection of wildlife corridors. The comments above have been summarized below:

Issue Ref. No.	Summary of Concern (See corresponding responses in the next table)	Comment Letter Exhibit Reference No.
1	Impacts on groundwater resources.	33
2	Traffic safety, traffic impacts to existing traffic volumes on SR-303, traffic safety ingress and egress to Brownsville Highway, merging lane is needed on Central Valley Rd NE.	33
3	Lack of planning by WSDOT to address traffic problems.	33

4	Project impacts rural character.	33
5	Address cumulative traffic impacts associated with new developments.	33
6	Protection of wildlife corridors.	33
7	Final Mitigation Plan is not consistent with KCC Title 19 Critical Areas Ordinance for unavoidable grading of wetland buffers.	33
8	Suquamish Tribe-lack of numerical data to support some contentions regarding stream type or limits on fish movements.	33

Issue Ref. No.	Issue	Department Response
1	Impacts to groundwater resources	<i>The development has been reviewed for consistency with KCC 19.600 Critical Aquifer Recharge Areas and reviewed for storm drainage water quality and quantity impacts consistent with KCC 12. Subdivisions are not considered a potential threat to groundwater contamination per KCC 19.600.620. Kitsap County and Washington Dept Health approved the current comprehensive water plan in 2023 to operate as long-term water system plan.</i>
2	Traffic safety, traffic impacts to existing traffic volumes on SR-303	<i>The applicant has submitted extensive traffic impact analysis, an intersection control evaluation for potential traffic impacts related to the operation of the SR-303 highway and Brownsville Highway. The studies have been reviewed and approved by Kitsap County Public Works and concurrence with WSDOT.</i>
3	Lack of planning by WSDOT	<i>WSDOT approval required the applicant to enter in a development agreement with the first plat. A Technical Memorandum prepared by SCJ Alliance, September 3, 2021, updated Trip generation from the updated mix of du associated with the Plat and Gluds Pond Apartments. WSDOT is in concurrence that trip projections will be 71 fewer PM peak period trips. The State concluded it would be better to route east bound traffic to Brownsville Highway. With concurrence with the City of Bremerton and Kitsap County, the State has also prepared a Complete Streets Corridor Plan on SR-303 to address pedestrian and vehicular design issues. Traffic Consultant, SCJ Alliance prepared an Intersection Control Evaluation for the WSDOT for the SR-303 Westbound Ramps & Central Valley Road NW, dated February 2023.</i>

4	Project impacts rural character,	<i>The northern access to the Royal Valley development to Paulson Road will remain fire access only, preventing urban levels of traffic on the rural designated road. As stated by the applicant, the Plat/PBD is essentially bounded by critical areas and associated critical area buffers on the east and west sides of the project to function as separation buffers reducing visual impacts abutting rural properties.</i>
5	Address cumulative traffic impacts	<i>WSDOT is in the process of analyzing background traffic volumes relative to current project proposals within the SR-303 corridor. WSDOT is currently in the process to schedule improvements to improve traffic circulation at the SR-303/Central Valley Road interchange.</i>
6	Protection of wildlife corridors	<i>The buffering of stream corridors and associated wetlands east and west of the project site will protect wildlife corridors. Through the implementation of Royal Valley Plat Final Mitigation Plan, overtime the improved buffers will benefit wildlife habitat.</i>
7	The Final Mitigation Plan is not consistent with KCC Title 19	<i>Royal Valley and Arborwood are vested to different versions of Kitsap County Code. Temporary impacts are an element of CAO. For example, disturbance of a critical area buffer that is later replanted to achieve the original function is a temporary impact. Roads or utilities allowed in a buffer via 19.200.215 C. or G., or 19.300.315 J or M., will inevitably disturb some areas outside the final road or utility placement. The Code requires replanting to mitigate those areas and restore them to the original function; therefore, the impacts are temporary. Our current code allows for temporary impacts with mitigation to restore a disturbed area. Roads and utilities include temporary impacts (e.g. stormwater discharge pipe on the shoreline to the OHWM will temporarily impact soils via construction.</i>
8	Lack of data to support some contentions regarding stream type	<i>Applicant commented that WAC 222-16-030 Water Typing System and WAC 222-16-031 were implemented for Interim water typing system are very specific as to physical criteria as to what are Type Ns and Np streams and in the absence of documented fish presence, what is presumed to be a Type F stream unless demonstrated otherwise by an acceptable survey. Department staff walked the site and verified methodology by the biologist</i>

10. Analysis

a. Planning/Zoning

The history of the property, noting that it consists of a portion of the 154-acre Royal Valley Farm that has been owned by the Ross family for over 50 years.

Subsequently the property was:

- added to the Urban Growth Area in 2012 and zoned Senior Living Homestead (SLH) which allowed five to nine du per acre and restricted the age of the development to 55 years and older.
- redesignated as Urban Cluster Residential (UCR) in 2016. The UCR zoning designation is almost identical to the original SLH zoning designation except for the age restriction that required development of a 55 years and older community.
- Portions of areas within Phased 2 were rezoned in 2020 to Urban Restricted (UR). Mr. Ross noted that the developable area of the property is limited by the presence of on-site streams, wetlands, and associated buffers. He stressed that the lower-density UR zoning designation would be more appropriate for the subject property due to the presence of these critical areas. The re-zone was proposed to help to preserve the rural character and aesthetic along NE Paulson Road, which borders the property to the north.

Urban Cluster Residential zone (UCR), the intent per 17.210.010 is to:

“The UCR zone is applied to areas that are characterized by 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 and affordable housing through innovative design 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.

At the same time, the UCR zone should foster a development pattern that results in the design and construction of an interconnected system of pedestrian and bicycle trails and facilities linking residential neighborhoods with open spaces, recreational areas, transportation corridors and retail and employment opportunities, both within and outside the zone.”

Within the Urban Cluster Residential zoning designation, preliminary plats may be approved using Kitsap County’s Performance Based Development Process (KCC 17.450) to modify the zoning standards. A PBD is a Type III permit, reviewed and decided upon by the Hearing Examiner (KCC 21.04.100). The PBD is submitted

concurrently with a preliminary plat (“Plat”) and the Preliminary Plat/PBD sheets/drawings. The uses that are allowed in a PBD are those that are allowed in the underlying zone.

b. Lighting

Lighting and Central Mailboxes Urban Plats: Urban residential plats generally include illumination of internal roadways and street lighting at the intersection where private roads intersect with County right-of-way, pursuant to KCC 11.40 Road Standards - Street Lighting. The developer is responsible for installing lighting at the County’s intersection and conveying the lights to the County. If desired, the developer and or Homeowners Association (HOA) may install the internal street lighting. The individual property owners would be billed by PSE through the North Perry Avenue Water District, the water purveyor for lighting, with the HOA responsible for maintenance.

As required by the US Post Office, comparable developments have moved away from traditional rural box styles and instead install a clustered mailbox design for efficiency, security, and aesthetics. Consistent with KCC 16.24.040 Urban Standards 1.C (d.), where clustered mailboxes are proposed, the mailboxes must meet the clear zone requirements.

c. Off-Street Parking

The Preliminary Plat/PBD was reviewed for consistency with KCC 17.490 Off-street Parking and Loading and KCC 17.450.040.A (3) requirements. The proposal includes on-street and off-street parking for single-family multifamily units, as indicated in Table 5 – Parking Table (see below). Garage spaces may count towards parking requirements if a notice to title is filed to ensure garages are used for parking vehicles. However, the project meets parking requirements without the garage spaces.

Table 5 - Parking Table

Use Identified in 17.490.030	Standard	Required Spaces	Proposed Spaces/Existing Spaces
Single-Family townhomes, Cottages	2 per unit + 0.5 per unit on street or set aside	52 du (82 off street+ 50 on street)	52 du (82 off street+ 50 on street)
		132	132
Multifamily (Condos / Apartments Tract F & G, Clubhouse)	1.5 per unit + 0.5 per unit on street or set aside	236 du 210 + 70 on-street or set aside = 280	360 + 36 Clubhouse on-street or set aside = 238 (15% reduction requested)
		354	396
Total			528 spaces

Bicycle Parking: The project is required to be consistent with bicycle parking requirements, pursuant to KCC 17.490.020(H)(10). It is recommended that applicants provide bicycle parking at a ratio of 1 space per 10 vehicle spaces and is required at a ratio of 1 space per 20 vehicle spaces. The applicant provides 396 parking spaces, which requires a total of 40 bicycle parking spaces. Bicycle parking shall be located away from vehicle maneuvering areas, constructed on dustless durable surface, be illuminated and racks meet design requirements. The civil site plan for the SDAP will be required to show the distribution of bicycle parking across the project site (See Exhibit 21).

Electrical Vehicle Charging Stations: Pursuant to KCC 17.490.080 the project is required to be consistent with the provisions for electrical vehicle charging spaces. The standard is one space required for every 10-standard vehicle parking space and provide site lighting for use outside of daytime hours. The project is required to be reviewed for consistency with the above code section and the International Building Code (IBC). The applicant has not supplied the information and will be required to submit it during civil plan review at SDAP and for the multi-family project (See Exhibit 21).

Staff Comment: *The parking analysis provided by the applicant is consistent with parking standards in 17.450.040 and 17.490.030. Specific information on location and number spaces, EV charging stations, and bicycle parking shall be provided with the SDAP, prior to building permit approvals.*

d. Signage

Pursuant to KCC 17.510 Sign Code, the applicant can apply for signage near the entrance of the subdivision during or after construction. The applicant shows a location for a monument sign at the entrance. However, the applicant has not proposed a specific signage proposal. When the final plat is recorded to establish the subdivision and lots are for sale, all signage will be required to be consistent with 17.510.060.M Conditionally Exempt signs - Real Estate Signage Program.

e. Schools

The project will be served by Central Kitsap School District, and depending on districting and capacity there is a probability students bused to the nearest schools which include Silver Ridge Elementary, Cottonwood Elementary, Ridgetop Middle School, or Central Kitsap High School.

f. Landscaping

Pursuant to KCC 16.24 Urban Standards Landscaping Requirements and KCC 17.420.037 Single-Family development standards, landscaping is required at entrances and street trees planted by the developer along streets or on individual lots at construction or for individual units prior to certificate of occupancy. The applicant will be required to submit a final landscape plan with the Site Development Activity Permit (SDAP) application showing landscaping around storm

drainage facility per KCC 17.500.027, street trees, the recreation facilities, and natural vegetation to be retained per KCC 17.420.037.

The project proposes extensive landscaping complying with KCC 17.500 throughout the site. This follows an overall conceptual design framework presented with the first plat. Roadways will be lined with street trees and low groundcover plantings that ensure sight distance is not obstructed. The Department recommends that the perimeter of stormwater ponds be planted with a mixture of mostly native trees and shrubs that are predominately evergreen/conifers to ensure year around screening where visible from the roadway.

Existing vegetation within the critical areas and associated buffers along the eastern and western boundaries will be retained to create a natural screen from adjacent properties. Additional buffer enhancement is being provided per the Critical Area Mitigation Plan (BGE Environmental Final Mitigation Plan).

The project achieves 21% of landscaped areas in addition to the native open space, which exceeds the 15% landscape requirement within KCC 17.500.025. Combined with open space, over 71% (~2,025,000 sf) of the gross site area is landscape or native vegetation areas.

***Staff Comment:** Based on the conceptual Landscape Plan and site plan, the Department concurs that proposed landscaping exceeds the requirements in KCC Chapters 17.420.037, 17.500, and 17.450. The landscaping must be established within 2 years from date of installation and requires a maintenance bond for up to two years to guarantee survival. The HOA will be responsible for maintaining landscaping within common areas for pruning and irrigation per Kitsap County Code and Plat conditions.*

Table 6 - Landscaping Table

	Required	Proposed
Required Landscaping (Sq. Ft.) 15% of Site	15% (9.75 acres)	21% (13.65 acres) + 71% of open space
Required Buffer(s) 17.500.027		
North	NA	NA
South	Roadside and Setback Buffer	Roadside and Setback Buffer
East	Separation Buffer	Separation Buffer
West	Separation Buffer	Separation Buffer
Street Trees	Yes	Yes

g. Frontage Improvements

Consistent with Comprehensive Plan policies, KCC 16.04.080 General Requirements, KCC 17.420.037 Single Family Design Standards and KCC Title 11 Kitsap County Road Standards, the preliminary plat is required to include frontage improvements.

The Royal Valley Connector Road is designed pursuant to the Memorandum of Understanding (MOU) for Royal Valley 1000 NE Gluds Pond Road Traffic Mitigation Coordination Agreement. This will provide a connection to Brownsville Highway as an alternative route for eastbound trips (toward Bremerton) rather than turning around through the Central Valley/SR 303 Interchange. Per the MOU the central portion of that Connector Road included in this Plat was conceptually designed in coordination with the adjacent Gluds Pond Apartment project which is constructing the connection to Brownsville Highway.

The applicant confirmed with WSDOT the revised number of residential units, and documented the resulting trip generation, for the Royal Valley Development. Traffic analysis and mitigation for Royal Valley have previously been coordinated between the adjacent property owners, WSDOT, and Kitsap County, pursuant to a Memorandum of Understanding for Royal Valley & 1000 NE Gluds Pond Road Traffic Impact Mitigation Coordination. The Royal Valley Development Traffic was considered as background in the analysis for the Gluds Pond Development and is therefore discussed in the comparison of the previous units and trip generation totals.

The access to SR 303/NE Waaga Way is being improved during construction of the first plat to WSDOT standards including a right turn lane into the property that accommodates bicycles (State ROW). The requirement for re-stripping of a Two-Way Turn Lane at the SR-303 Westbound ramp intersection on Central Valley Road (State / County ROW) has been removed. Also, as interim mitigation being completed pending completion of the Royal Valley Connector Road and one-way Gluds Pond Road to Brownsville Highway connection during development of the Plat and adjacent property to the east (1000 NE Gluds Pond NE) as final mitigation.

The applicant estimates through traffic impact analysis with the changes to the multifamily housing totals from the previous plan submittal, it's expected to result in a net reduction in PM traffic for each development, with a total reduction of 71 vehicle trips during the PM peak hour. While the overall unit count increases slightly, the overall trips are projected to decrease due to single family homes generating more traffic than multi-family units.

Staff Comment: The Department reviewed the transportation element of the project proposal and found that the plat is consistent with prior agreements with the Washington Department of Transportation (WSDOT) to address traffic impacts and traffic safety. The developer, Central Kitsap School District, and WSDOT should discuss the location of bus stops to address student safety along SR-303.

h. Design Districts/Requirements

The project is located outside of designated Kitsap County design districts. The development will include 276 multifamily units with an additional 40 units in the future. The KCC 17.470 Multifamily Design Standards applies to the multifamily components of the preliminary plat/PBD.

KCC 17.470.030 Site Design Orientation – Applicant states the project is designed to be oriented toward the streets and common open spaces offering both pedestrian and vehicular connections.

KCC 17.470.040 Fences and Wall: Applicant is required to minimize the need for fences and walls that inhibit or discourage pedestrian and vehicular connections. pedestrian use of sidewalks

KCC 17.470.50 Recreation Centers, Mailboxes, site light and bus stops: Applicant states the central clubhouse will provide adequate parking and bike racks.

KCC 17.470.060 Grading and Tree/vegetation retention: The buildings have been designed to incorporate grades including stepping down the gradual slope from Road A to the east.

KCC 17.470.070 Open Space: Applicant commented the central open space areas are available to all residents as are a series of perimeter trails and sidewalks to the multimodal trail along the Connector Road.

KCC 17.470.080 Landscape Design: In addition to the requirements in KCC 17.50, landscaping and supporting elements such as trellises, planters and site furniture shall be appropriately incorporated. Some proposed open space areas already incorporate site furniture and picnic tables.

KCC 17.470.090 Site Design Parking Location and design: Applicant commented that parking areas are dispersed to avoid large lots and maintain convenience while also minimizing curb cuts and interruption of sidewalks.

KCC 17.470.100 Site Design and Screening: Provide adequate screening for support facility needs associated with multi-family developments.

KCC 17.470.110 Signs: Minimize the amount of signs needed for the multifamily development and be consistent with KCC 17.510.

Staff Comment: The Preliminary design is consistent with the multi-family design standards outlined above. The design standards will be addressed further for design elements through the final landscape plan and the civil site plan for the SDAP L-SUB.

i. Development Engineering/Stormwater

The proposed development includes four previous previously constructed detention ponds through a previous grading permit for stormwater quantity control and treatment facilities (Filterra units) for stormwater quantity control (Filterra units) for stormwater quality control.

Development Engineering has reviewed the above land use proposal and finds the stormwater concept acceptable in its approach to civil site development. Staff comments are based on review of the Preliminary Drainage Report and Preliminary Engineering Plan accepted for review dated December 31, 2024, June 25, 2025, and November 13, 2025, to Kitsap County Development Engineering (Exhibits 29) (See Conditions 16-36).

j. Environmental

The site area is 65.38 acres. 32.36 acres of wetlands, streams, and their associated buffers exist throughout the site. This leaves a net developable area of 33.02 acres. The project is reviewed for consistency with KCC Title 19 Critical Areas Ordinance. If critical areas are present, the project is reviewed for consistency with requirements for wetlands, fish and wildlife habitat Areas, geologically hazardous areas and aquifer recharge areas.

The project documents include Area 2 Plat/PBD: The Minder Critical Area Assessment Royal Valley Connector Plan dated December 28, 2022, and Royal Valley Plat Final Mitigation Plan, dated February 07, 2022, Multi-phased Mitigation Plan, February 25, 2025, and Royal Valley Plat Wetland J Buffer Enhancement West – Amendment Royal Valley Preliminary Plat, dated March 05, 2025 (includes Wetland J relocated enhancement area), addresses critical areas by inventorying and implements mitigation measures for Area 2 Plat /PBD and associated access with Hearthstone Rd NE. BGE responded February 2, 2024, to the Suquamish Tribe comments dated November 2, 2023 citing Minder Critical Area Assessment Royal Valley Connector dated Dec 28, 2022 and Royal Valley Plat Final Mitigation Plan dated Feb 7, 2022. The biologist notes regarding existing conditions that the most, if not all wetlands and streams are manipulated hydrologically from the long-term farming practices of ditching and diverting (Exhibit 6 and 7).

Wetlands

Kitsap County resource mapping shows hydric soils throughout the development site and on the west side there is National Wetland Inventory mapping layer associated with Hoot Creek. Ten wetlands were identified within the limits of the Royal Valley Plat (Wetlands A, B, C, D, E, F, G, H, I, and J). A total of four wetlands (Wetlands A, B, C, and D) were delineated within the former Minder Corn Maze property. Existing wetlands and stream characterizations are described in detail in the *Royal Valley Plat Critical Area Assessment* (BGE 2020) and the *Minder Critical Area Assessment Royal Valley*



Connector (BGE 2022). The wetlands vary from slope to depressional, Category III and IV complexes. One wetland, Wetland D, is Category III, less than one thousand sf ft in area and exempt from buffer provisions. According to a document by the

biologist, crop rotations livestock have been ongoing within the homestead since the early 1900's.

Tributary to Hoot Creek



Wetland buffers

As previously indicated, the biologist has identified 10 wetlands onsite with most are prior converted with the agricultural use. The applicant applied mitigation sequencing consistent with KCC KCXC 19.220, KCC 19.300.315 and KCC 19. 700. Applicant demonstrated that some impacts to buffers were unavoidable. Wetland

Mitigation

The applicant is proposing a portion of the historic pasture along the western property lines for mitigation. The area is currently agriculture with prior convert Category III wetland and tributary to Hoot Creek, a Type-F stream. Mitigation is a result of a buffer reduction to Wetland J (See 22-05597 Mass Grading SDAP and Preliminary Plat #1). Prior areas of impact to Wetland J buffers are mitigated through buffer averaging resulting in no net loss consistent with KCC 19.200 which involves an area 72,170 sf. Temporal impacts associated with loss of mature conifer trees are voluntarily mitigated with additional buffer plantings. Temporary impacts to wetland buffers are related to construction for grading and mitigated with restoration (see Royal Valley Final Critical Area Buffer Mitigation Plan Exhibit 6).

Construction grading was necessary due to site topography. Temporary impact areas are located adjacent to impact areas that total 7,111 sf. The unavoidable grading terminated approximately 112 ft from wetland. Three areas are identified with Phase II associated with impacts, buffer averaging or buffer enhancement (Exhibit F Mitigation Plan).

Wetland and Stream Mitigation Plan

Mitigation is needed to compensate for impacts on existing wetlands and streams. The applicant is proposing to mitigate impact in accordance with mitigation

sequencing requirements established by the Clean Water Act and Kitsap County critical area ordinance. The standards set forth in KCC Section 19.200.230.A for mitigation sequencing

Mitigation Sequencing

Consistent with the above sequencing requirements, a high priority was placed on designing the project to include measures and features that avoid or minimize adverse effects on wetlands and their buffers (Exhibit# 6).

Mitigation Summary

Wetland J (Hoot Creek)

21,432 sf Wetland Buffer Impact

7,628 sf Wetland Buffer Averaging with Enhancement

9,244 sf

45,060 sf Wetland Buffer Averaging & Voluntary Enhancement

46,269 sf

Insanity Lake & Creek

37,690 sf Stream Buffer Impact

54,039sf Stream Buffer Enhancement

Type N/Type F Water

15.678 sf Stream Buffer Impact

46,545 sf Stream Buffer Enhancement

Streams

The project assessment/Mitigation Master Plan identifies streams in the study area include a tributary to Hoot Creek, Crouch Creek, Insanity Lake Creek, Nadean Creek, an unnamed stream, and Royal Valley Creek. Crouch Creek, Royal Valley Creek, Insanity Lake/Creek are Type F streams and an unnamed Type N stream, with Crouch Creek within the barker and Steel Creek watersheds. The biologist also noted two additional Type F and Type N waters are occupied with historic uses as agricultural ditches and stormwater outfalls.

Aquifer Recharge Areas

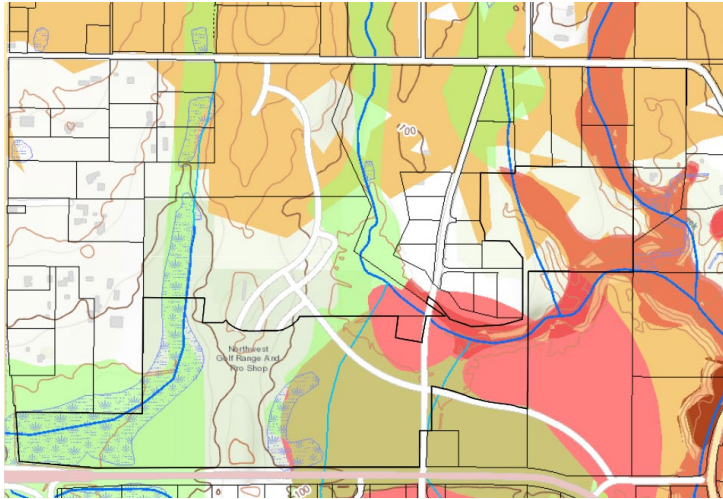
The project site is located within the retail water service area for North Perry Avenue Water District and located within a Critical Aquifer recharge area, 1 to 5-year Wellhead Protection zone for a Group A Water system. The County and Washington State Department of Health, Drinking Water has reviewed the water system plan for consistency with RCW 57.16.010, WAC 246-290-108, dated October 24, 2022.

Geologically Hazardous Area

The project was reviewed for consistency KCC 19.400 Geologic Hazardous Areas, and the site is identified as containing High Erosion Hazard Areas per 19.400.415 and Land Slide Hazard Areas per 19.400.425 mostly in creek ravines, and Seismic Hazard Areas across the site per KCC 19.400.430 prone to liquefaction.

***Staff Comment:** The applicant is proposing approximately 4.40 acres of wetland buffer enhancement occurring in Area 2 for 1.71 acres of buffer impacts. All buffers and setbacks will be maintained and held in separate tracts. An early clearing and grading permit were approved and allowed grading for a road, clubhouse, and stormwater facilities in a stream buffer. This previously approved development supports necessary amenities for the development. The applicant used buffer averaging to mitigate these impacts to the stream buffer.*

The Kitsap County Resource maps:



k. Access, Traffic and Roads

The project includes adequate vehicular access with the construction of a internal system of internal roads. The proposed development includes construction of a access road called Hearthstone Road NE to function as connector road between Plats 1 and 2 and 1000 Gluds Pond Apartments. One point of access includes the intersection on NE Waaga Way (SR-303) approximately 1,500 ft west of Royal Valley Road N, which will allow full turning for ingress and will be limited to right-out only for egress reviewed under a previous SDAP.

The applicant made a request to WSDOT for left turns into Gluds Pond Road from SR 303 for a limited time (approximately 2-years) between when the apartments are completed and the road between the Royal Valley development and Brownsville Highway is constructed. The Applicant anticipates completed construction of the apartments within two years. Conditions of approval require the development to implement turning restrictions at the existing stop-controlled intersection of SR-303 and NE Gluds Pond Street prior to any building occupancy approval.

l. Fire Safety

The project is located within North Kitsap County and Fire protection will be provided by Central Kitsap Fire and Rescue District. The nearest fire stations are Station #41 located on Old Military Road and Station #51 located on Silverdale Way.

m. Solid Waste

Single-family property owners will be responsible for curbside solid waste collection. The Multifamily developments will require Waste Management approval for solid waste disposal service.

n. Water/Sewer

The project requires an urban level of service for water and sewer service. A North Perry Avenue Water District water main and a 24-inch Kitsap County sewer force main exist within utility easements that extend north-south through the site generally following the alignment of vacated "County Road 5" between NE Paulson Road to Royal Valley Road at NE Waaga Way. Kitsap County sewer mains and North Perry Water District water mains are also located within portion of NE Waaga Way and NE Paulson Road in the project area. The applicant has provided documentation that the water service is available from North Perry Road Water District for water and sanitary sewer from Kitsap County. North Perry Water District issued a non-binding water letter to the applicant.

o. Kitsap Public Health District

The Kitsap Public Health District has reviewed the proposal and does not have concerns with the request. The subdivision approval requires binding water availability and sewer availability prior to SDAP.

11. KCC 16.24.040 Urban Standards

The following are land segregation standards for preliminary subdivisions:

a. Access

The Preliminary Plat/Performance Based Development site will receive access from SR-303 and Brownsville Highway, both public maintained roads. Roads internal to the development provide appropriate access to all elements of the proposal.

b. Public Transit Provisions

The Kitsap Transit regional bus schedule indicates that transit service is Kitsap Transit Route #223 passes along NE Waaga Way. The new Silverdale Transit Center is 1 mile west at the Ridgetop SR 303 Interchange where that and other routes are available.

c. Non-motorized Facilities

The applicant will be required to install sidewalks within the plat as proposed. Trails in the project should be consistent with the general intent of Nonmotorized Trail requirements.

d. Off-Street and On-Street Parking

See off-street parking comments above in Table 5.

e. Fire Protection

The project will include a water main extension and fire hydrants along with emergency vehicle access to meet the requirements of the Kitsap County Title 14 Building and Fire Code. The Project will be reviewed during the SDAP for fire and life safety requirements.

f. Landscaping Requirements

Per the conceptual landscape plan, the applicant is installing street trees along SR-303 and internally on individual lots within the Plat and PBD. Installation of street trees will be required during construction of the plat or prior to issuance of the certificate of occupancy of residential units. The Department will review a 90% landscaping design to confirm compliance with KCC Section 17.500.

g. Utilities

In addition to the project being served by an urban level of service for water and sewer as discussed above, the project will be served by Puget Sound Energy, and by other local utility providers (cable telephone, etc.).

h. Recreation Requirements

The preliminary plat will include recreational open space amenities consistent with subdivision standards. Recreation space requirements for the plat are 390 sf of active open space per lot, with grades less than or equal to 5%. Single-family dwelling developments require a minimum of 390 sf per unit of active open space and 170 sf per unit for multiple family units.

Staff Comment: Through Performance Based Development (PBD) the applicant exceeds requirements for active and passive recreation facilities based on the number of amenities (playgrounds and walking trails throughout the development).

12. KCC 17.450 Performance Based Desing Criteria

Standards and requirements within a PBD are outlined in KCC 17.425.040 and discussed below. Standard regulations that can be modified through the PBD request include lot size, lot width and depth, structure height (only within designated urban growth areas), and setbacks. The applicant is requesting a reduction in lot width from 40 ft to 16 ft, lot depth from 60 ft to 50 ft and maximum building height from 35 ft to 40 ft . The minimum lot size is proposed to be reduced from 2,400 sf to 1,000 sf. The UCR zone allows for reduce lot width for attached housing down to 1,200 sf per KCC 17.420. Consistent with the intent of the PBD, the applicant is proposing the following project modifications:

KCC 17.450.040 Standards and Requirements

A. Access, Parking and Circulation.

1. The PBD shall have adequate pedestrian and vehicular access and parking commensurate with location, size, density and intensity of the proposed development. Vehicle access shall not be unduly detrimental to adjacent areas and shall and shall take into consideration the anticipated traffic which the development may generate.
2. Streets. Provide adequate road access , connected road network, safe pedestrian access and emergency vehicle access.
3. Parking. The number of parking spaces shall be provided in accordance with KCC 17.490.

4. Pedestrian Circulation. Adequate pedestrian facilities shall be provided.

The plan provides a mix of housing types including both detached and attached single family lots of a variety of sizes, to complement those provided in the first plat as well as pads for multi-family units, all of which are permitted use within the UCR zone.

Streets, parking, and pedestrian circulation facilities have been designed to meet required standards.

Staff Comment: The Department concurs with the applicant that the project is consistent with the above requirement/development standards for Performance Based Development.

- B. Common Open Space. No Open area may be accepted as common open space within a PBD unless it meets the criteria.
- C. Recreational Open Space. All residential PBDs within urban zones shall provide developed recreational areas that meet the criteria.
 - 1. A contiguous area that is the minimum of 5% of the gross acreage of the subject property.
 - 2. A developed active recreation amenity(s) consistent with the number of units/lots contained within the PBD.

The project will feature active and passive recreational amenities, pedestrian linkages, open spaces, and park areas within tracts to be owned and maintained by a common property owners association and available to all owners in the PBD.

The total area of native vegetation open space is substantially greater than the 15% required (approximately 50% of gross area);

Recreational Open Space will consist of contiguous areas forming central corridors through the development area linking the large perimeter open space areas and to 15-acre Nadean Creek Park to the northwest.

A centrally located and clearly visible amenity complex on Tract J including a clubhouse, pool and sport courts will be at a junction of multiple trails including the trailhead to the Nadean Creek Park preserve.

Other amenities are provided at sites appropriate for use along the connected trail system to offer variety and convenient access to all owners within the PBD.

The quantity of active recreation amenities will meet or exceed the requirements, and the quality of the provided amenities will be to a high standard.

The proposed development standards for the PBD in relation to the UCR standards are as follows:

DEVELOPMENT STANDARD	UCR REQUIREMENT	PROPOSED
Minimum Lot Size	2400 sf	1,000 sf *
Maximum Lot Size, Single Family	9,000 sf	9,000 sf **
Minimum Lot Width*	40 feet	16 feet
Minimum Lot Depth	60 feet	50 feet
Maximum Height, Single Family	35 feet	35 feet
Maximum Height, Multifamily	35 feet	45 feet ***

* The 960sf minimum lot size and 16-foot minimum width relate to a middle townhome unit plan with lot line in each party wall.

** Multi-family tracts for further development exceed this requirement applicable to single family lots based on proposed development to meet minimum density.

*** Additional multifamily height restricted to area east of the Road A access road Waaga Way and to no higher than 35 feet above the average Road A centerline grade directly parallel to the building footprint. In other words, the centerline grade of Road A plus 35 feet establishes a maximum building height elevation maintaining visibility from the west in accordance with code. This is primarily requested to clearly accommodate daylight levels of buildings stepping down hill.

Staff Comment: The applicant is requesting relaxation of lot standards that includes lot width, depths and building height. The Department supports the applicant's justification to apply PBD criteria to alter zoning standards.

Common Open Space & Recreational Open Space Analysis

Minimum 15% of gross area (9.35 acres required) with no area under 500 sf ft counted toward the requirement as shown in Table 1, the gross project site area is 65.38 acres, and the critical areas and buffer areas are 32.36 acres with all tracts over 500 sf ft. The difference between these two areas is 33.02 acres, which is 51% of the gross area. The following summarizes the Area and Proposed Use of Tracts and identifies the area calculated to provide the quantification of required recreational open space.

TRACT	AREA (SF)	USE	RECREATIONAL SPACE
A	724,593	OPEN SPACE / REC	103,490 SF Upland + Trails
B	49,478	STORM	500 SF
C	16,550	ALLEY	
D	3,620	OPEN SPACE / REC	3,620 SF
E	290,861	OPEN SPACE / REC	Trails
F	156,299	MULTIFAMILY TRACT	~32,000 SF
G	222-726	MULTIFAMILY TRACT	~16,000 SF
H	32,479	OPEN SPACE / REC	32,479
I	60,073	STORM	
J	119,195	HOA AMENITIES	35,500 +Clubhouse & Pool
K	788,644	OPEN SPACE / REC (Nadean Creek Park)	207,301 sf Park +1,800 LF Trail
L	13,996	STORM	
M	95,646	FUTURE MUTIFAMILY	Minimum of 15,600 to be provided in final design
TOTAL	2,716,617 SF		295,591 SF + Trails, Clubhouse & Pool

Open Space Description & Amenity Summation

The amenity requirement for PBD, including the up-to 40 future multifamily units on Tract, is calculated as 328 du / 20 du/ amenity = **16 amenities required**. The specific locations of the amenities are called out on the cover page of the plans and are within the tracts generally described below:

Tract A is the 16.62-acre western open space tract consisting of critical areas and associated buffers as well as about 2 acres of upland preserved as open space. With a minimum width of about 380 ft from the western property line to the edge of development, the tract serves as a buffer for the adjacent rural residential properties. The area has traditionally hosted informal, community sponsored recreational activities such as disc golf. Existing recreational features and trail networks are being maintained.

Tract B is the 49, 478 sf tract containing Pond 2 (constructed with the first plat).

Tract D is a 3,639-sf recreational parcel at one end of the trail corridor through the central group of lots. The parcel is a gateway to and overlooks Tract A and will provide picnic amenities and pet station.

Tract E is the large open space tract along Waaga Way providing a trail loop in the outer 25% of the buffer and a dog park and community garden.

Tract H is the 32,132-sf recreational tract at the eastern end of the central corridor slated for a larger scale play equipment installation.

Tract J, located across the street from Tract H, is the central amenity complex to feature a large clubhouse with fitness facilities, lounges, community business center and pet spa. The complex will additionally feature a pool, BBQ facilities and sport court. In the future, community storage and RV garages owned and controlled by the association are expected to be located on the other side of the tract around the sewer lift station.

Tract N is located north of Tract K with the trail head leading from the clubhouse across the existing bridge over Crouch Creek. Named Nadean Creek Park, at over 18 acres, the area is a mature forest with a network of trails being maintained. The central area beyond the creek buffers is almost 5 acres of upland area suitable for an off-leash dog park and a “challenge trail” with functional fitness stations such as pull up bars and intentional ‘natural’ obstacles promoting flexibility, agility and balance. The mature forest with giant old growth trees and spectacular scenery will be preserved for the community as open space which will be a significant benefit.

Staff Comment: As stated above, through the Performance Based Development (PBD) the applicant exceeds requirements for active and passive recreation facilities based on the number of amenities that include playgrounds and walking trails throughout the development.

KCC 17.450.050 Decision Findings

In recommending approval of the preliminary development plans for performance-based development, conditionally or otherwise, the hearing examiner shall first make a finding that all of the following conditions exist:

- A. The design of the PBD meets the requirements of this section, other sections of the county code and the goals and policies of the Comprehensive Plan and the site is adequate in size

and character to accommodate the proposed development.

Staff Comment: The PBD proposal is consistent with the Urban Cluster Residential (UCR) zoning and is consistent with the Comprehensive Plan policies.

- B. The design of the PBD is compatible with neighboring conforming land uses. An assessment of compatibility shall include, but not be limited to, the consideration of association with adjacent land uses and the proposed project's effects on existing views, traffic, blockage of sunlight, and noise production.

Staff Comment: The project maintains and enhances critical area buffers, installs or maintains landscaping and zoning buffers, and complies with KCC to mitigate impacts to properties in the vicinity.

- B. If the development is phased, each phase of the proposed development shall meet the requirements of this chapter.

Staff Comment: The Department will review additional phasing within an SDAP to ensure compliance with KCC. Mitigation plantings and necessary infrastructure will occur with the first phase, if any phasing is proposed in SDAP.

- C. The site for the proposed use relates to streets and highways adequate in width and pavement type to carry the quantity and kind of traffic generated by the proposed use.

Staff Comment: The PBD proposal is consistent with State and Kitsap County transportation standards. The approval of traffic impact analysis was reviewed and approved by the State for traffic safety to protect the health and welfare of the public.

- D. The proposed and/or existing public facilities and utilities are adequate to serve the project; and

Staff Comment: The PBD proposal will be served by public facilities and utilities as an urban level of service. The Applicant will be required to submit binding water and sewer availability letters prior to construction.

- E. The establishment, maintenance, and/or conduct of the use for which the development plan review is sought will not, under the circumstances of the particular case, be detrimental to the health, safety or welfare of persons residing or working in a neighborhood of such use and will not, under the circumstances of the particular case, be detrimental to the public welfare, injurious to property or improvements in said neighborhood, or contrary to orderly development.

Staff Comment: The development will not be detrimental to the health, safety or welfare of property owners within the vicinity of the project. The Kitsap County Comprehensive Plan,

and the Environmental Impact Statement therein, analyzed impacts from this zoning designation. Projects that comply with KCC will inherently mitigate the impacts of project specific development. This project required a Mitigate Declaration of Non-Significance to require off-site improvements.

- F. Innovations and/or public benefits shall be commensurate with the code modifications proposed.

Staff Comment: The proposed code modifications for clustering are commensurate with public benefit of long-term protection of open space and critical areas.

13. Review Authority

The Hearing Examiner has review authority for this Conditional Use Permit application under KCC, Sections 17.550.020 and 21.04.100. The Hearing Examiner may approve, approve with conditions, or deny a Conditional Use Permit. The Hearing Examiner may also continue the hearing to allow for additional information necessary to make the proper decision. The powers of the Hearing Examiner are at KCC, Chapter 2.10.

14. Findings

KCC Section 16.04.080 General Provisions-Appropriate facilities and Improvements determinations. The County must determine whether the proposal includes appropriate provisions for drainage, roads, alleys and other public ways, water supplies, sanitary waste, parks, playgrounds, fire protection facilities, school sites and grounds and other public and private facilities and improvements. The Hearing Examiner is required to make findings for the following requirements:

- A. Documentation that the proposed subdivision complies with applicable provisions of the Kitsap County Comprehensive Plan, and Kitsap County Code, and that the public use and interest will apparently be served by the proposal.

Staff Comments: The Department determined that the plat proposal is consistent with the Urban Cluster Residential (UCR) and Urban Restricted (UR) zoning designations, and the Comprehensive Plan policies. The project falls within the required density of 5 du/acre and allowed density up to 9 du/acre.

- B. Adequacy of Access: Each lot within land segregation shall have approved access.

The development receives access from SR-303 and Brownsville Highway NE, which has urban road functional classifications. The applicant is proposing to construct roads that meet minimum fire access requirements. Vertical curbs are required for designated on-street parking areas. The Engineering staff has reviewed the transportation element of the project and issued a preliminary approval on January 26, 2026.

Staff Comments: The applicant has addressed public safety by providing adequate access for ingress and egress for the plat.

- C. Safe Walking Conditions: The applicant is required to provide information on pedestrian needs generated by the proposed land segregation.

Staff Comments: Pursuant to KCC Title 16, sidewalks are required. Consistent with this requirement, the applicant is providing frontage improvements on internal roadways e.g. sidewalk on Hearthstone Road Place and both sides of the public and private road tracts.

- D. Lot Configuration: Lots should run at right angles to the street upon which the lots face.

Staff Comments: The proposed lots within the project comply with the above standard for lot configuration. The applicant is proposing 20-foot garage setback from the driveway access off the private road and a minimum of 10-foot habitable area front yard if required.

15. Recommendation

Based upon the analysis above and the decision criteria found in KCC 16.04.080, the Department of Community Development recommends that the Preliminary Subdivision request for Royal Valley Preliminary Plat/PBD be **approved**, subject to the following conditions:

Recommendation

a. Planning/Zoning

1. All required permits shall be obtained prior to commencement of land clearing, construction and/or occupancy.
2. All building permits on proposed, newly created lots will be subject to impact fees pursuant to Kitsap County Code.
3. A Final Landscape Plan will be required to be submitted with the Site Development Activity Permit (SDAP), consistent with Kitsap County Code 17.500 Landscaping, during civil site plan review, which depicts natural vegetation, and the planting and irrigation plan. The tree retention plan shall be included with the SDAP.
4. Street trees shall be planted along the access driveway and on individual lots at approximately 25 ft spacing. A final landscape plan will be subject to approval by the Department prior to SDAP approval. Trees on individual lots are required to be installed prior to the Certificate of Occupancy of individual residential units.
5. A note on the face of the plat shall show building setbacks for the proposed lots as conditioned per the plat approval. Conflicts between zoning setbacks in KCC and this plat shall defer to current code, except for those parcels using the PBD to modify the zoning standards.
6. The maximum height of all single-family residences is 35 ft. The maximum height of all multiple family units is 45 ft.

7. All proposed signs, design, and location (including exempt signs) shall comply with Kitsap County Code 17.510 and be reviewed and approved by the Department of Community Development prior to installation. Signage may require a separate permit.
8. Prior to plat transferring to the Homeowner's Association (HOA), the developer will be responsible for irrigation and maintenance of all landscaping to ensure survival for up to two years. The developer or the HOA shall maintain all landscaping consistent with the Tree Care Industry Association standard practices.
9. Pursuant to KCC Section 21.04.110 Timeline and Duration of Approval, Kitsap County's land use approval for the preliminary plat is valid for a period of up to five (5) years from the decision date of the preliminary plat consistent with RCW 58.17.140 and .170.
10. The decision set forth herein is based upon representations made and exhibits contained in the project application (23-04238 and 23-03870). Any change(s) or deviation(s) in such plans, proposals, or conditions of approval imposed shall be subject to further review and approval of the County and potentially the Hearing Examiner.
11. The authorization granted herein is subject to all applicable federal, state, and local laws, regulations, and ordinances. Compliance with such laws, regulations, and ordinances is a condition to the approvals granted and is a continuing requirement of such approvals. By accepting this/these approvals, the applicant represents that the development and activities allowed will comply with such laws, regulations, and ordinances. If, during the term of the approval granted, the development and activities permitted do not comply with such laws, regulations, or ordinances, the applicant agrees to promptly bring such development or activities into compliance.
12. Any violation of the conditions of approval shall be grounds to initiate revocation of this Plat.
13. A recreational open space plan shall be submitted to the department and reviewed and approved with the Site Development Activity Permit (SDAP). Said plan shall show dimensions, finished grade, equipment, landscaping and improvements to demonstrate that the requirements of this subsection are met.
14. Recreation facilities shall be placed in a designated recreational open space tract and shall be dedicated to a homeowners' association or other acceptable organization, to provide continued maintenance of the recreational open space tract.
15. Prior to final plat land segregations of five or lots that propose roads, recreational facilities, open space and/or storm water facilities shall form a homeowner's association. A Homeowner's Association and/or Protective Covenants, Conditions and Restrictions shall be established prior to final approval to ensure the perpetual maintenance of any private roads, storm drainage facilities, recreational facilities and common Open Space. Further, conditions shall be placed within the Protective

Covenants. Washington State Legislature adopted updated HOA rules through the Washington Common Interest Ownership Act March 6, 2018, effective July 1, 2018. The revised rules clarify and impose requirements operating budgets and maintaining cash reserves. (See 16.04.080.E for possible revisions).

b. Development Engineering

GENERAL

16. Construction plans and profiles for all roads, storm drainage facilities and appurtenances prepared by the developer's engineer shall be submitted to Kitsap County for review and acceptance. No construction shall be started prior to said plan acceptance.
17. Approval of the preliminary plat shall not be construed to mean approval of the total number of lots or configuration of the lots and tracts. These parameters may be required to be revised for the final design to meet all requirements of Kitsap County Code Titles 11 and 12.

STORMWATER

18. The information provided demonstrates this proposal is a Large Project as defined in Kitsap County Code Title 12, and as such will require a Full Drainage Site Development Activity Permit (SDAP) from Development Engineering.
19. Should the proponent propose phasing the project, a phasing plan shall be submitted to Development Engineering for review and approval. The phasing plan shall, as a minimum, address the following items: Timetables indicating the anticipated time between initial site grubbing/grading activity and the completion of construction, including site stabilization of that specific phase; AND the extent of drainage improvements to be installed during the various phases.
20. Stormwater quantity control, quality treatment, and erosion and sedimentation control shall be designed in accordance with Kitsap County Code Title 12 effective at the time the SDAP (or Building Permit if no SDAP required) application is deemed fully complete. The submittal documents shall be prepared by a civil engineer licensed in the State of Washington. The fees and submittal requirements shall be in accordance with Kitsap County Code in effect at the time of SDAP application or Building Permit if an SDAP is not required.
21. Any project that includes offsite improvements that create additional hard surface such as lane widening, sidewalk or shoulder installation or intersection channelization shall provide stormwater mitigation in accordance with Kitsap County Code Title 12.
22. The site plan indicates that greater than 1 acre will be disturbed during construction. This threshold requires a National Pollutant Discharge Elimination System (NPDES) Stormwater Construction permit from the State Department of Ecology. More information about this permit can be found at: <http://www.ecy.wa.gov/programs/wq/stormwater/construction/>. This permit is required prior to issuance of SDAP.

23. Per WAC 173-175, the construction of pond berms that will impound a volume of ten acre-ft or more of water requires review and approval by the Department of Ecology. This approval must be completed prior to issuance of SDAP.
24. All retention facilities shall be a minimum of 200 ft from any slope steeper than 30%. This distance may be reduced based on a geotechnical engineering report. That analysis shall be prepared by a Civil Engineer licensed in the State of Washington, knowledgeable in the practice of soils engineering and mechanics. The analysis shall address the effects of groundwater infiltration, seepage, potential slip planes, and changes in soil bearing strength. The proposed facilities shall be designed following the recommendations of the geotechnical analysis.
25. The impervious area per lot accounted for in the overall drainage facilities installed shall be indicated on the face of the final plat, along with the following note: Additional impervious surfaces created on an individual lot beyond the amount accounted for in the overall drainage facilities shall be mitigated in accordance with Kitsap County Code Title 12 and may require a Site Development Activity Permit.
26. The following shall be added to the face of the Final Plat, under the heading Notes and Restrictions:
27. Maintenance of roof and yard drains and appurtenances shall be the responsibility of the individual homeowners.
28. All runoff from roof and yard drains must be directed so as not to adversely affect adjacent properties.
29. All lots are obligated to accept road drainage at the natural locations after the grading of streets is complete.
30. This Plat is subject to all elements of the Declaration of Covenant Conditions and Restrictions (CC&R's) recorded under Auditor File Number _____.
31. No owner or occupant may obstruct or re-channel the drainage flows after location and installation of drainage swales, storm sewers or storm drains. It is expressly understood that any alteration of the water flow shall be completed only after approval by Kitsap County Department of Community Development.
32. The following condition shall be added to the face of the Final Plat: At the time of submitting a building permit for any lot within this plat, soil amendment is required for all disturbed areas not covered by hard surface.
33. Prior to recording the Final Plat, soil amendment is required over all disturbed areas within Tracts that are not covered by hard surface; provided that in the event completion of a Recreational Tract has been bonded, soil amendment shall be completed prior to expiration of the bond covering that work.
34. The owner shall be responsible for maintenance of the storm drainage facilities for this development following construction. Before requesting final inspection for the SDAP (or for the Building Permit if an SDAP is not required) for this development, the person or persons holding title to the subject property for which the storm drainage facilities were required shall record a Declaration of Covenant that guarantees the County that the system will be properly maintained. Wording must be included in the covenant that will allow the County to inspect the system and

perform the necessary maintenance in the event the system is not performing properly. This would be done only after notifying the owner and giving him a reasonable time to do the necessary work. Should County forces be required to do the work, the owner will be billed the maximum amount allowed by law.

35. Prior to recording the Final Plat, all work associated with the required Site Development Activity Permit shall be completed, including approval of all required inspections, and submittal of all engineer's certifications or other documentation required by the Site Development Activity Permit.
36. If the project proposal is modified from that shown on the site plan approved for this permit application, Development Engineering will require additional review and potentially new conditions.

Environmental

37. The Preliminary Plat is subject to the conditions of the Geotechnical report prepared by GeoResources, LLC, dated July 16, 2020, and later updated on February 16, 2026, associated with this permit and on file at the Department of Community Development.
38. The Preliminary Plat is subject to the conditions of the Critical Areas Report prepared by BGE, dated December 2022, associated with this permit and on file at the Department of Community Development.
39. At the time of SDAP, the applicant shall submit a standard Inadvertent Discovery Plan for all areas covered for the plat.
40. Monitoring and maintenance of the planted area shall be conducted for five years, and extended, if necessary, after DCD staff approves planting. Monitoring includes live and dead vegetation counts and records of all maintenance activities. Maintenance activities can be defined as, but are not limited to, removal practices on invasive or nuisance vegetation and watering schedules. Monitoring information shall be summarized in a letter with photographs depicting conditions of the vegetation and overall site. Monitoring reports are due to Kitsap County Department of Community Development Services and Engineering Division annually. If more than 20 percent of the plantings do not survive within any of the monitoring years, the problem areas shall be replanted and provided with better maintenance practices to ensure higher plant survival. The construction of the permitted project is subject to inspections by the Kitsap County Department of Community Development. Extensions of the monitoring period may be required if original conditions are not met. All maintenance and construction must be done in full compliance with Kitsap County Code, including the Kitsap County Critical Area Ordinance (Title 19 KCC). Any corrections, changes or alterations required by a Kitsap County Development Engineer Inspector shall be made prior to additional inspections. Any assignment of savings, financial surety or other like security for maintenance of the buffer mitigation plan shall only be released if monitoring requirements are satisfied in the final year of the monitoring term.
41. Prior to occupancy, the common boundary between the STREAM/WETLAND buffer and the adjacent land shall be permanently identified with critical area buffer signs

and split rail fencing. Critical Area Ordinance (CAO) signs shall be placed along the designated boundary spaced approximately 50 ft apart, visual from sign to sign. Signs must be attached to existing trees with diameter breast height greater than 4 inches. Alternative methods include 4x4 posts, metal posts. Signs are provided at issuance and installation of the signs is required prior to final inspection and Certificate of Occupancy (CO).

Traffic and Roads

42. At building permit application, submit Kitsap County Public Works Form 1601 for issuance of a concurrency certificate, as required by Kitsap County Code 20.04.030, Transportation Concurrency.
43. Prior to recording the Final Plat, vehicular access shall be constructed to provide access to all proposed lots.
44. Public roads shall not exceed 12% grade or less depending on the road classification per Kitsap County Road Standards.
45. The interior roads of the proposed plat shall be designed and constructed in accordance with Fire Marshal standards for emergency vehicular access.
46. The following shall appear on the face of the Final Plat, under the heading Conditions:
 47. All interior roads shall remain private. Should the applicant or his successors or assigns choose to dedicate these roads to Kitsap County, it shall be subject to further review by Kitsap County Development Engineering. All improvements necessary to bring said road to the then current Kitsap County standards shall be done, at no expense to the County, prior to being accepted into the Kitsap County Road system for maintenance.
 48. All lots shall access from interior roads only.
 49. The property owners within the plat shall be responsible for maintenance of all landscaping within the existing and proposed right of way including any structures other than roadway, storm drainage facilities and traffic signage. Maintenance shall include, but not be limited to, mowing of law areas.
 50. Road approach permits shall be obtained prior to commencement of work on an individual lot.
 51. All traffic control devices on public and private roads shall comply with the Manual on Uniform Traffic Control Devices as amended by the Washington Administrative Code. This is in accordance with 23 Code of Federal Regulations (CFR), Part 655.
 52. All rights of access for adjoining properties currently in existence shall be preserved. Any amendment to the existing easement rights of adjoining property owners shall be properly executed and recorded prior to SDAP acceptance or Building Permit approval, if SDAP is not required.
 53. Sidewalk ramps shall conform to the current requirements of the Americans with Disabilities Act per WSDOT standard plans at the time of construction.
 54. Any required sidewalk shall be constructed prior to roadway paving. This note shall appear on the face of the final construction drawings.
 55. The property owners shall be responsible for maintenance of all landscaping within

the existing and proposed right-of-way including any structures other than roadway, storm drainage facilities, and traffic signage. Maintenance shall include, but not be limited to, mowing of lawn areas. A note to this effect shall appear on the accepted construction plans. In addition, Development Engineering reserves the right to require that covenants be recorded to address special maintenance requirements depending on final design.

56. All work, equipment and materials for traffic signal and street lighting installations shall meet and be in compliance with all requirements of the Kitsap County Road Standards, Project Contract Provisions of Plans and Specifications accepted for construction by Kitsap County, Manual on Uniform Traffic Control Devices (MUTCD), National Electrical Manufacturer's Association (NEMA), National Electrical Code (NEC), Washington State Department of Transportation (WSDOT) Standard Specifications and Standard Plans, and the Occupational Safety and Health Administration (OSHA).
57. Frontage improvements required under associated Phase 1 SDAP 22-01031 shall be completed, inspected and accepted prior to occupancy of any lots created under this Royal Valley Phase 2 project.
58. Before SDAP acceptance, the applicant shall submit a set of drawings to the Washington State Department of Transportation for review. The applicant shall notify Development Services and Engineering in writing when the plans have been submitted to WSDOT. Development Engineering shall coordinate with WSDOT to determine if WSDOT has any comments to the submittal, but responsibility for obtaining concurrence from WSDOT lies with the property owner.
59. Final plan approval will require documentation of Washington State Department of Transportation (WSDOT) approval for impacts to and any required mitigation on State rights of way. WSDOT Olympic region contact is (360) 357-2600.
60. Before SDAP acceptance, the applicant shall submit a set of drawings to the Washington State Department of Transportation for review. The applicant shall notify Development Engineering in writing when the plans have been submitted to WSDOT. Development Engineering shall coordinate with WSDOT to determine if WSDOT has any comments to the submittal, but responsibility for obtaining concurrence from WSDOT lies with the property owner.
61. Any work within the County right-of-way requires a Public Works permit and possibly a maintenance or performance bond. This application to perform work in the right-of-way shall be submitted as part of the SDAP process, or Building Permit process, if a SDAP is not required. The need for and scope of bonding will be determined at that time.

Fire Safety

62. Fire Flow of 2,000 gpm at 20 psi is required to be provided. A Fire flow letter is required from the water district indicating that fire flow can be provided prior to issuance of building permit.
63. If a sprinkler system is installed to reduce fire flow the fire department connections is required to be within 50 ft of the fire department connection.

64. Prior to bringing any combustible materials on site, the fire hydrants shall be inspected and in operation ready with required fire flow.
65. During construction fire apparatus access roads shall be maintained open and not obstructed by any vehicles, delivery trucks, etc. If during inspections access road is found to be blocked the inspection can be disapproved until corrected. Condition

Solid Waste

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

Kitsap Public Health District

67. The subdivision approval requires binding water availability and sewer availability for SDAP.

OTHER

68. This project includes the construction of rock walls or other retaining facilities that either exceed four ft in height or sustain a surcharge. A separate building permit with an engineered design is required for such walls. This note shall be placed on the face of the final construction drawings.
69. Rock and retaining walls shall meet all applicable setback requirements of Vol. II, Chapter 9 of the Kitsap County Stormwater Drainage Manual.

SEPA Conditions

Critical Areas

70. The mitigation plan must be implemented per the submitted Royal Valley Area 2 Preliminary Plat/PBD to include critical area buffer restoration and replacement as proposed by the applicant.
71. All impact areas to wetland and stream buffers will require monitoring through the Royal Valley Preliminary Plat/PBD per the Final Royal Valley Plat Mitigation Plan.
72. The SDAP L-SUB shall include the culvert replacement, required mitigation area, plant schedule, a monitoring plan KCC 19.700.715 and 720, with estimates for bonding, and a timetable for reporting performance of monitoring activities annually for a 5-year period, unless prescribed longer by US Army Corps per letter, dated November 24, 2024.


Transportation

73. The SEPA MDNS dated August 26, 2021, and as amended May 29, 2024, included traffic mitigation measures associated with the westbound off-ramp of SR-303 and Central Valley Rd NE. Mitigation specifically required restriping the existing northbound left-turn lane serving Bucklin Court as a two-way left-turn lane.
74. Subsequent coordination with WSDOT and Kitsap County Public Works Traffic Operations has confirmed that due to existing site conditions, the restriping is no longer necessary to mitigate project impacts. WSDOT has indicated it has no

objection to eliminating this requirement, and County Traffic Operations has no objection.

75. The removal of the restriping requirement does not result in new probable significant adverse environmental impacts and remains within the range of impacts previously analyzed in the MDNS. All other SEPA mitigation measures and Hearing Examiner conditions remain in full force and effect unless otherwise modified in writing. The Applicant shall continue to comply with all other required transportation mitigation measures.


Report prepared by:



Jeff Smith, Staff Planner / Project Lead

04/24/2026
Date

Report approved by:



Darren Gurnee, Current Planning Supervisor

5/8/2026
Date

Attachments:

- Attachment A – Site Plan
- Attachment B – Plat Map
- Attachment C – Aerial Imagery
- Attachment D – Critical Areas Mapping
- Attachment E – Critical Area Mitigation Plan
- Attachment F – Zoning Map.

CC:

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Authorized Agent: Trish Walton – N.L. Olson & Associates Inc, twalton@nlolson.com
Engineer: Norman L. Olson II – N.L. Olson & Associates Inc, nlolson2@nlolson.com
Property Manager: Steve Yester – The Rush Companies, syester@therushcompanies.com
Other Representative: Levi Nelson – The Rush Companies, lnelson@therushcompanies.com
Kitsap County Health District, MS-30
Kitsap County Public Works Dept., MS-26

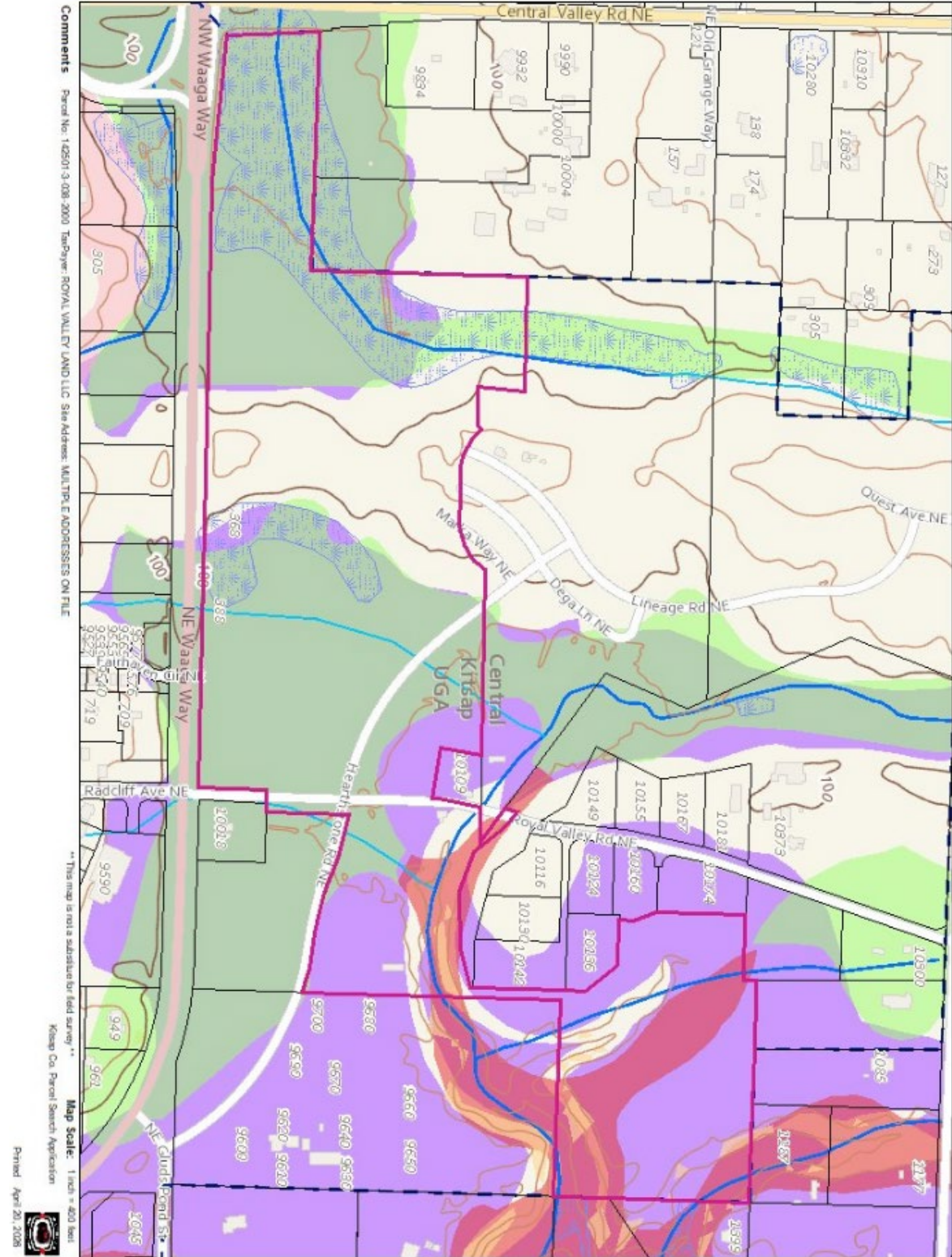
DCD Staff Planner: Jeff Smith

DCD Planning Supervisor: Darren Gurnee

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Attachment D: Critical Areas Map



Attachment E: Royal Valley Mitigation Mater Plan (Amended)

