



# Kitsap County Department of Community Development

## Staff Report and Recommendation Annual Comprehensive Plan Amendment Process for 2019 Dickey Pit Site-Specific Application (CPA 18-00495)

### Summary

<b>Report Date</b>	1/10/2020		
<b>Hearing Date</b>	1/21/2020		
<b>Amendment Type</b>	Site-Specific Application		
<b>Permit Number</b>	CPA 18-00495		
<b>Landowner</b>	Port Orchard Sand & Gravel Company Inc; Dickey Wood LLC		
<b>Applicant</b>	Levi Holmes - The JWJ Group, LLC		
<b>Request</b>	<u>Change from</u> Land Use: UI & MRO/UI Zoning: IND & MRO/IND	<u>Change to</u> Land Use: ULIC & ULDR Zoning: NC (10-30 DU/Ac) & UL (5-9 DU/Ac)	
<b>Geographic Area Affected</b>	Silverdale Unincorporated UGA	<u>Parcel Tax Acct #</u>	<u>Acres</u>
		182501-3-031-2003	80.50
		192501-2-009-2002	19.28
		192501-2-008-2003	9.50
		182501-4-026-2008	9.69
		192501-1-023-2006	19.48
		<b>Total</b>	<b>138.45</b>
<b>TDRs Required</b>	n/a		
<b>SEPA</b>	<b>Determination of Non-Significance</b>		
<b>Department Recommendation</b>	Denial		

This report and recommendation are based on information available at the time of publication. If new relevant and material facts are discovered, this staff report will be revised and the department recommendation may change.

## 1. Background

The Kitsap County Comprehensive Plan describes the 20-year vision for unincorporated Kitsap County and how that vision will be achieved. The plan covers land use, economic development, environment, housing and human services, transportation, capital facilities and utilities as well as parks, recreation, and open space. The Comprehensive Plan is mandated by the Washington State Growth Management Act (GMA, RCW 36.70A).

### A. Authority

The GMA mandates that Kitsap County's Comprehensive Plan and development regulations be reviewed and, if needed, revised at least every 8-years [RCW 90.70A.130(5)]. The most recent Kitsap County 8-year update concluded with the adoption of the 2016 Kitsap County Comprehensive Plan on June 27, 2016 by Ordinance 534-2016. The GMA also mandates that Kitsap County's Comprehensive Plan and development regulations be subject to continuing review and evaluation, allowing for annual amendments to the Comprehensive Plan and development regulations [RCW 36.70A.130(1)].

Kitsap County Code sets forth a process and criteria for making amendments to the Comprehensive Plan [KCC 21.08]. In making amendments, the County must consider:

- Whether the proposed amendments are consistent with and support other plan elements and or development regulations, and if not, what additional amendments to the plan and/or development regulations will be required to maintain consistency;
- Whether the proposed amendment to the plan and/or regulation will more closely reflect the goals and policies of the Comprehensive Plan;
- Whether the proposed amendment is consistent with the Kitsap County-wide Planning Policies; and
- Whether the proposed amendment complies with the requirements of the GMA.

The final docket adopted by the Board of County Commissioners on August 21, 2019 (Resolution No. 133-2019) allows for consideration of this amendment during Kitsap County's annual Comprehensive Plan amendment process for 2019.

### B. Proposed Amendment

#### 1. Change from Current (see Attachment A – Map 4A & Map 5A)

Land Use Map Designation: Urban Industrial (UI)  
Zoning Map Classification: Industrial (IND; 0 DU/Ac)  
Industrial with Mineral Resource Overlay  
(MRO/IND; 0 DU/Ac)

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

The Mineral Resource Overlay (MRO) designation is intended to protect and enhance significant sand, gravel and rock deposits as identified mineral resource lands. The mineral resource overlay is also used to ensure the continued or future use of mineral resource lands without disrupting or endangering adjacent land uses, while safeguarding life, property, and the public welfare. RCW 78.44.390 and Kitsap County Code (Section 17.170.065) provide an optional process to reclaim a mine and extinguish a Washington State Department of Natural Resources (DNR) surface mining permit, in which the county may accept, review and approve development permits for uses consistent with the property(s) underlying zone. If a permit meets all applicable zoning, building, storm water, fire and other county codes, such permits shall be forwarded to the DNR to be reviewed as a reclamation plan. The MRO designation can only be removed once the County permits are approved and the DNR surface mining permit is closed.

2. Change to Proposed (see Attachment A – Map 4B & Map 5B)

Land Use Map Designation: Urban Low Intensity Commercial (ULIC)  
Urban Low-Density Residential (ULDR)  
Zoning Map Classification: Neighborhood Commercial (NC, 10-30 DU/Ac)  
Urban Low Residential (UL, 5-9 DU/Ac)

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

The intent of the Urban Low Residential (UL) zone is to recognize, maintain, and encourage urban low density residential areas by including a full range of urban services and facilities that are adequate at the time of development. This zone is also intended to create cost-efficient residential areas which are capable of allowing the provision of community services in a more economical manner.

C. Geographic Description

This amendment to the Kitsap County Comprehensive Plan affects a portion of the Silverdale Unincorporated Urban Growth Area that is located between Dickey Road,

Willamette-Meridian Road, Anderson Hill Road, and Newberry Hill Road (see Attachment A).

## 2. Department Recommendation

Having analyzed the proposed amendment and other alternatives, if applicable, the Department recommends:

- Adoption of the amendment:
  - as proposed above
  - as described in Alternative \_\_\_ below
  - with revisions described below
  - with conditions described below
- Deferral of the amendment to a future docket
- Denial of the amendment

### A. Rational

- 2016 Comprehensive Plan, Countywide Planning Policies, and Multi-county planning policies seek to absorb growth into the Silverdale Regional Growth Center and other designated centers. The proposed site is outside of these designated centers and would likely reduce demand for housing and employment within the centers.
- The proposed UL residential and mix-use NC zones will be located adjacent to a general aviation airport (including under incompatible flight zones), a surface mine (with planned expansions and operations likely to continue approximately 40-50 years), and other industrial uses as well as additional undeveloped industrial lands. In total, 82% of the proposed site would border the IND zone.
- The circumstances and assumptions regarding the area have not substantially changed since the adoption of the 2016 Comprehensive Plan amendment, which is a blueprint for how the county should develop in the next 20-year planning horizon. Assumptions may be revised during the required 8-year Comprehensive Plan review due by 2024.
- There is not a shortage or surplus of land capacity for population or employment within the Silverdale UGA or in Kitsap County overall currently or anticipated in the 20-year planning period. Available capacity and growth assumptions may be revised during the required 8-year Comprehensive Plan review due by 2024.

### B. Optional Considerations

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

1. Tax parcels 192501-2-009-2002 and 192501-2-008-2003 shall remain in the Industrial (IND) zone (see Attachment A2 – Maps 4C and 5C) due to their location in the turning zone of the Apex Airport (see Attachment C5) consistent with the safety

- and compatibility recommendations in the WSDOT Airports and Compatible Land Use Guidebook (January 2011).
2. The following conditions must be completed by June 30, 2021 or approval of this amendment will automatically expire unless a later date is adopted by the Board through resolution.
    - a. In order to meet GMA requirements (RCW 36.70A.020 and .110) for adequate urban services, the Kitsap County Land Use Map and the Kitsap County Zoning Map changes on the subject parcels shall not go into effect until tax parcels 192501-2-009-2002, 182501-3-031-2003, and 182501-4-026-2008 are annexed into the Central Kitsap Fire and Rescue District.
    - b. The Kitsap County Land Use Map and the Kitsap County Zoning Map changes on the subject parcels shall not go into effect until a development agreement is executed and recorded with the Kitsap County Auditor that addresses, at a minimum, the following elements:
      - i. Project permitting, including how the requirements of KCC 17.170.060 or .065 will be met.
      - ii. Submittal of a project-level SEPA checklist and appropriate determination, consistent with Kitsap County Code Chapter 18.04.
      - iii. Measures to ensure compatibility with the Apex Airport as well as existing and planned industrial activities and areas, including the adjacent mine.
        - i. Design, location, and construction of a road between Dickey Rd (on the east side of the site) and Willamette-Meridian Rd. Such a road shall be consistent with Kitsap County Code requirements at the time of project vesting.
        - ii. Design, location, and construction of non-motorized facilities to connect Dickey Rd (on the east side of the site), Willamette-Meridian Rd, and Apex Airport Rd similar to those proposed by the applicant.
        - iii. Design, location, and construction of that portion of the regional north-south non-motorized route that crosses the proposed site, which is required by the 2018 Kitsap County Non-Motorized Facilities Plan.
        - iv. Consideration of potential dedication of ROW for a future road and non-motorized connection to upper Dickey Rd (south of the site) based upon impacts from future development.
  3. The Mineral Resource Overlay (MRO) on the subject parcels shall not be removed from the Kitsap County Land Use Map and the Kitsap County Zoning Map until the Department of Natural Resources closes the surface mining permit for the applicable parcels associated with this amendment due to either (1) the completion of mine reclamation consistent with KCC 17.170.060 or (2) the approval of a new reclamation plan consistent with KCC 17.170.065 and transfer of jurisdiction over reclamation from the Washington State Department of Natural Resources to Kitsap County under RCW 78.44.390 (see Attachment C17).

### **3. Other Alternatives Considered**

In 2018, an application was submitted proposing to rezone 109 acres (Attachment C19) from Industrial (IND) and Industrial with Mineral Resource Overlay (MRO/IND) to Urban Low Residential (UL). The Department of Community Development recommended removing the application from the 2018 docket because of the scope of the proposal and the additional review required. This proposal was then withdrawn by the applicant and the amendment was deferred to 2019 by the Board of County Commissioners so the applicant could consider submitting a revised proposal.

In 2019, a revised proposal totaling 138 acres and including three alternatives was submitted and docketed by the Board of County Commissioners. The three alternatives (Attachment C20) included different amounts of land proposed for UL and Neighborhood Commercial (NC) zoning. The Department of Community Development notified the applicant that a SEPA determination of significance was likely regarding the following areas of concern:

- Population growth capacity exceeding adopted planning target
- Urban service deficiencies
- Land use compatibility with adjacent areas
- Reduction of industrial land inventory
- Employment growth capacity falling below adopted planning target

The applicant submitted the current revised proposal (Attachment A) in response to the areas of concern listed above and based on an updated land capacity estimate (Alternative 1 in Attachment C15). The current revised proposal asks for approximately 138 acres currently zoned Industrial (IND) and Industrial with Mineral Resource Overlay (MRO/IND) to be rezoned to approximately 78 gross acres (with approximately 31 net developable acres) of Neighborhood Commercial (NC; 10-30 DU/Ac) and approximately 60 gross acres (with approximately 25 net developable acres) of Urban Low Residential (UL; 5-9 DU/Ac).

### **4. Analysis**

Amendments to the Comprehensive Plan must be consistent with the criteria outlined in Kitsap County Code (KCC) Chapter 21.08. Applicable criteria are analyzed below. A summary of the State Environmental Policy Act (SEPA) review of this amendment is located at the end of this section.

A. General Decision Criteria (KCC 21.08.070.A)

*For each proposed amendment to the Comprehensive Plan, the Planning Commission in reaching its recommendation, and the Board of Commissioners in making its decision, shall develop findings and conclusions, which demonstrate:*

1. *How circumstances related to the proposed amendment and/or the area in which the property affected by the proposed amendment is located have substantially changed since the adoption of the Comprehensive Plan or applicable development regulations;*

**Applicant position:** In response to related criteria A.1 and A.2, the applicant stated the following (see Attachment C4, Question 1 & 2) as circumstances and assumptions that have changed since the adoption of the 2016 Comprehensive Plan. Staff response to these is provided below.

- “The primary assumption that has changed is that the gravel mine has depleted the resource and can now be redeveloped.”
- “Presently, Kitsap County is experiencing a shortage of housing supply to be able to meet the needs of the population growth and the local economy.”
- “The addition of the fast ferry system is also bringing increased population to Kitsap County which in turn creates additional demands for residential units as well as complimentary commercial services.”
- “Apart from the mining activities, this specific industrial area has seen minimal Industrial development in the past several decades.”
- “Commercial and residential demand will continue to increase with the relocation of Harrison Hospital and the ancillary medical support business that will be occupying the Silverdale UGA in the near future. None of this medical driven demand was calculated as part of the previous UGA study and has significantly altered the makeup of economic demand factors and may explain the waning need for additional industrial capacity within the Silverdale UGA.”

**Staff Analysis:** Based on the following information, the circumstances regarding the area have not substantially changed, as required by this criterion, since the adoption of the 2016 Comprehensive Plan amendment.

**Status and Capacity of Mine Site**

Based on a review of aerial photos, mining activity (either excavation or fill) appears to have been occurring on the site as recently as 2009 but appears to have ceased on the site by 2012. It is understood that the designated mineral resources on the proposed site have been exhausted. Nevertheless, since several parcels in the proposed site still have an active surface mine permit from the Washington State Department of Natural Resources and have not been reclaimed, they were classified

as “developed” in the land capacity analysis for the 2016 Comprehensive Plan, which means those parcels were excluded from the calculation of employment capacity for the Silverdale UGA. When those parcels are reclaimed and considered available for redevelopment in the County’s land capacity calculations, the current methodology estimates they would increase the 2016 Comprehensive Plan’s employment capacity for the UGA from 3.8% below the adopted employment target to 1% above the adopted employment target. Growth capacity within +/- 5% of adopted targets is considered in balance by Kitsap County. (see more discussion about capacity in Section 4.B.1.d). Therefore, a change in baseline assumptions regarding the availability of these parcels for development increases the capacity of the UGA, even before considering the proposed amendment, but does not result in making the UGA out of balance with existing adopted growth targets.

#### Housing Supply & Population Capacity

The supply of housing units is different from the planned land capacity (i.e. the amount of vacant and underutilized land) of the Silverdale UGA (and the rest of Kitsap County) to accommodate population (i.e. housing) and employment growth. The 2016 Comprehensive Plan was adopted with the land capacity to accommodate 20-years of anticipated growth (2016-2036) and recent population growth has been somewhat slower than anticipated (see Attachment C14). Additionally, the 2016 Comprehensive Plan was adopted with assumptions regarding Kitsap Transit passenger-only fast ferry service. Therefore, there is not a current or anticipated shortage of land capacity for population (i.e. housing) or employment within the Silverdale UGA or in Kitsap County overall.

#### Supply & Demand for Industrial Land

Based on recent regional studies, local data, consultation with local agencies (see Attachments C10-C13x), there currently appears to be an adequate supply (and not an oversupply) of industrial land as well as both a current and long-term demand for industrial land within the Silverdale UGA, including in the area of the proposed site. The proposed amendment, however, would reduce the availability of vacant industrial land zoned IND within the UGA by 50% and unincorporated Kitsap County by 36% outside of the Puget Sound Industrial Center – Bremerton (see Attachment C12). A County-wide industrial land study would be necessary to further answer questions regarding supply and demand for industrial land and ensure further reduction of industrial lands would be in compliance with Comprehensive Plan policies.

#### Liquefaction Hazard

Liquefaction hazard areas, including the area mapped across much of this proposed site, were first mapped in Kitsap County in 2017 and therefore were not considered in the 2016 Comprehensive Plan. The applicant has provided a geotechnical report demonstrating that reasonable development methods would mitigate the hazard.

Therefore, the presence of the liquefaction hazard area does not, in effect, change the assumptions used in the 2016 Comprehensive Plan with regards to this site.

2. *How the assumptions upon which the Comprehensive Plan is based are no longer valid, or there is new information available which was not considered during the adoption of, or during the last annual amendment to, the Comprehensive Plan or development regulations; and*

**Staff Analysis:** See 4.A.1.

3. *How the requested redesignation is in the public interest and the proposal is consistent with the Kitsap County Comprehensive Plan.*

**Staff Analysis:** Based on the analysis provided in this section and the following reasons, the amendment does not appear to be in the public interest or consistent with the Kitsap County Comprehensive Plan.

B. Additional Decision Criteria (KCC 21.08.070.D)

*In addition to the findings and conclusions above, a proposed site-specific map amendment may be recommended for approval by the Planning Commission and may be approved by the Board of Commissioners if the following findings are made:*

1. *All Site-Specific Amendment Requests. Each of the following requirements must be satisfied for a recommendation for approval.*
  - a. *The proposed amendment meets concurrency requirements for transportation, sewer and water, and will not result in significant adverse impacts on adopted level of service standards for other public facilities and services, such as police, fire and emergency medical services, park services, and general government services;*

**Staff Analysis:** A preliminary analysis of public facilities completed by the Department and by the service providers identified numerous existing capacity deficiencies and anticipated deficiencies over the 20-year planning horizon (2016-2036), which are generally planned to be addressed over that 20-year period (see Attachment C9). Based on current land capacity methodology, the Department and providers estimate that for the proposed amendment (see Attachment C15) there are additional service deficiencies for several public facilities over and above the existing and anticipated deficiencies. Providers anticipate, however, that these deficiencies can be addressed through future project-level mitigation as noted below in Table 1.

Should a future development proposal for this site significantly exceed the current land capacity methodology estimates for population and employment (see Attachment C15), there is a risk that:

- Additional public facilities may become deficient;
- Deficiencies may extend farther from the proposed site than currently anticipated;
- The developer may not be able to pay for its proportionate share of the necessary infrastructure improvements; and
- The site (or portions of it) could remain undeveloped.

Table 1 – Public Facilities

Public Facility	Provider	Concurrency Standard	Level of Service Standard
Transportation	Kitsap County	OK (with future project mitigation)	OK (with future project mitigation)
Water	Silverdale Water District	OK (planned)	OK (planned)
Sewer	Kitsap County	OK (planned)	OK (planned)
Solid Waste	Kitsap County	n/a	OK
Police	Kitsap County Sheriff	n/a	OK (planned)
Fire/EMS	Central Kitsap Fire & Rescue District 7	n/a	OK (upon annexation into fire district)
School	Central Kitsap School District	n/a	OK (with future project mitigation)
Transit	Kitsap Transit	n/a	OK (with future project mitigation)
Parks	Kitsap County	n/a	Likely OK
Stormwater	Kitsap County	n/a	OK
Gov. Admin.	Kitsap County	n/a	OK
Natural Gas	Cascade Natural Gas	n/a	n/a
Electricity	Puget Sound Energy	n/a	n/a

- b. *The proposed amendment is consistent with the balance of the goals, policies and objectives of the Kitsap County Comprehensive Plan and reflects the local circumstances of the county;*

**Staff Analysis:** As explained elsewhere in this Staff Report, the proposed amendment does not appear consistent with the following goals and policies of

the Kitsap County Comprehensive Plan and does not reflect the local circumstances of the county.

Land Use Goal 10. Maintain sufficient industrial land area in the Urban Growth Areas for future industrial use.

Transportation Policy 8. Preserve the county's existing aviation facilities such that they are able to retain and augment their role in the regional, national and international transportation system. Cooperate with entities within the county to establish an air transportation system appropriate to serve the residents, businesses and military activity within the community.

Transportation Policy 16. Ensure that necessary rights-of-way for transportation improvements will be obtained prior to or at the time of up-zoning property.

Economic Development Policy 3. Provide a diverse mix and appropriate range of commercial, industrial and business land uses that will encourage economic activity capable of providing living-wage jobs and reasonably scaled to the needs of the community.

Economic Development Policy 7. Encourage full utilization and development of industrially and commercially zoned areas.

Economic Development Policy 8. Promote revitalization within existing developed industrial and commercial areas.

CapF and Utilities Policy 7. Apply the Urban Industrial designation in areas most conducive to industrial development; e.g., few or no natural limitations to development, reasonable accessibility to major streets and highways, available services and facilities.

Silverdale Goal 1. Provide sufficient capacity within the Urban Growth Area to properly accommodate a mix of residential, commercial, and industrial development to meet the extended population and employment projections for Silverdale.

Silverdale Policy 1. Monitor land supply over time to ensure a continued adequate supply of residential, commercial and industrial designated land to meet Silverdale's population and employment targets and to meet the needs of unexpected growth.

Silverdale Policy 2. In establishing and modifying land use designations, provide for a balanced and complete community.

Silverdale Policy 14. Encourage full use and development of designated commercial and industrial areas prior to expanding those areas. Promote revitalization within existing developed areas to take advantage of the investment in existing buildings and infrastructure.

- c. *The amendment will increase density and use urban land more efficiently within the Urban Growth area. The subject parcel(s) is suitable for the requested land use designation based upon, but not limited to, access, provision of utilities, consistency with existing and planned uses, environmental constraints and compatibility with the neighborhood;*

**Staff Analysis:** Based on the analysis below, the subject parcels appear better suited for the existing Industrial zoning than the proposed Urban Low Residential (UL; 5-9 DU/Ac) and Neighborhood Commercial (NC; 10-30 DU/Ac) zoning.

#### Density

A change from industrial to residential and mixed-use zoning would increase the allowed density from zero dwelling units per acre (0 DU/Ac) across the entire site to 5-9 DU/Ac in the proposed Urban Low Residential (UL) zone and to 10-30 DU/Ac in the proposed Neighborhood Commercial (NC) zone (see Table 3 below).

Per KCC 17.410, the minimum required number of dwellings would be 126 units and the maximum allowed number of dwellings would be 2,904 units for the proposed zones (see Attachment C16).

For comprehensive planning purposes, the County's current land capacity methodology would estimate only 151 dwellings for the proposed UL zone and zero dwellings for the proposed NC zone (see Attachment C15). Given the applicants stated intent to develop mixed-use neighborhoods in the proposed NC zone and the large size of the proposed NC zone, the current land capacity methodology thus likely underestimates the number of future dwellings on the site.

#### Employment Capacity

The current land capacity methodology estimates the proposed change from industrial zoning to the NC zone would increase the employment capacity of the site by 19 jobs (see Attachment Cx). This is due, in part, to the higher assumed number of jobs for commercial zoning than industrial zoning. This is also due, in part, to the current method's assumption that only commercial development will occur in the NC zone with no residential component. As discussed above, with the applicant's stated intent for development, this is unlikely and therefore the employment estimate is likely overestimated.

### Efficient Land Use

The currently approved mine reclamation plan for the proposed site is very basic (consistent with the age of the current surface mining permit) and assumes a general future industrial development rather than anticipating a particular future development scenario consistent with contemporary mine reclamation planning. A revised and more specific reclamation plan, as required by KCC 17.170.065, would likely make any future development, whether the existing industrial use or the proposed residential and commercial uses, more efficient and less expensive.

### Access

At the time of project-level application, the International Fire Code (IFC D106.1) and the Kitsap County Road Standards (Section 4.1.k) will require the future development of this site to have two access points because it will have more than 100 dwellings or more than 1,000 average daily trips. Alternatively, all structures would have to have sprinkler systems if only one access were provided. The Kitsap County Fire Marshall's office has stated one access may be gated for emergency vehicle use only provided a boulevard-style entrance is provided at the second access.

The applicant has proposed a new spine road connection between Dickey Road and Willamette-Meridian Road, which was considered by the Kitsap County Public Works Department, Kitsap Transit, and the Central Kitsap Fire and Rescue District during review of this proposed amendment. The County Engineer has stated that the new spine road should be public to provide connectivity within the UGA consistent with the Comprehensive Plan<sup>1</sup>.

The applicant, however, has not yet been able to demonstrate that they can provide a second access at Willamette-Meridian Road that will comply with the access and connectivity requirements discussed above.

### Utilities

All utilities are available at the site, including sewer, water, power, and natural gas. As discussed above in Section 4.B.1.a and in Attachment C9, some of these utilities are expected to need capacity improvements in order to serve the estimated population and employment of the proposed site when developed.

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<sup>1</sup> Transportation Policy 16. Ensure that necessary rights-of-way for transportation improvements will be obtained prior to or at the time of up-zoning property.

### Environmental Constraints

Environmental constraints do not significantly limit the suitability of the site for either the current industrial zoning or the proposed residential and commercial zoning.

The site contains the following mapped environmental constraints (see Maps 3A and 3B in Attachment A and other maps as noted below):

- Wetlands
  - Note: Wetlands are not mapped in the County GIS system, but site assessment maps are provided in Attachment C3.
- Streams (Type F and Type N)
  - Little Anderson Creek flows to Hood Canal and contains ESA listed summer chum and steelhead.
  - Strawberry Creek flows to Dyes Inlet and contains ESA listed steelhead.
  - Note: The stream flowing north actually extends south into the site approximately only one-third of the distance mapped.
- Geohazards
  - High Hazard Area (Liquefaction)
  - Moderate Hazard Area (Erosion)
- Critical Aquifer Recharge Areas (Category I and II)

A geotechnical report prepared by the applicant (see Attachment C21) confirmed the presence of a liquefaction hazard area and identified mitigation measures for addressing the hazard. Based on this report, the Department expects that reasonable construction methods will be able to mitigate both the liquefaction and erosion hazards.

As to the other identified environmental constraints, compliance with existing code is likely possible and would avoid or mitigate impacts, though future project-specific limitations may be necessary for certain types of industrial or commercial uses to minimize risks to the critical aquifer recharge areas.

### Consistency with Existing and Planned Uses

Once the proposed site is reclaimed and the MRO designation is removed, there are no existing uses on the site that would be incompatible with the proposed future residential and commercial uses. The proposed site contains a power easement with high voltage powerlines as well as the following legacy uses:

- An exhausted sand and gravel mine that has not been reclaimed.
- Two stormwater ponds associated with the mine.
- Partially completed infrastructure (i.e. grading and utilities) for an abandoned industrial development off Dickey Rd.

Nevertheless, based on consultations with the Kitsap Economic Development Alliance, the County's economic development organization, the existing Industrial zone appears to better support the suitability and uniqueness of the site for industrial development (see Attachment C11).

The proposed site (along with the surrounding area) has been zoned for industrial use since before the first Kitsap County Comprehensive Plan was adopted under the Growth Management Act and meets most of the following recommended criteria in GMA for designating industrial lands except for the two stuck out below.

***RCW 365-196-310(4)(c)(iv) Designating industrial lands.***

*Counties and cities should consult with local economic development organizations when identifying industrial lands to identify sites that are particularly well suited for industry, considering factors such as:*

~~*(A) Rail access;*~~

*(B) Highway access;*

*(C) Large parcel size;*

*(D) Location along major electrical transmission lines;*

*(E) Location along pipelines;*

~~*(F) Location near or adjacent to ports and commercial navigation routes;*~~

*(G) Availability of needed infrastructure; or*

*(H) Absence of surrounding incompatible uses.*

Rezoning the proposed site for residential and commercial uses would be a significant change from this long-planned use and would reduce the amount of vacant land in the Industrial (IND) zone in the UGA by 50% and in unincorporated Kitsap County by 36% (see Attachment C12).

Neighborhood Compatibility

Adjacent land uses are cataloged in Table 2 below and mapped in Attachment C1. Table 3 below provides a comparison of density and dimension requirements between the existing and proposed zones. Attachment C22 provides a full comparison of allowed uses between the existing and proposed zones.

One of the neighboring uses is a general aviation airport. The County is required by state law to discourage the siting of incompatible uses adjacent to general aviation airports (RCW 36.70.547)<sup>2</sup>. According to the WSDOT Airports and Compatible Land Use Guidebook (January 2011) (see excerpts in Attachment C6):

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<sup>2</sup> RCW 36.70.547 General aviation airports—Siting of incompatible uses.

- The proposed zoning in the southwest portion of the site is not compatible with the turning zone (compatibility zone 3 in Attachment C5) for aircraft taking off and landing at the Apex Airport. In this area the current IND zoning is more appropriate with some recommended limitations regarding specific types of incompatible uses.
- The rest of the proposed UL zone is generally incompatible beneath the traffic pattern (compatibility zone 6 in Attachment C5) of aircraft approaching and departing the airport. Most industrial, commercial, and mixed-use development as well as urban residential development of at least 15 DU/Ac are considered compatible beneath the traffic pattern of the airport.
- Besides the appropriate underlying zoning, a new zoning overlay is the recommended tool in the WSDOT guidance that would be most compatible with Kitsap County Code to further ensure compatibility with airports.

Other neighboring uses are industrial. The proposed amendment would thus result in urban residential and mixed-use densities of 5-9 DU/Ac and 10-30 DU/Ac:

- Adjacent to an existing heavy industrial use (a surface sand and gravel mine with rock crushing, heavy machinery, an asphalt batch plant, and occasional blasting which has a planned expansion area with an anticipated operational life of an additional 40-50 years);
- Across a stream corridor from existing and developing light industrial uses;
- Adjacent to undeveloped industrial land with unknown future industrial uses; and
- Adjacent to rural residential uses.

The neighboring airport and industrial uses will generate noise and possibly other impacts (e.g. dust, vibrations, light, odors, etc) to the proposed residential

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Every county, city, and town in which there is located a general aviation airport that is operated for the benefit of the general public, whether publicly owned or privately owned public use, shall, through its comprehensive plan and development regulations, discourage the siting of incompatible uses adjacent to such general aviation airport. Such plans and regulations may only be adopted or amended after formal consultation with: Airport owners and managers, private airport operators, general aviation pilots, ports, and the aviation division of the department of transportation. All proposed and adopted plans and regulations shall be filed with the aviation division of the department of transportation within a reasonable time after release for public consideration and comment. Each county, city, and town may obtain technical assistance from the aviation division of the department of transportation to develop plans and regulations consistent with this section.

...

This section applies to every county, city, and town, whether operating under chapter 35.63, 35A.63, 36.70, [or] 36.70A RCW, or under a charter.

and commercial zones. Noise complaints regarding existing industrial uses and airports commonly increase when new residential uses are developed nearby, even when the new residential development occurs on property with recorded notices disclosing the adjacent uses, potential impacts, and limitations on nuisance claims like that required by KCC 17.170.070<sup>3</sup> or with avigation easements as discussed in Attachment C6.

Eighty-two percent of the perimeter of the proposed site will boarder the IND zone. Noise regulations are more restrictive on industrial zoned parcels when adjacent to residential and commercial zoned parcels then when adjacent to other industrial zoned parcels (see Attachments C7-C8). Under current Kitsap County Code, the burden to mitigate noise impacts is on the generator of the noise. Therefore, when new industrial uses (and expansion or major modifications of existing industrial uses) apply for permits near the proposed site, they will need to mitigate noise impacts to the lower residential or commercial levels, which could require additional mitigation measures, such as greater setbacks, berms or other sound barriers, quieter machinery, limited hours of operation, limitations or prohibitions on certain types of operations, notifications, monitoring, and other measures, which likely increase development and operating costs. It is possible that some future industrial uses on industrial zoned parcels could not be feasible or could be denied because of their proximity to residential or commercial zones parcels. Increased setbacks, as required by KCC 17.420.060.A.27 (see below in Table 3), will also reduce the functional acreage of industrial land. Under current Kitsap County Code, development in the new residential and commercial zones would not be required to increase setbacks or implement other measures to improve compatibility with adjacent industrial uses.

It should also be noted that a similar proposed amendment (see Attachment C18) in 2006 to rezone a large portion of the proposed site from the Industrial (IND; 0 DU/Ac) and Industrial with Mineral Resource Overlay (MRO/IND; 0 DU/Ac) zones to the Urban Low Residential (UL; 5-9 DU/Ac) zone was denied on the basis of neighborhood compatibility.

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<sup>3</sup> KCC 17.170.070 Special provisions.

All plats, short plats, development permits and building permits issued for land development activities on or within five hundred feet of designated mineral resource lands, shall contain the following notice:

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

Table 2 – Adjacent Land Uses & Zoning (see map in Attachment C1)

	Current Categorical Use of the Land (KCC 17.410)	Current Land Use Map Designation	Current Zoning Map Classification
North	124. Dwelling, single-family detached	Rural Residential (RR)	Rural Residential (RR; 1 DU per 5 Acres)
NE	Undeveloped	Rural Residential (RR)	Rural Residential (RR; 1 DU/5 Acres)
	124. Dwelling, single-family detached		
	Undeveloped	Urban Industrial (UI)	Industrial (IND; 0 DU/Ac)
NW	550. Warehousing & distribution	Urban Industrial with Mineral Resource Overlay (MRO/UI)	Industrial with Mineral Resource Overlay (MRO/IND; 0 DU/Ac)
	548. Uses necessary for airport operation ... (Apex Airport)	Rural Residential (RR)	Rural Residential (RR; 1 DU/5 Acres)
South	602. Aggregate extraction sites (sand/gravel mine)	Urban Industrial with Mineral Resource Overlay (MRO/UI)	Industrial with Mineral Resource Overlay (MRO/IND; 0 DU/Ac)
	600. Accessory use (asphalt batch plant)		
	530. Rock crushing		
SW	Undeveloped; Anticipated future sand/gravel mine expansion (Categorical Use 602)	Urban Industrial (UI)	Industrial (IND; 0 DU/Ac)
SE	124. Dwelling, single-family detached (includes manufactured homes)	Urban Industrial (UI)	Industrial (IND; 0 DU/Ac)
	Undeveloped	Public Facility (PF)	
	410. Public facilities ... (Solid waste collection facility)		
	(Humane Society animal shelter) 250. General office ... (10,000+ s.f.); 254. General retail ... (4,000-9,999 s.f.); 298. Veterinary clinics/animal hospitals		
	408. Private or public schools (Silverdale Elementary; School bus operations & maintenance center; District kitchen)	Public Facility (PF)	Urban Low Residential (UL; 5-9 DU/Ac)
East	124. Dwelling, single-family detached (includes manufactured homes)	Urban Low-Density Residential (ULDR)	Urban Low Residential (UL; 5-9 DU/Ac)
West	Various: warehousing, light industrial, contractor storage yard	Urban Industrial (UI)	Industrial (IND; 0 DU/Ac)
	Undeveloped	Urban Industrial with Mineral Resource Overlay (MRO/UI)	Industrial with Mineral Resource Overlay (MRO/IND; 0 DU/Ac)

Table 3 - Density and Dimension Standards (KCC 17.420)

	Current Zones		Proposed Zones	
	MRO/IND	IND	UL	NC
Min. density (du/acre)	NA	NA (57)	5	10 (57)
Max. density (du/acre)	0 (19)	0 (19)	9	30
Min. lot size	20 acres	NA	2,400 s.f.	NA
Max. lot size	NA	NA	9,000 s.f. (25)	NA
Min. lot width (feet)	60 (31)	NA	40	NA
Min. lot depth (feet)	NA	200	60	NA
Max. height (feet)	NA (40)(50)	35 (40)(50)	35 (40)(50)	35 (17)(40)(50)
Max. impervious surface coverage	NA	NA	NA	85%
Max. lot coverage	NA	60%	NA	NA
<b>Setbacks</b>				
Min. front (feet)	NA (41)(42)(43)	20 (27)(29)(41)(42)(43)(46)	20 for garage or carport; 10 for habitable area (29)	20 (29)(41)(42)(43)(46)
Max. front (feet)	NA	NA (41)(42)(43)	NA	NA (41)(42)(43)
Min. Side (feet)	NA (42)(43)	NA (27)(29)(42)(43)	5 if on an alley, 10 feet for a garage or carport opening directly onto the alley or 5 feet in all other instances (29)(42)(43)	10 (21)(29)(42)(43)
Min. Rear (feet)	NA (42)(43)	NA (27)(29)(42)(43)	10 if on an alley, 20 feet for a garage or carport opening directly onto the alley (29)(42)(43)	10 (21)(29)(42)(43)
Footnotes (KCC 17.420.060.A):				
<p>17. A greater height may be allowed as set forth below and in accordance with the procedures in Title 21. Such approval must be consistent with the recommendations of the fire marshal/fire district and compatible with surrounding uses and zones. Such approval shall result in a decrease in building coverage, an increase in public amenities, and/or a more creative or efficient use of land. The maximum building height approved by the director shall not exceed:</p> <ul style="list-style-type: none"> <li>a. In the NC and P zones: forty-five feet.</li> <li>b. In the UH and C zones: sixty-five feet.</li> </ul>				

- c. In the UM, BP, BC, and IND zones: fifty-five feet.
  - d. Height and density requirements for urban high and regional center reflected in Section 17.420.058, Silverdale regional center and design district density and dimension table.
- Mixed use projects are not required to meet the minimum density requirements.
- 19. These zones are not intended to accommodate population growth and therefore do not have allowed density. However, limited new residential uses may occur in these zones which support the intent of these zones to provide employment and services. Therefore, up to one dwelling unit may be allowed per existing parcel for the limited residential uses allowed in Chapter 17.410.
  - 21. Twenty feet when abutting a residential zone.
  - 25. For new building permit applications on vacant lots over eighteen thousand square feet located in urban low residential (ULR) and urban cluster residential (UCR) zones, the maximum lot size shall not exceed nine thousand square feet. This restriction shall not apply if:
    - a. The net developable area of the existing parcel is less than eighteen thousand square feet; or
    - b. The project application will meet minimum density requirements as established by this chapter.
  - 27. As approved by the director, wherever an industrial zone abuts a residential zone, a fifty-foot screening buffer area shall be provided. This screening buffer is intended to reduce impacts to abutting residential uses such as noise, light, odors, dust and structure bulk. No structures, open storage, or parking shall be allowed within this area. The director shall only approve screening buffers that improve the compatibility between the proposed use and the residential zone. The director may reduce this buffer to a minimum of twenty-five-foot width only when based upon a site-specific determination that topography, berming or other screening features will effectively screen industrial activities from the residential zone. Conversely, based upon a similar site-specific determination, the director may increase the buffer width from fifty feet to ensure adequate buffering and compatibility between uses.
  - 29. *(Note: Not applicable to this site.)*
  - 31. Three hundred thirty feet if activity includes any uses in Section 17.170.020. *(Note: Reference is to uses allowed in MRO zone.)*
  - 40. Height limitations set forth elsewhere in this title shall not apply to the following: barns, silos, or other farm buildings and structures, provided they are not less than fifty feet from every lot line; chimneys, spires on places of worship, belfries, cupolas, domes, smokestacks, flagpoles, grain elevators, cooling towers, solar energy systems, monuments, fire house towers, masts, aerials, elevator shafts, and other similar projections; and outdoor theater screens, provided said screens contain no advertising matter other than the name of the theater. The proponent seeking exception to the height limitation shall certify that the object being considered under this provision will not shade an existing solar energy system which, by the determination of the director, contributes substantially to the space- or water-heating requirements of a building.
  - 41. The following exceptions apply to front yard requirements for dwellings:
    - a. If there are dwellings on both abutting lots with front yards less than the required depth for the zone, the front yard for the lot need not exceed the average front yard of the abutting dwellings.
    - b. If there is a dwelling on one abutting lot with a front yard less than the required depth for the zone, the front yard need not exceed a depth of halfway between the depth of the front yard on the abutting lot and the required front yard depth.
    - c. If a modification to the front yard requirement is necessary in order to site dwellings in a manner that maximizes solar access, the director may modify the requirement.
    - d. On lots with multiple front yards, the front yard setback(s) in which the lot does not receive access may be modified by the director. Based upon topography, critical areas or other site constraints, the director may reduce these front yard setbacks to a minimum of twenty feet for properties requiring fifty feet and ten feet for properties requiring twenty feet. The director may not modify front yard setbacks from county arterials or collectors. Such reductions shall not have an adverse impact to surrounding properties.
  - 42. *(Note: Not applicable to this site.)*
  - 43. Any structure otherwise permitted under this section may be placed on a lot or parcel within a required yard area if the director finds that such a location is necessary because existing sewer systems or roadways make compliance with the yard area requirements of this title impossible without substantial changes to the site.

46. A front porch and associated steps shall meet a minimum five-foot setback from the front property line and the following requirements:
- a. Porches shall be at least forty percent open on each of two sides.
  - b. Porches shall be a minimum of four feet by six feet.
50. (Note: Not applicable to this site.)
57. Mixed use projects are not required to meet the minimum density requirements.

- d. *The proposed amendment does not materially affect the land uses and growth projections which are the basis for the Comprehensive Plan, and reflects local circumstances in the county;*

**Staff Analysis:**

Based on the County’s current land capacity methodology estimates, the amendment will not materially affect the growth projections of the Comprehensive Plan.

Since several parcels in the proposed site still have an active surface mine permit from the Washington State Department of Natural Resources and have not been reclaimed, they were classified as “developed” in the land capacity analysis for the 2016 Comprehensive Plan, which means those parcels were excluded from the calculation of employment capacity for the Silverdale UGA (see the “2016 Baseline” column in Attachment C15). When those parcels are reclaimed and considered available for redevelopment in the County’s land capacity calculations, the current methodology estimates they would increase the 2016 Comprehensive Plan’s employment capacity for the UGA from 3.8% below the adopted employment target to 1% above the adopted employment target (see the “2016 Adjusted Baseline (with Mining removed)” column in Attachment C15).

If the proposed amendment were adopted, the current land capacity methodology estimates the employment capacity of the UGA would increase by 19 jobs to 1.2% above the adopted employment target and the population capacity of the UGA would increase by 377 people (151 homes) from 0.3% above the adopted population target to 4.7% above the adopted population target (see the “Alternative 1 (UL & NC)” column in Attachment C15). Capacity within +/- 5% of the adopted target is considered in balance by the County. Capacity outside this range would trigger the need for adjustments to rebalance the UGA, such as zoning amendments elsewhere inside the UGA, modifications to development regulations, changing the adopted target(s), or possibly resizing the UGA, all of which are beyond the scope of any site-specific amendment and the adopted 2019 docket.

In addition of ensuring that the growth capacity of a specific UGA remains in balance with its adopted target, the Comprehensive Plan must also ensure that

growth capacity remains in balance Countywide. The current land capacity methodology estimates that Countywide population and employment capacity is in balance with adopted targets with or without the adoption of the proposed amendment (see Attachment C15).

Per allowed densities in KCC 17.420.052 and .054 (see Table 3 above) for the proposed zones, a minimum of 126 dwellings (315 people) and a maximum of 2,904 dwellings (5,227 people) could be proposed for the site (see attachment C16).

This is a Comprehensive Plan amendment and not a project-specific development proposal. Capacity estimates are not intended to predict the exact development of a specific site, but rather the general capacity of a large planning area. Since the current land capacity methodology assumes that no population capacity and only employment capacity will be developed in the NC zone, it is possible that this assumption may result in an underestimation of population capacity and an overestimation of employment capacity. The applicant has stated an intent to develop mixed use neighborhoods in the NC zone, but this could change in any future development of the site.

Minimum and maximum density calculations define the legal limits of potential future development of a specific site, but also are not predictive. The actual level of development is rarely at maximum density, especially when mixed-use is developed.

- e. *The proposed amendment does not materially affect the adequacy or availability of urban facilities and services to the immediate area or the overall area of the urban growth area; and*

**Staff Analysis:** A review of urban facilities and services based on the current land capacity methodology estimates found the proposed amendment does not materially affect the adequacy or availability of urban facilities and services to the immediate area or the overall area of the urban growth area. See analysis in Section 4.B.1.a regarding meeting concurrency requirements.

Future improvements to address capacity deficiencies may be required during project level review for roads, transit, and schools (see Attachment C9).

- f. *The proposed amendment is consistent with the GMA, Kitsap County-wide Planning Policy, state and local laws and other applicable inter-jurisdictional policies or agreements.*

**Staff Analysis:** As explained herein and elsewhere in this Staff Report, the proposed amendment does not appear consistent with the GMA industrial land

designation criteria guidelines (RCW 365-196-310(4)(c)(iv) – see recital above) as well as the following Countywide Planning Policies. There are no known inter-jurisdictional agreements.

Centers of Growth Policy C. 1:

In decisions relating to population growth and resource allocation supporting growth, Centers have a high priority.

Siting Public Capital Facilities Policy 4:

Air transportation facilities in Kitsap County:

- a. The Counties and the Cities shall recognize the importance of airports as essential public facilities and the preservation of access to the air transportation system.
- b. The County and the Cities shall ensure the safety of the community and airport users through compatible land use planning adjacent to airports and coordination of the airport with ground access. Examples would include not encouraging or supporting higher residential densities, schools, or hospitals near airports or airport approach corridors.
- c. The County and the Cities shall plan for heliports throughout Kitsap County for emergency use.

Countywide Economic Development Policy J.2:

The role of government agencies in assuring coordinated, consistent efforts to promote economic vitality and equity throughout Kitsap County:

- a. The County and the Cities shall promote Urban Growth Areas and existing industrial sites as centers for employment.
- b. The County and the Cities shall encourage the full utilization/development of designated industrial and commercial areas. The County and the Cities shall promote revitalization within existing developed industrial and commercial areas to take advantage of the significant investments in existing buildings and infrastructure.
- ...
- e. The County and the Cities shall collaborate with the KEDA and the Ports to establish a common method to monitor the supply of designated commercial and industrial sites and to ensure adequate land supply for the expansion of existing enterprises and the establishment of new economic enterprises. The monitoring method shall indicate environmental constraints, infrastructure availability and capacity, and shall use the Kitsap County Geographic Information System and Land Capacity Analysis as a regional database for this information.

2. All Site-Specific Amendment Requests Regarding Parcels located within an associated Urban Growth Area (Including UGA Expansions of Associated Urban Growth Areas).

*Each of the following requirements must be satisfied for a recommendation for approval:*

- a. *Demonstration from the jurisdiction affiliated with the UGA that the proposal has the capability and capacity to provide urban level services to the area.*

**Staff Analysis:** The subject property is currently within the Silverdale UGA, which is not associated with an existing city. See related analysis above.

- b. *Demonstration that the proposal is consistent with the associated urban growth area jurisdiction's comprehensive plan.*

**Staff Analysis:** The subject property is currently within the Silverdale UGA, which is not associated with an existing city. See related analysis above.

- c. *Demonstration that the proposal meets the affiliated jurisdiction's transportation standards.*

**Staff Analysis:** The subject property is currently within the Silverdale UGA, which is not associated with an existing city. See related analysis above.

C. State Environmental Policy Act (SEPA)

The Kitsap County SEPA official issued a SEPA threshold determination of non-significance (DNS; Attachment B1) for this amendment after having reviewed the SEPA environmental checklists prepared for this amendment (Attachment B2). The SEPA official's review found that this amendment is not related to or dependent on any of the other proposed Comprehensive Plan amendments and therefore an independent SEPA threshold determination was made regarding this amendment.

Notice of this SEPA threshold determination was:

- Filed with the Washington State Department of Ecology [SEPA Register](#);
- Published in the Kitsap Sun newspaper; and
- Will be integrated with other public announcements.

The SEPA threshold determination and environmental checklist was also distributed to agencies with jurisdiction, the Department of Ecology, affected tribes, and each local agency or political subdivision whose public services would be changed as a result of implementation of the proposal.

## 5. Public Involvement and Outreach

Kitsap County's public involvement and outreach in support of this amendment has exceeded the requirements of the Growth Management Act (RCW 36.70A) and Kitsap County Code (KCC 21.08).

### A. Prior Public Involvement and Outreach

Prior public involvement and outreach regarding the 2019 docket, including this amendment, has included the following:

- An [Online Open House](#) with information about previous, current, and upcoming phases of the 2019 amendment process.
- A public comment period (11/1/2018 – 12/11/2018) and a public hearing by the Kitsap County Board of Commissioners (12/10/2019) while setting the initial docket of amendments. Notifications and announcements regarding this comment period and public hearing included the following:
  - Legal notice published in the Kitsap Sun newspaper (11/30/2018);
  - Broadcast announcements via email, text message, Facebook.com, Twitter.com, and Nextdoor.com; and
  - Formal letters to Tribes with usual and accustomed area in Kitsap County.
- Legal notice announcing the docket of amendments was published in the Kitsap Sun newspaper (1/5/2019).

Prior involvement and outreach regarding this amendment included the following:

- Consultations with the Apex Airport and the WSDOT Aviation Division.
- Consultation with public facility providers, including:
  - Kitsap County Public Works (roads, non-motorized, & sewer)
  - Kitsap Transit
  - Central Kitsap School District
  - Silverdale Water District
  - Central Kitsap Fire and Rescue District

### B. Current Public Involvement and Outreach

This staff report provides, in full, the proposed amendment and analysis of the amendment for review by the public and the Kitsap County Planning Commission.

Visit the [Online Open House](http://tinyurl.com/kitsap2019cpa) (<http://tinyurl.com/kitsap2019cpa>) to learn more about the 2019 annual amendment process, important dates and deadlines, and how to participate in the process, including:

- Attending an open house in North Kitsap, Central Kitsap, or South Kitsap.
- Attending Planning Commission meetings.
- Testifying at the Planning Commission's public hearing.
- Submitting written comments.

A new comment period regarding the proposed amendment (Attachment A), this staff report, and the SEPA determination (Attachment B1) opened on the date this report was published. To be included in the official record, written comments must be submitted to the Department of Community Development before the deadline using one of the following methods:

- Entered [online via computer or mobile device](#) (preferred method).
- Emailed to [CompPlan@co.kitsap.wa.us](mailto:CompPlan@co.kitsap.wa.us).
- Mailed to 614 Division St - MS36, Port Orchard, WA 98366.
- Dropped off at the Permit Center at 619 Division St, Port Orchard.
- Dropped off at one of the scheduled open houses.
- Submitted to the clerk at a scheduled public hearing.

Notifications and announcements regarding this comment period and the Planning Commission's public hearing will include:

- Legal notice published in the Kitsap Sun newspaper.
- Broadcast announcements via email, text message, Facebook.com, Twitter.com, and Nextdoor.com.
- Notice signs posted on site-specific amendment properties.
- Notices mailed to property owners near site-specific amendments and geographically specific amendments covering smaller areas.
- Formal letters to Tribes with usual and accustomed area in Kitsap County.

C. Future Public Involvement and Outreach

Additional public involvement and outreach are anticipated to occur when the Kitsap County Board of Commissioners will be considering the amendments for adoption.

## 6. Staff Contact

Report prepared by:



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Report approved by:



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Dave Ward, Manager  
Planning & Environmental Programs  
Department of Community Development

## 7. Attachments

### A. Proposed Amendment

- Map 1 – Vicinity
- Map 2 – Aerial Photo (2015)
- Map 3A – Critical Areas
- Map 3B – Critical Aquifer Recharge Areas
- Map 4A – Current Land Use Map Designations
- Map 4B – Proposed Land Use Map Designations
- Map 4C – Revised Proposed Land Use Map Designations
- Map 5A – Current Zoning Map Classifications
- Map 5B – Proposed Zoning Map Classifications
- Map 5C – Revised Proposed Zoning Map Classifications
- Map 6 – Proposed Road
- Map 7 – Proposed Non-Motorized Connections
- Legend for Maps 1-3
- Legend for Map 4
- Legend for Map 5

### B. State Environmental Policy Act (SEPA)

1. SEPA Determination
2. SEPA Checklist
3. SEPA Summary Review Matrix

### C. Supplemental Materials

1. Aerial Photo with Labelled Uses
2. Conceptual Schematic
3. Applicant's Wetland Maps
4. Applicant's Criteria Narrative
5. Map of Apex Airport Compatibility Zones
6. WSDOT Airports & Compatible Land Use Guidebook (Excerpts)

7. Noise Sources
8. KCC 10.28 Noise
9. Preliminary Capital Facility Review Summary
10. Summary of Recent Market Activity in Area
11. KEDA Consultation Notes
12. Industrial Land Inventory
13. PSRC Industrial Lands Analysis Report (Excerpts)
14. Kitsap County Population Trend Charts
15. Land Capacity Estimates
16. Minimum and Maximum Density Calculations
17. Referenced Surface Mine Reclamation Regulations
18. 2006 Amendment Denial
19. 2018 Proposed Amendment
20. Original 2019 Proposed Amendment (3 alternatives)
21. Applicant's Geotechnical Report
22. Comparison of Allowed Uses