

SOUTH KITSAP INDUSTRIAL AREA (S.K.I.A.) SUB-AREA PLAN

December 8, 2003



Kitsap County Department of Community Development
614 Division Street, MS-36
Port Orchard, WA 98366

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Fact Sheet

Title: The South Kitsap Industrial Area Plan

Description of the Proposal: The proposal is to adopt a sub-area plan for the South Kitsap Industrial Area (SKIA). About 1690 acres of SKIA is currently designated an Urban Growth Area (UGA). This UGA area is zoned Industrial and includes Port of Bremerton property and other adjacent privately owned property. The South Kitsap Industrial Area Plan designates some lands adjacent to the existing UGA as additional UGA land. These are two distinct areas, each with specific land use processes for development. The processes range from administrative review to a full Master Plan requirement. In all SKIA zones, completion of the required land use process may be followed by an expedited development review process.

The intent of the sub-area plan is to allow development of SKIA as compact, individually master-planned industrial/ business park developments. The plan intends to provide opportunities for development that creates or retains employment including, but not limited to professional, technical and manufacturing fields. Sub-area plan policies address the following:

- Economic Development
- Land Use
- Environment
- Transportation
- Utilities
- Capital facilities

Adoption of the sub-area plan will involve concurrent adoption and incorporation by reference into the Kitsap County Comprehensive Plan.

Location: The South Kitsap Industrial Area consists of approximately 3,400 gross acres centered on the Bremerton National Airport. It is the largest undeveloped industrial property in Kitsap County and includes lands zoned Airport, Industrial, Rural Residential and Industrial Reserve. The area is located along State Route 3 near the city limits of both Bremerton and Port Orchard. (*See Figure, Page 23.*)

Proponent: Kitsap County
614 Division Street, MS-36
Port Orchard, Washington 98366-4682

Lead Agency: Kitsap County Department of Community Development

SEPA Determination: Determination of Significance, October 16, 2002

SEPA Responsible Official: Rick Kimball, Manager, Environmental Review

SEPA Determination Contact Person: Rick Kimball

Permits and Approvals Required: Recommendation of approval by the Kitsap County Planning Commission; Board of Commissioners adoption of the sub-area plan by way of ordinance. Review by the Washington State Office of Community Development.

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Comments on SEPA Determination: Comments on the SEPA Determination may be submitted in writing or in person during the public hearing. Written comments should be submitted to:

Rick Kimball, SEPA Responsible Official
Kitsap County Department of Community Development
614 Division Street, MS-36
Port Orchard, Washington 98366-4682

Subsequent SEPA Threshold Determinations: This is a phased environmental review under §197-11-060(5) WAC. Following adoption of the South Kitsap Industrial Area Plan, future SEPA review will be required for master plans, development applications, and other project actions taken to implement the adopted plan (e.g., construction of capital facilities); as well as private development proposals that exceed the categorical exemption thresholds set forth in §197-11-800 WAC. Future project level review is likely to be necessary. Kitsap County retains the authority to impose site-specific mitigation measures to address probable significant adverse environmental impacts.

Public Hearing: The Planning Commission held two public hearings on the content of the draft sub-area plan on July 30, 2002 and September 24, 2002. The Board of County Commissioners then held three additional public hearings on the SKIA Sub-Area Plan on September 8, 2003, September 22, 2003 and November 10, 2003.

Location of Review Copies of Proposal and Background Materials:

Kitsap County Department of Community Development
614 Division Street, MS-36
Port Orchard, Washington 98366-4682

Port Orchard Building and Planning Department
216 Prospect Street, Port Orchard, WA 98366

Review Copies Available at Public Libraries:

Kitsap Regional Library - Central Branch
1301 Sylvan Way
Bremerton, WA 98310

Kitsap Regional Library - Port Orchard Branch
87 Sidney Street
Port Orchard, WA 98366

Acronyms and Definitions

Average Annual Covered Wage – The annual average covered wage is derived by dividing the total wages paid in an area by the annual average employment that is covered by unemployment insurance in that area. Military employees, both enlisted and Officers are excluded, while civilian Department of Defense employees are included. The average wage does not include any benefits other than actual wages (p. 19, Kitsap County Profile, January 2001, Washington State Employment Security).

BAS – Best Available Science. The Washington State Office of Community Development discusses Best Available Science in the following terms: "...research conducted by qualified individuals using documented methodologies that lead to verifiable results and conclusions.In the context of critical areas protection, a valid scientific process that produces reliable information useful in understanding the consequences of a local government's regulatory decisions" (Pp. 1-2, *Citations of the Best Available Science for Designating and Protecting Critical Areas*, Washington State Office of Community Development, March 2002).

BMP – Best Management Practice(s).

BNA – Bremerton National Airport.

Comprehensive Plan – (Plan) – A statutory document, which sets for a government's major policies concerning the desirable future of the area's people and the physical development of the area.

Capital Facilities – As a general definition, structures, improvements, pieces of equipment or other major assets, including land, than have a useful life of at least 10 years. Capital facilities are provided by and for public purposes and services.

CDP – Conceptual Development Plan.

CIP – Capital Improvement Plan – A six-year plan for future capital expenditures which identifies each capital project, including anticipated start and completion dates, and allocated existing funds and known revenue sources.

CRID – County Road Improvement District.

CTED – Department of Community Trade and Economic Development.

Clustering – A development design technique that concentrates building in specific areas on a site to allow the remaining land to be used for recreation, common open space or preservation of environmentally sensitive areas.

Critical Areas – Areas identified as: wetlands, areas with a critical recharging effect on aquifers use for potable water; fish and wildlife habitat conservation areas; geologically hazardous areas; and frequently flooded areas.

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CAO – Critical Area Ordinance – An ordinance containing development regulations to protect critical areas.

Critical Stream Habitat – Any water segment classified under Washington Department of Fish and Wildlife Permanent Water Typing System as Type “S” or “F” water, formerly known under the Washington Department of Fish and Wildlife Interim Water Typing System as Types “1”, “2”, or “3”.

CFP – Capital Facilities Plan.

DCD – (Kitsap County) Department of Community Development.

Ecology – (Washington State) Department of Ecology.

EIS – Environmental Impact Statement.

ESA – Endangered Species Act.

Geologically Hazardous Areas – Slope that are greater than 30%.

GIS – Geographic Information System.

GMA – Growth Management Act – Legislation passed in 1990 (EHHB2929) and subsequently amended, which requires urban counties and cities within them to develop urban growth areas, comprehensive plans and concurrent funding plans (among other things) to deal with growth in their area for the next twenty years.

HMP – Habitat Management Plan.

ITE – Institute of Transportation Engineers.

LID – Local Improvement District.

Living Wage – For purposes of this plan, Living Wage is defined as the Average Annual Covered Wage for Kitsap County. Please see that definition in this section.

KCCP – Kitsap County Comprehensive Plan.

KCSD – Kitsap County Sewer District.

KPUD – Kitsap Public Utility District.

KREDC – Kitsap Regional Economic Development Council.

MOA – Memorandum of Agreement.

MOU – Memorandum of Understanding.

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NEPA – National Environmental Policy Act.

OSS – On-Site Septic.

PFC – Properly Functioning Condition – A sustained presence of natural habitat-forming processes (e.g., hydraulic runoff, bedload transport, channel migration, riparian vegetation succession) that are necessary for the long-term survival and recovery of the species. Thus, PFC constitutes a species' habitat-based biological requirements—the essential physical features that support spawning, incubation, rearing, feeding, sheltering, migration, and other behaviors.

PSE – Puget Sound Energy.

PSRC – Puget Sound Regional Council – Current MPO for the Puget Sound Region, including Snohomish, King, Pierce, and Kitsap Counties.

Salmonid – Any member of the Salmonidae (trout and salmon) family.

SEPA – State Environmental Policy Act.

SHSP – State Highway System Plan.

SKIA – South Kitsap Industrial Area.

TDM – Transportation Demand Management.

UGA – Urban Growth Area – An area designated for urban development and to be served by urban services.

UJPA – Urban Joint Planning Area.

WDFW – Washington State Department of Fish and Wildlife.

WSDOT – Washington State Department of Transportation.

WRIA – Water Resource Inventory Area.

Executive Summary

Plan Background

The Growth Management Act (GMA), adopted by the Washington State Legislature in 1990, requires most counties and cities in the state to adopt "comprehensive plans" to guide growth and development for the next 20 years. Comprehensive plans contain goals, policies and implementing strategies designed to provide direction for future decision-making. The 1998 Kitsap County Comprehensive Plan designated a number of urban joint planning areas (UJPAs) as a means of identifying areas that were considered potentially suitable for inclusion within urban growth areas (UGAs), but where more study was needed before final land use designations could be applied. This South Kitsap Industrial Area (SKIA) was one of those areas.

This sub-area plan addresses the unique needs and features of a limited geographic area. It continues the earlier comprehensive planning process by providing more detailed analyses and recommending land use policies and designations that are specifically tailored to SKIA. The SKIA Plan implements the 1998 Comprehensive Plan by addressing a number of unresolved issues for the UJPA (see page 11 for specific objectives).

SKIA Plan

The intent of the sub-area plan is to allow development of SKIA as compact, individually master-planned industrial/business park developments. The plan intends to provide opportunities for development that creates or retains employment including, but not limited to professional, technical and manufacturing fields. Upon adoption, this Sub-Area Plan will be incorporated into the existing Kitsap County Comprehensive Plan. The SKIA Plan includes several changes to current zoning regulations. The major changes are as follows:

- The addition of a new zoning classification called "Business Center". This classification is then applied to SKIA properties which were designated "Urban/Industrial Reserve" under the 1998 Comprehensive Plan (See maps on pages 26 and 30).
- The addition of a Master Plan process for completing sub-basin-based Master Plans. Master Plans will help ensure efficient and cost-effective extension of infrastructure and appropriate environmental protections throughout the Sub-Area. Depending on the location of a property, such a Master Plan is either required or optional. Upon completion of a Master Plan, no additional land use review by the County may be necessary and the property may receive expedited review of future development permits.
- The Industrial and Airport zones within the existing UGA will be provided a tiered selection of land use approval processes to ensure coordinated and cost-effective extension of infrastructure and appropriate environmental protections. All of these processes will require a higher level of review than is currently required.

The following is a brief overview of the main elements and concepts of the plan. For more detailed information, please refer to Plan chapters and appendices.

Master Plan Requirement

Under the plan, development over much of the SKIA Sub-Area will be coordinated by master planning. The purpose of master planning is to ensure compatibility between individual

developments. Where required or encouraged, individual master plans, their elements, analyses, plans, and designs shall extend to the boundaries of all sub basins that comprise any portion of the parcel or parcels upon which the development is planned to occur.

Master plans and other infrastructure coordination must be guided by and must be generally compatible with the *SKIA Conceptual Development Plan* (see page 33). The SKIA Conceptual Development Plan is an illustrative site plan that includes a representation of possible development areas within the SKIA. It also includes the anticipated location of the major access roads and the existing locations of known critical resources such as watercourses and wetlands. The Conceptual Development Plan is based on existing natural drainage courses, sensitive areas and links between and among these resources. It is intended to be flexible and may be revised or amended in accordance with Kitsap County Comprehensive Plan policies. The goal is to ensure individual developments complement each other; reduce and mitigate impacts to the natural environment; utilize public facilities and services economically; and meet other goals for the SKIA Sub-Area.

Whether a Master Plan or other form of land use process is utilized, existing UGA lands must coordinate infrastructure and service planning and development with other SKIA property owners.

Business Center Zone

Some areas are being recommended for inclusion in the SKIA UGA. Upon adoption of this plan, the zoning designation of some lands formerly designated Rural Residential (see SKIA Plan page 30) will also change. These lands will become part of the SKIA UGA and the underlying zoning designation will change from Rural Residential to Business Center. Some other areas, formerly zoned Urban/Industrial Reserve and included in the SKIA UJPA, will also change. These lands will be designated Rural Residential and will be excluded from the SKIA UGA.

Industrial and Airport Zones

Properties currently designated “Industrial” and “Airport” will retain their current underlying zoning. These properties will have the option of a number of land use processes including developing individual Master Plans as described herein. Each process will provide the County with adequate review of infrastructure extension and environmental protections. In some instances, the Port will be responsible for environmental review, where it is acting as the lead agency under the State Environmental Policy Act (SEPA). These properties range from areas where development has already been approved and infrastructure in place e.g. “ready for development” sites and only building permits and or site development activity permits would be needed to undeveloped lands where landowners have multiple processes each of which promote coordinated infrastructure and site planning.

Major Plan Concepts

Performance Standards Govern Intensity of Use

The SKIA Plan does not arbitrarily dictate intensities of use. Instead, development that can show the ability to meet specified performance standards will be allowed. Using Best Available Science criteria, each master-planned development will fully analyze the impacts of its development and use of the property, along with associated cumulative development impacts.

Based on these analyses, intensities of use capable of being supported and/or mitigated within the sub-area will be allowed.

Economic Diversification and Employment Opportunities

An important long-term economic development goal of the Comprehensive Plan is to diversify the County's economy in order to: 1) decrease the County's dependence on the national defense industry and the income of residents who commute out of the county; 2) increase the number of primary jobs (i.e. jobs producing goods or services that are principally sold to clients outside the county) that in turn enable the creation of secondary jobs (i.e. jobs that produce goods or services that principally serve clients within the county); and 3) to raise the standard of living by creating jobs paying family wages.

At build-out (approximately 2017), the SKIA will be able to accommodate approximately 9,350 employees. This sub-area plan sets a goal that a minimum of 50% of SKIA jobs offer pay equal to or greater than the annual average covered wage¹ for Kitsap County.

Critical Areas and Water Quality Preserved

A major objective of the plan is to implement mechanisms to preserve, and where possible enhance, the ecological functions and values found within the sub-area. The sub-area plan's master plan mechanism mobilizes two important areas of policy guidance designed to preserve ecological functions while planning for inevitable economic growth and development.

First, the plan requires a high level of protection for wetlands, streams and key wildlife habitat areas. Conserving these areas will safeguard environmental qualities within the sub-area; help to maintain the viability of salmon habitats both inside and outside of the sub-area; provide storm water control; and provide green space for employees. Master planning and other SKIA policies also require that future development of the area to include an interconnected system of natural corridors useful for recreation, wildlife habitat, trails and the connection of critical areas throughout SKIA. These corridors would take advantage of the environmental features of the sub-area, linking SKIA businesses to each other and to green spaces throughout the sub-area.

Secondly, the SKIA Plan allows intense development within a sensitive ecological area as long as individual Business Center master plans show that development will avoid and mitigate impacts according to SKIA policies and performance standards. Each Business Center development must master plan and must complete environmental review during the master plan stage. Because master plans may be approved some time prior to related development applications, updates to existing master plans and further environmental review may also be required at the development stage, based on changes in conditions or regulations since the last master plan update.

Third, the Plan provides a number of alternative land use processes including master planning to ensure environmental protection of all affected sub-basins. Kitsap County and the Port of Bremerton will work cooperatively to ensure compliance with the Washington State Environmental Protection Act (SEPA).

¹ See "Annual average covered wage" definition at the beginning of this document.

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The SKIA Plan is a “first” for Kitsap County, in that it provides development parameters on a watershed and sub-basin basis. Natural systems don’t respect parcel boundaries. This plan protects the “functionality” of natural systems by moving the process of development planning from a parcel basis to a sub-basin basis. This is done by requiring master planning of many of the major watershed sub-basins involved in the plan and providing incentives for master planning of the remaining sub-basins. This ensures that development does not occur in a disconnected, piecemeal fashion that often results in the greatest impacts on natural systems. Coordinated development based on sub-basin and watershed attributes brings the County into the next generation of sustainable land use, resulting in fewer functional impacts on environmental systems.

Adequate Public Facilities and Services Facilitated

Consistent with the GMA and the Kitsap County Comprehensive Plan, this sub-area plan applies measurable standards for public facilities and services. It also outlines the phasing of needed infrastructure such as sewers and identifies the revenue sources that will be used to fund the necessary improvements. In implementing one of the principle goals of the GMA, the plan requires that adequate water, wastewater, storm water and transportation facilities be constructed either before, or concurrent with, new development. An overview of capital facility needs and plans is provided in Chapter 10, along with a table showing anticipated short and long-range capital needs for projected employment levels.

The SKIA Plan protects Kitsap County’s quality of life while supporting the long-term vision. The Plan is the result of an ongoing collaboration between property owners, the Port of Bremerton, the cities of Bremerton and Port Orchard and Kitsap County.

1.0 INTRODUCTION AND PURPOSE

The purpose of this sub-area plan is to provide more specific guidance on the establishment of future uses on the subject site consistent with the direction of the 1998 Comprehensive Plan for Kitsap County. It is intended to provide coordinated planning to resolve outstanding issues regarding land use, infrastructure and services. A sub-area plan addresses the programmatic elements of designating the land uses of a subject property.

1998 Comprehensive Plan Designated Urban Growth Area, and Urban Joint Planning Area

Existing Urban Growth Area: Certain lands that are included in the sub-area are designated in the 1998 Comprehensive Plan as “Airport” or “Industrial” lands within an “Unincorporated Urban Growth Area” (UGA). These include the Bremerton National Airport and other Port-owned and privately owned lands. These properties are not included in the Urban Joint Planning Area, and while they were not required to plan via the Urban Joint Planning Process set up in the 1998 Kitsap County Comprehensive Plan, these owners have chosen to participate in this planning process.

Urban Joint Planning Area: Also included in the sub-area are other contiguous properties that are designated in the 1998 Comprehensive Plan as either "Industrial Urban Reserve" or "Mineral Resource", and are subject to an "Urban Joint Planning Area" overlay designation. The UJPA lands are generally rural wooded and are described by the 1998 Comprehensive Plan as “areas that will be subject to coordinated planning to resolve outstanding land use and capital facility issues”. These lands cannot be developed for business and industrial park uses without the adoption of the new land use designations presented in this Plan.

Coordinated Planning: In order to facilitate area-wide planning, both categories of lands have been included in the SKIA Sub-Area Plan. Collectively, these properties have the potential, when specific environmental protection regulations and urban infrastructure requirements are completed, to help address Kitsap County's primary employment and job diversification goals.

1.1 OBJECTIVES OF THE SUB-AREA PLAN

As a “sub-area plan”, this document addresses the unique needs and features of a limited geographic area, and provides more detailed analyses, land use policies and designations that are specifically tailored to the South Kitsap Industrial Area (referred to in this document as “SKIA” but also known as “Great Peninsula Business Parks”). Consistent with Comprehensive Plan UGA policies, this sub-area plan resolves the specific issues identified in the Comprehensive Plan and set forth below:

South Kitsap Industrial Area

1. To identify and plan to accommodate a portion of the urban growth and employment allocated to south Kitsap County.
2. To address Urban Joint Planning Area (UJPA) issues identified in the Comprehensive Plan. This is being accomplished through an ongoing collaborative effort of Kitsap County, the City of Port Orchard, the City of Bremerton, the Port of Bremerton, and area landowners in resolving a number of issues, including the following:
 - a. Identification of the types, density/intensity and location of land uses anticipated in SKIA (required by UGA-13c);
 - b. Plans for logical and efficient urban services and facilities;
 - c. Standards for environmental protection;
 - d. A framework for environmental review of governance questions, including whether annexation may be desirable or preferable to other service arrangements.
3. To identify the parameters for future planning for development within the sub-area.

1.2 ORGANIZATION OF THE SUB-AREA PLAN

This SKIA Plan is a policy plan, establishing the basic framework for future planning and actions. The sub-area plan itself does not provide for any development approvals. All applications for development pursuant to this plan are subject to further environmental review and permit processing. Project-level review will adhere to the goals and policies set forth in the sub-area plan, and as addressed in other planning and regulatory documents. The SKIA Plan is comprised of ten chapters. The following are brief descriptions of the chapters:

Introduction and Context: Describes the purpose of the plan and the plan's organization. Summarizes the plan's relationship to other plans and policies. Describes the planning context and outlines the Joint Planning Area Process for the sub-area to date.

Economic Development: Outlines economic development goals and policies. Describes historical employment data and projects future employment trends and capacity.

Land Use: Outlines land use goals, policies and development standards. Describes permitted and prohibited land uses.

Airport: Outlines goals and policies for Bremerton National Airport. Summarizes existing conditions and infrastructure plans based on the existing airport master plan.

Environmental Resources and Protection: Summarizes goals, policies, planning context, and performance standards; presents a framework for phased environmental review. Inventories SKIA environmental resources and specifies plans for environmental protection and salmon habitat conservation and protection.

Stormwater Management: Outlines goals, policies, performance standards and potential cost impacts of new stormwater guidelines.

Water: Profiles goals, policies and existing facilities and services. Projects future needs and related costs.

Wastewater: Outlines goals, policies and existing facilities and services. Projects future needs and related costs.

Transportation: Presents goals, policies and existing facilities and conditions. Projects future needs and related costs. Presents a demand management plan.

Capital Facilities: Anticipates capital facility project and funding needs for the sub-area, based on state and local requirements and land use. Projects funding sources to meet capital facility needs.

Appendices: Includes technical reports and other pertinent materials.

1.3 RELATIONSHIP TO OTHER PLANS, POLICIES, AND REGULATIONS

The goals, policies, performance standards and projects contained in this plan have been reviewed for consistency with the Washington State Growth Management Act of 1990 (GMA) and the 1998 Kitsap County Comprehensive Plan (KCCP), and have been found to be compliant. The Growth Management Act has established thirteen goals for the comprehensive planning process. Similar goals have also been established by the 1998 Kitsap County Comprehensive Plan. Appendix A lists more general GMA and KCCP goals by subject matter and outlines how the South Kitsap Industrial Area Sub-Area Plan addresses those goals.

Upon adoption, this sub-area plan will concurrently amend and become functionally part of the Kitsap County Comprehensive Plan. The relevant plans, policies and implementing regulations of all jurisdictions will be reviewed and modified to be consistent with and implement this sub-area plan. Relevant capital facility plans for the City of Port Orchard and the City of Bremerton already reflect SKIA utility plans. These are contained in Appendices I and K.

Because this sub-area plan has been developed through the Urban Joint Planning Area (UJPA) process, it also makes provision for timely and coordinated review of project-level proposals, both public and private, once the sub-area plan takes affect (please see Chapters 3 and 5, Land Use and Environmental Resources). Project-level review will adhere to the goals and policies of this plan. Kitsap County Commissioners will retain their legislative authority throughout the unincorporated portions of the UGA.

Any future annexation proposals of UGA areas will be based on annexation policies contained in Element A-4 of the 2001 Kitsap Countywide Planning Policies as amended.

1.4 SKIA PLANNING CONTEXT

Community planning occurs within a dynamic context of people, policies, and the natural and man-made environment. The umbrella policies for the planning context include those set out in the Endangered Species Act (ESA), Growth Management Act (GMA), State Environmental Policy Act (SEPA), the Kitsap County Comprehensive Plan, and the Kitsap County Critical Areas Ordinance (CAO). A simplified SKIA context might be illustrated as follows:

Policy Framework: ESA, GMA, SEPA, Kitsap County Comprehensive Plan, CAO

Major Goal: Economic development and diversification

Objectives: Logical and efficient urban services and facilities

Standards for environmental protection

Framework for environmental review

Resolution of governance questions

Guidelines for future master planning

Planning Area: SKIA Urban Joint Planning Area

Process: Urban Joint Planning Area Process

Participants: Kitsap County

City of Bremerton

City of Port Orchard

Port of Bremerton

Suquamish Tribe

Area Landowners

General Public

Issues: Land Use

Density and character of development

Provision of Services and Infrastructure

Utilities

Water

Wastewater

Stormwater

Transportation

Environmental Protection

Endangered Species Protection and Restoration

Governance

Funding for Improvements

1.5 URBAN JOINT PLANNING AREA DESIGNATION

Portions of the SKIA are designated as Urban Joint Planning Areas (UJPAs). UJPAs are designated in the County Comprehensive Plan as a way to recognize properties that may be considered suitable for inclusion in a City's Urban Growth Area pending resolutions of issues relating to land use, services and facilities, governance, financing, revenue

sharing and similar concerns. Generally designated as reserve areas until further planning can be completed, these areas serve to ensure that the region's cities have sufficient land for future expansion, consistent with agreed upon population and employment allocations and forecasts, the availability of public services and facilities, and the requirements of the Growth Management Act.

1.6 URBAN JOINT PLANNING AREA PLANNING PROCESS

The 1998 Kitsap County Comprehensive Plan set up a process whereby Urban Joint Planning Areas can be planned jointly with landowners, the public, and jurisdictions with an interest in area development and service provision. These policies and how they have been addressed throughout this planning process are included in Appendix A. Essentially, the UJPA process policies set up a framework and process whereby interested jurisdictions, citizens, and property owners collaborate to plan areas that lie along jurisdictional margins. Because the SKIA currently falls under the Urban Joint Planning area overlay on the County Comprehensive Plan Land Use Map, it is subject to the policies and the process framed by them. In the case of SKIA, a dual land use designation—Industrial/Business Park and Urban Reserve—is currently applied to indicate the appropriateness of industrial and/or business park land use. This section chronicles the SKIA planning process from its inception to the present.

While planning for such infrastructure as sewers in SKIA started as early as 1988, the development of the current plan began in the past several years. In November 1997, the Port of Bremerton and other private landowners entered into a Memorandum of Agreement to develop a conceptual plan and conduct environmental and infrastructure studies for the eventual development of the South Kitsap Industrial Area.

The 1999 amendments to the Comprehensive Plan further describe the scope of issues to be addressed in a joint planning process.

The South Kitsap Industrial Area consists of an undeveloped multiple-parcel area east and south of the Bremerton National Airport.

A Joint Planning Area overlay is placed on the multiple-parcel area, designated Industrial Urban Reserve, to the east and south of the Bremerton National Airport, to provide a forum for the Port of Bremerton, Kitsap County, the City of Bremerton and the City of Port Orchard to discuss alternative long-term service and facility arrangements. A Memorandum of Agreement (MOA) between these parties is being developed. Until a joint plan and interlocal agreement is completed, a determination as to long-term service provision is agreed upon and the County has designated the area as an Urban Growth Area, no annexations of this area will occur.

The MOA between the County and the Cities of Bremerton and Port Orchard, and the Port of Bremerton, concerning this area will clearly define the issues that will be addressed through joint planning and will be conditions of an Urban Growth Area designation, including: how sewer and other services will be provided; which jurisdiction(s) and/or special district(s) will provide necessary services and

South Kitsap Industrial Area

facilities; standards for environmental protection; a framework for environmental review (lead agency status and the roles of the other parties, etc.); and governance questions, including whether annexation is desirable or preferable to other potential service arrangements. Until a joint plan and interlocal agreement is completed, the Cities and Port of Bremerton have amended their Comprehensive Plans in accordance with the agreement and the County has designated the area as an Urban Growth Area, no annexations of this area will occur (1999 Comprehensive Plan amendment).

The multiple-parcel area south of the Bremerton Airport (along with the airport and adjacent industrial lands) has been proposed for inclusion in Urban Growth Areas by the Cities of Bremerton and Port Orchard. A number of options for providing sewer service to the area are addressed in the Gorst/South Kitsap Industrial Area Sewer Feasibility Study (Kitsap County, 1997); the property owners, the County and the Cities participated in preparation of this study. The property owners have also entered into a Memorandum of Understanding to prepare concept master plans for this industrial area. This area is designated as a Joint Planning Area on the Kitsap County Comprehensive Plan Land Use Map; a dual land use designation - Industrial/Business Park and Urban Reserve - is applied to indicate the appropriateness of industrial and/or business park land use and to ensure that the property is maintained in large parcels during the joint planning process.

The 1999 Comprehensive Plan amendments stated that an MOA for SKIA (see Appendix) "...would clearly define issues that will be addressed through joint planning...". This MOA indicated that the 1998 UGA lands are included in the joint planning process, "...to provide a means for cooperatively resolving issues relating to long-term service provision." The MOA further described the purpose of joint planning for the UJPA lands, "to provide a process for resolving outstanding issues relating to environmental protection, services and facilities and governance."

1.6.1 Memorandum of Agreement

Following passage of the 1998 Kitsap County Comprehensive Plan designating SKIA as an Urban Joint Planning Area, a Memorandum of Agreement among Kitsap County, the City of Bremerton, the City of Port Orchard and the Port of Bremerton was adopted on August 24, 1998. This Memorandum of Agreement provided for continued joint planning activities for SKIA, including laying out area growth assumptions and major issues to be addressed during the joint planning process. These included:

1. Designation and implementation of South Kitsap Urban Growth Area Industrial Areas;
2. Certainty for ongoing land use and utility planning;
3. Efficient provision of urban services and facilities;
4. Regional economic development and enhanced employment opportunities;
and

5. Implementation of UGA-1 through UGA-16 in the County's 1998 Comprehensive Plan.

1.6.2 Collaborative Planning Team

Pursuant to the MOA, a collaborative planning team was assembled to oversee further studies and begin development of a sub-area plan. This team included representatives of the County, the Cities, the Kitsap Regional Economic Development Council of the Kitsap Peninsula, and the Port of Bremerton and other private landowners (known as the South Kitsap Industrial Land Owners or SKILO).

The collaborative planning team assembled consultant teams to conduct studies on various issues identified in the Memorandum of Agreement. These studies are included as technical reports in the Appendices.

Early in the planning process, the collaborative planning team developed a set of questions based on the Comprehensive Plan and the MOA to guide the work:

- How will the plan affect the certainty and speed with which new jobs could be created?
- Does the plan lead to the economic and efficient provision of services required in order to deliver competitively priced industrial land to the market?
- Does the plan lead to quality development, environmental sensitivity and life-style amenities?
- Does the plan provide for a fair sharing of costs and revenue benefits of development among participating entities?

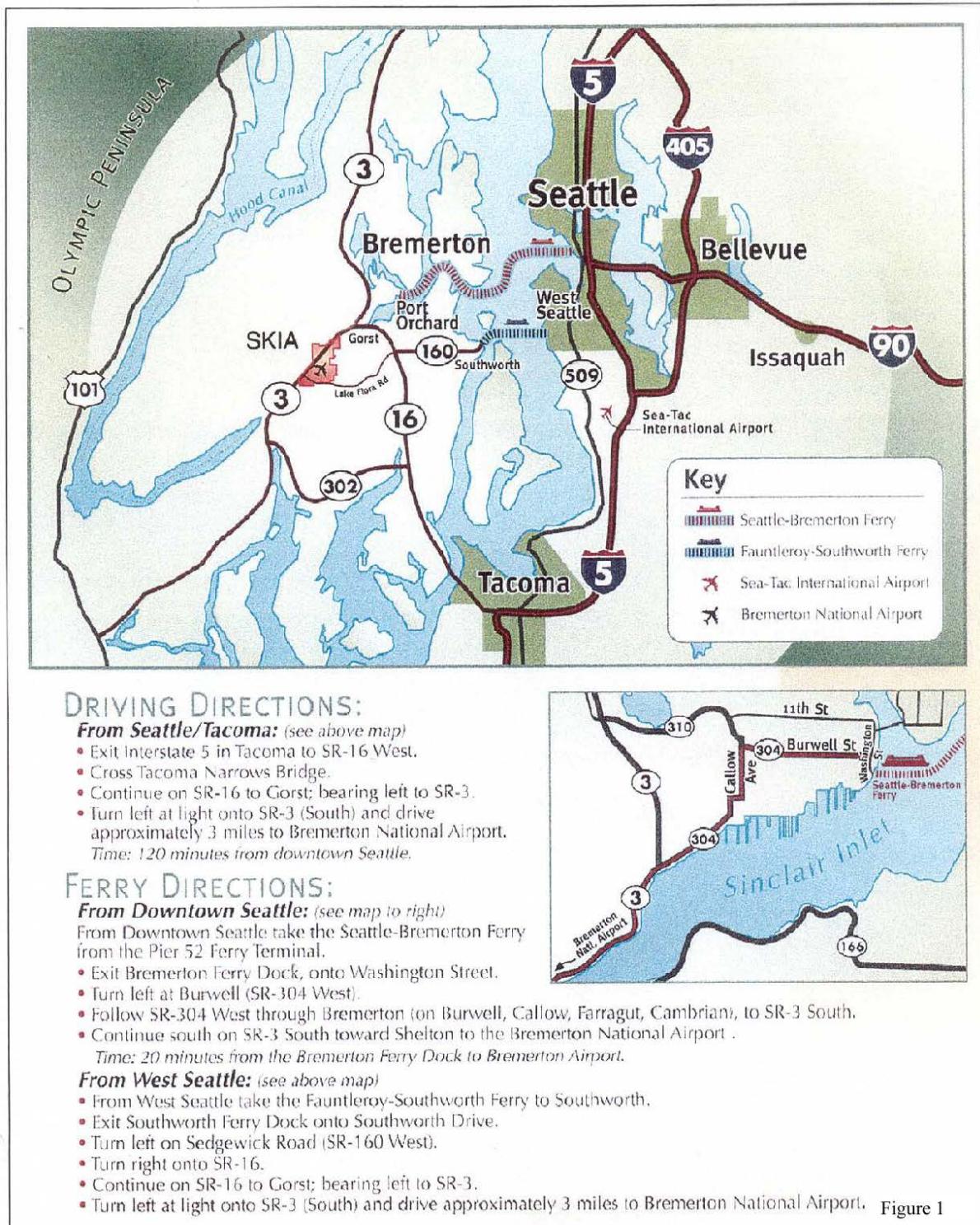
Once the assessment of existing conditions had been completed, County staff and the consultant team used the above questions to develop a conceptual land use plan for the area. The conceptual plan was geared to meeting the criteria established by the collaborative planning team while also achieving ESA, GMA, SEPA, and County land use, economic and environmental goals.

1.7 DESCRIPTION OF THE AREA AND CURRENT USES

The South Kitsap Industrial Area consists of 3,400 gross acres centered on the Bremerton National Airport. It is the largest undeveloped Industrial/Industrial Reserve property in Kitsap County. Currently, portions of the acreage are zoned Airport, Industrial and Industrial Reserve. The area is strategically located along State Route 3 near the city limits of both Bremerton and Port Orchard (See Figure 1, page 16 for SKIA location and Figure 2, page 26 for existing SKIA land use designations).

Figure 1: Location Map

Location Map



South Kitsap Industrial Area

Approximately 90 percent of the property within the area is currently owned by the South Kitsap Industrial Landowners (SKILO), including the Port of Bremerton, Alpine Evergreen, Stan Palmer Construction, Overton & Associates and McCormick Land Company. At present, 376 acres of the area are developed, mainly within the airport, Olympic View Industrial Park, and along SR-3. Other portions of the area have received land use approvals from Kitsap County for industrial development. These properties include:

- The 1,200-acre airport for which a previous plan has been developed by the Port of Bremerton.
- The Port-owned Olympic View Industrial Park, a 560-acre light industrial, manufacturing and business park northwest of the airport with existing development on approximately 75 acres. The remaining lands in the Park are subject to a completed planning effort for future industrial and business development.
- An additional 177-acre parcel on the southwest side of the airport that is also owned by the Port and has preliminary land use approval for the development of the West Puget Tech Park.
- An 80-acre parcel east of the airport that has been rezoned for industrial use. The County has issued a conditional use permit for industrial development to its owner, McCormick Land Company.
- An additional 225-acre parcel to the south of the airport that is owned by Overton & Associates, which has been zoned Light Industrial.

Currently undeveloped portions of the South Kitsap Industrial Area are largely second and third growth forest with scattered areas of Christmas tree farm. Existing environmental areas and resources within the SKIA include streams, wetlands, aquifer recharge areas, and geologic areas of concern.

1.8 PUBLIC PARTICIPATION

The public participation process for the SKIA Sub-Area Plan has focused on public open houses as well as the distribution of information directly to the public. It will culminate in public hearings by the various jurisdictions.

Public open houses were conducted on March 4, 1999 and September 20, 1999. The first of these allowed discussion of the planning process, proposed table of contents, and anticipated timeline for preparation of the sub-area plan. The second allowed planners to present preliminary studies and assessments.

In May 2002, the Kitsap County Planning Commission was briefed on the plan.

In 2001, County staff met with the Suquamish Tribe and the Washington State Department of Fish and Wildlife on November 14. In 2002, similar meetings occurred on January 10, February 28, March 27, and May 16.

South Kitsap Industrial Area

Public Open Houses featuring this working document will be held June 4, 2002 and June 12, 2002 to provide for public discussion of the plan. In all cases, postcards providing notice of meetings were mailed to adjacent property owners and meetings received advance coverage in local newspapers. Copies of this working were provided to the Cities of Bremerton and Port Orchard coincident with the June 4, 2002 Open House.

Under the State Environmental Policy Act (SEPA), Kitsap County issued an environmental determination on the Plan. The County provided the Washington State Department of Community, Trade and Economic Development 60-days notice of its intent to adopt the South Kitsap Industrial Area Plan pursuant to R.C.W. 36.70A.106.

Informational cards notifying the public of upcoming public hearings on the Plan will be mailed to approximately 2,000 individuals on the Kitsap County Growth Management mailing list. The Plan will be posted on the County's web site and distributed to the mailing list for review.

The County will hold public hearings to consider the adoption of the SKIA Sub-Area Plan.

2.0 ECONOMIC DEVELOPMENT

2.1 INTRODUCTION AND PURPOSE

The purpose of this chapter is to outline economic development goals and policies for the sub-area and to describe conceptually the anticipated types and intensity of employment projected within the planning area. In addition, this chapter will discuss briefly key employment trends in Kitsap County and the potential benefits of the SKIA as an employment center. This section will also describe the methodology used to project employment for the SKIA.

2.2 RELATIONSHIP TO THE KITSAP COUNTY COMPREHENSIVE PLAN

The Kitsap County Comprehensive Plan, on which this chapter of the South Kitsap Industrial Area (SKIA) Sub-Area Plan is based, and to which it conforms, addresses Economic Development in seven broad categories, each with associated economic development goals. This section includes a discussion of how the SKIA Plan implements County economic goals under the heading of several of these broad categories.

Economic Development and Diversity

The 1998 Kitsap County Comprehensive Plan states several economic development goals for the twenty-year planning period. The following discussion is based on goals in the Comprehensive Plan, as well as consensus issues developed at the 1993 Economic Development Summit referenced in the Comprehensive Plan. These goals include:

- Diversifying of the county's economy, decrease dependence on the national defense industry and the income of residents who commute out of the county²;
- Increasing the number of primary jobs (i.e. jobs producing goods or services that are principally sold to clients outside of the county) that in turn enable the creation of secondary jobs (i.e. jobs that produce goods or services that principally serve clients within the county)³; and
- Emphasizing the creation of jobs paying a living wage⁴.

The SKIA Plan incorporates these goals with another major Comprehensive Plan goal, that of balancing business and industrial development with environmental protection.⁵ Local economic policy plays a strong role in balancing the needs of growth and protection of our environment. Areas must be designated that have easy access to necessary public facilities such as utilities and highways, yet have a limited impact on environmentally sensitive areas such as streams and wetlands. This sub-area plan incorporates goals and policies that address both growth and environmental protection. For a more complete discussion about economic diversification goals in Kitsap County, please see Appendix C of this plan.

² Goal 3, p 1998 Kitsap County Comprehensive Plan

³ p. 97, 1998 Kitsap County Comprehensive Plan

⁴ p.P.97, 1998 Kitsap County Comprehensive Plan

⁵ Goal 6, p. 103, 1998 Kitsap County Comprehensive Plan

Industrial Land Capacity

This sub-area plan must conform to the Comprehensive Plan's additional intent to set aside sufficient Industrial-zoned land to absorb projected growth and provide options for siting economic development within SKIA. The methods and standards used in this plan for calculating gross acres relative to anticipated jobs are the same as applied in the 1998 Comprehensive Plan. For a more complete discussion about Industrial Land Capacity in Kitsap County, please see Appendix C.

Cooperation and Partnerships

The Comprehensive Plan also intends to foster and facilitate partnerships to provide capital facilities promoting economic development in the County. This sub-area plan includes a phased development plan, based on phased sewer infrastructure, which seeks both to incorporate necessary services at the outset, and to specify realistic means to obtain necessary services as development occurs over the life of the plan.

2.3 GOALS, POLICIES AND PERFORMANCE STANDARDS

Kitsap County should create and encourage a business environment that is supportive of a variety of economic uses in order to diversify the local economy and reduce its reliance upon the federal government. It can do so by providing a diverse mix and appropriate range of industrial and business park uses that, in turn, will provide opportunities for businesses to create living wage jobs that contribute to a healthy local economy. This SKIA Sub-Area Plan furthers the County's economic development by providing for goals and policies to guide development, while designating appropriately zoned land for development. Economic development will be implemented through the goals and policies in this chapter; as well as in the Land Use Chapter and map designations adopted as part of this Sub-Area Plan.

2.3.1 Goals

1. To continue to maintain and enhance the quality of life in Kitsap County as growth occurs.
2. To promote and support a healthy, diverse economy that provides for a strong and diverse tax base, encourages expansion of business, industrial and employment opportunities to attract new industry to Kitsap County, and fosters new industry that is environmentally responsible and consistent with Kitsap County's Comprehensive Plan and with this sub-area plan.
3. To encourage economic growth and diversification that minimizes long-term and short-term cyclical unemployment and becomes less economically dependent on government spending and commuter jobs outside of Kitsap County.
4. To implement long-term economic policies which will encourage and assist planners in developing an economic market analysis and a strategy to support the needs of employers, thus meeting diversification and employment objectives and improving the county's tax base.

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5. To improve competitiveness in economic development by encouraging and developing incentives for business growth, expansion and relocation.
6. To support and coordinate economic expansion and diversification through the development of capital facilities, multi-modal transportation and urban services.
7. To ensure that economic development will be concurrent with the existing capacity of required capital facilities.
8. To utilize the land capacity and strategic location of the South Kitsap Industrial Area and Bremerton National Airport to attract new industrial employers to the County and allow existing industrial employers to expand.
9. To provide for the location of environmentally responsible light industrial, manufacturing, commercial and high technology firms within SKIA.
10. To provide by means of all of the above goals, to provide a diverse mix and appropriate range of industrial and business park uses in the South Kitsap Industrial Area that will provide living wage jobs.

2.3.2 Policies

1. As appropriate, the County will work with other Jurisdictions and agencies such as State and Federal agencies, Tribes, the Port of Bremerton, the Cities, the Kitsap Regional Economic Development Council (KREDC) and the Kitsap County Public Utilities Districts, in marketing and developing the South Kitsap Industrial Area.
2. Kitsap County and SKIA property owners will work, and will encourage the Cities of Bremerton and Port Orchard to work, with the KREDC in actively recruiting new industries to locate within SKIA and encouraging existing industries to expand their business within SKIA.
3. Kitsap County will allocate both financial and staff resources for long range economic development and will share equitably in the cost and revenues of public improvements necessitated by new economic development in SKIA.
4. SKIA property owners and businesses will strive to create jobs offering, as a minimum, the average annual covered wage for Kitsap County (see definitions section at the beginning of this document). The average annual covered wage for Kitsap County will be determined by the most recent Washington State Employment Security Division of Labor and Economic Analysis, table of "Covered Employment & Wages by Industry." Kitsap County will share these published results as appropriate with SKIA property owners and businesses.
5. The review and approval of development within SKIA will include adequate buffering of adjacent rural areas, using adopted standards current at the time of review and approval; and will include mitigation of adverse impacts on designated resource lands.

6. The review and approval of master planned development within SKIA will include adequate technology infrastructure in order to attract and retain high technology firms.

2.3.3 Performance Standards

1. Development projects will strive to meet the following guidelines:
 - a. They will provide primary jobs, or a combination of primary jobs, with secondary jobs as needed, directly supporting them.
 - b. At least fifty percent (50%) of the jobs created by an employer shall pay the average or higher than average annual covered wage for Kitsap County (see definitions section at the beginning of this document).
2. Master plans shall include a technology infrastructure component depicting the type and siting of technology infrastructure. These plans shall show plans for infrastructure including fiber optic or other high-speed data links to regional technology infrastructure and to other technology infrastructure within SKIA. Plans shall also demonstrate a provision for reserve capacity and/or a potential for future expansion of technological capability (i.e. reserve space inside planned conduits). Technology-related infrastructure for SKIA shall be in accordance with Kitsap County technology infrastructure goals, policies and standards, as adopted.
3. Those SKIA properties not required to Master Plan must include technology infrastructure plans meeting the requirements of Section 2 (above) of this chapter as a component of the site plan review process or conditional use process associated with individual development permits.

2.4 EMPLOYMENT

2.4.1 Employment Trends and History

High Government Employment Ratio

Kitsap County relies heavily on government employment. In 1999, thirty-six percent of all jobs in the county are Federal, State and local government jobs (If the military was included, 44 percent of employment would be with the government).⁶ Government employment is important to Kitsap County not only because of the number of jobs that it provides but also because government employment generally provides a family wage. In addition, the large employment in the government sector, both civilian and military, has a multiplier effect on the economy; their jobs and consumer demand tend to create other jobs.

High Commuter Ratio

Kitsap County's total nonagricultural employment rose at an average rate of 3.2% (the same average rate as the State) from 1970 to 1999. However, employment in non-agricultural jobs within the county has increased at a slower rate than the workforce as a

⁶ Kitsap County Profile, January 2001, Washington State Employment Security, p.26.

whole. This indicates an increasing number of residents who work outside of Kitsap County in recent years. Commuters now make up approximately 20 percent of the county's employed work force.

Diversification

While government employment remains an important factor in Kitsap County's economy, there is indication the area's economy is becoming more diversified. The ratio of government employment to all other employment has actually decreased since 1970, from 55 percent of all jobs in the county to 36 percent in 1999. While the proportion of relatively high-paying *government* employment decreased during this period, the proportions of the *service* and *trade* sectors, which generally have lower wages, expanded from 12% to 26 percent and from 17% to 22 percent respectively over that same period.⁷

Recommendations

According to the 1998 Kitsap County Comprehensive Plan 2017 projections, the county is expected to continue to increase its employment base at about the same rate as the state. Total non-farm employment is expected to increase by 8.5 percent in Kitsap County. The challenge for Kitsap County continues to be economic diversification into sectors generally having jobs paying a family wage. While employment continues to grow, the diversity of employment in sectors outside government that pay a family wage has remained narrow. Diversification and other issues were discussed at the 1993 Economic Development Summit sponsored by the Economic Development Council (EDC). The consensus included these important recommendations:

- Focus on economic diversification to reduce dependence on military employment.
- Emphasize attracting and expanding family wage jobs, including increasing industrial and high technology jobs.
- Provide, through Comprehensive Plan designations, an adequate supply of land to accommodate this targeted employment growth.

In 1998, these principles were incorporated into the Comprehensive Plan's goals and policies and reflected in land use designations.

2.4.2 Employment Capacity Analysis

In 1998, the Economic Development Chapter of the Comprehensive Plan outlined a specific methodology used to assess industrial land demands for the period from 1997 to 2017. This methodology, using a set of assumptions, yielded the number of gross industrial acres necessary to provide for a forecasted number of jobs.

The methodology began by taking the Washington State Employment Security Department's employment projections through 2020. In response to the consensus of the 1993 Economic Development Summit, a 9 percent target was set for manufacturing jobs by 2017. The employment projections were adjusted to meet this target.

Next, the adjusted projections were converted into gross acres using a combination of land use calculations, developable land assumptions and market factors. The land use

⁷ Ibid, p. 1

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calculations included square feet per employee and lot coverage. The developable land assumptions included reductions in projected developable acres to account for critical areas, right-of-way and public facilities.

Last, the allocations of the gross acreage were made to the various cities based on the existing industrial land use patterns. The result indicated a need for 2,603 gross acres of industrial land within unincorporated Kitsap County for the 1997-2017 planning period.

Due to issues regarding infrastructure and potential environmental impacts, only 876 vacant acres were designated for immediate industrial use, leaving a deficit of 1,729 acres compared with currently zoned industrial land.

In the Comprehensive Plan, another 1,904 acres were placed within the Urban Industrial Reserve. Of these, more than 1,400 acres were located within the South Kitsap Industrial Area.

With the designation of the South Kitsap Industrial Area, combined with the previously approved Port Blakely development, Kitsap County's need for industrially zoned land out to 2017 may be met. Additional allocations of industrial land to other unincorporated areas of Kitsap County could be made if an accelerated absorption of these vacant industrial lands can be shown. Such additional allocation would be dependent upon a revision of the Comprehensive Plan industrial land demand methodology, which could occur during a 5-year Comprehensive Plan review.

Buildable Lands Report

In September of 2002, Kitsap County is scheduled to issue a Buildable Lands Report that will, among several topics, address the available industrial lands in Kitsap County. This report will not include the lands presently contained within the Urban Industrial Reserve areas, which are an element of this sub-area plan. It should be recognized that the Buildable Lands Report is for the time period of 1995 thru 1999 and represents data consistent with that time period. Yearly updates to the Buildable Lands Report will ultimately reflect actions undertaken by this sub-area planning effort.

2.4.3 South Kitsap Industrial Area Employment Projections

The Comprehensive Plan methodology is also applicable when calculating the number of employees that can be housed by the South Kitsap Industrial Area development.

The proposed development contains approximately 2,300 acres of land that is vacant or available for redevelopment. If the acreage is inserted into the county formula, it can accommodate up to approximately 14,102 employees when fully built-out. This is if every portion was developed to its full potential. More realistically, since the county methodology for the 1997 to 2017 planning period includes a 50 percent market factor, it should be expected that as much as one-third of the property would remain vacant at 2017. The actual net developed land – that is, land developed with buildings and parking and similar support – at 2017 is approximately 550 acres. This 2017 projected development will accommodate approximately 9,350 employees.

3.0 LAND USE

3.1 INTRODUCTION AND PURPOSE

The purpose of this chapter is to outline land use goals and policies for the sub-area and to describe conceptually the anticipated types, density/intensity and location of land uses anticipated within the planning area. In addition, this chapter will briefly discuss potential land use designations and mechanisms that may be utilized to achieve land use goals.

During the Comprehensive Plan planning process completed in 1998, the County reviewed alternative land use designations for the sub-area (including Bremerton National Airport) and adopted comprehensive plan land use designations and policies based on that review. The Land Use chapter of the Comprehensive Plan established broad, general goals intended for the subject property. It also established zoning designations, some of which focused on reserving the land for future designation. The intent of this chapter is to further refine those more general land use policies, eliminate reserve designations and ensure compatible policies and designations throughout the SKIA.

3.2 RELATIONSHIP TO OTHER PLANS, POLICIES AND REGULATIONS

Upon adoption, this sub-area plan will be incorporated into the existing Kitsap County Comprehensive Plan. This sub-area plan has been reviewed for compliance with GMA, SEPA and all other relevant planning documents policies and regulations.

3.3 EXISTING SKIA LAND USES AND COMPREHENSIVE PLAN DESIGNATIONS

The Washington Growth Management Act required jurisdictions to adopt comprehensive plans in compliance with the standards of the act. Figure 2 depicts Kitsap County Comprehensive Plan designations in and adjacent to the SKIA.

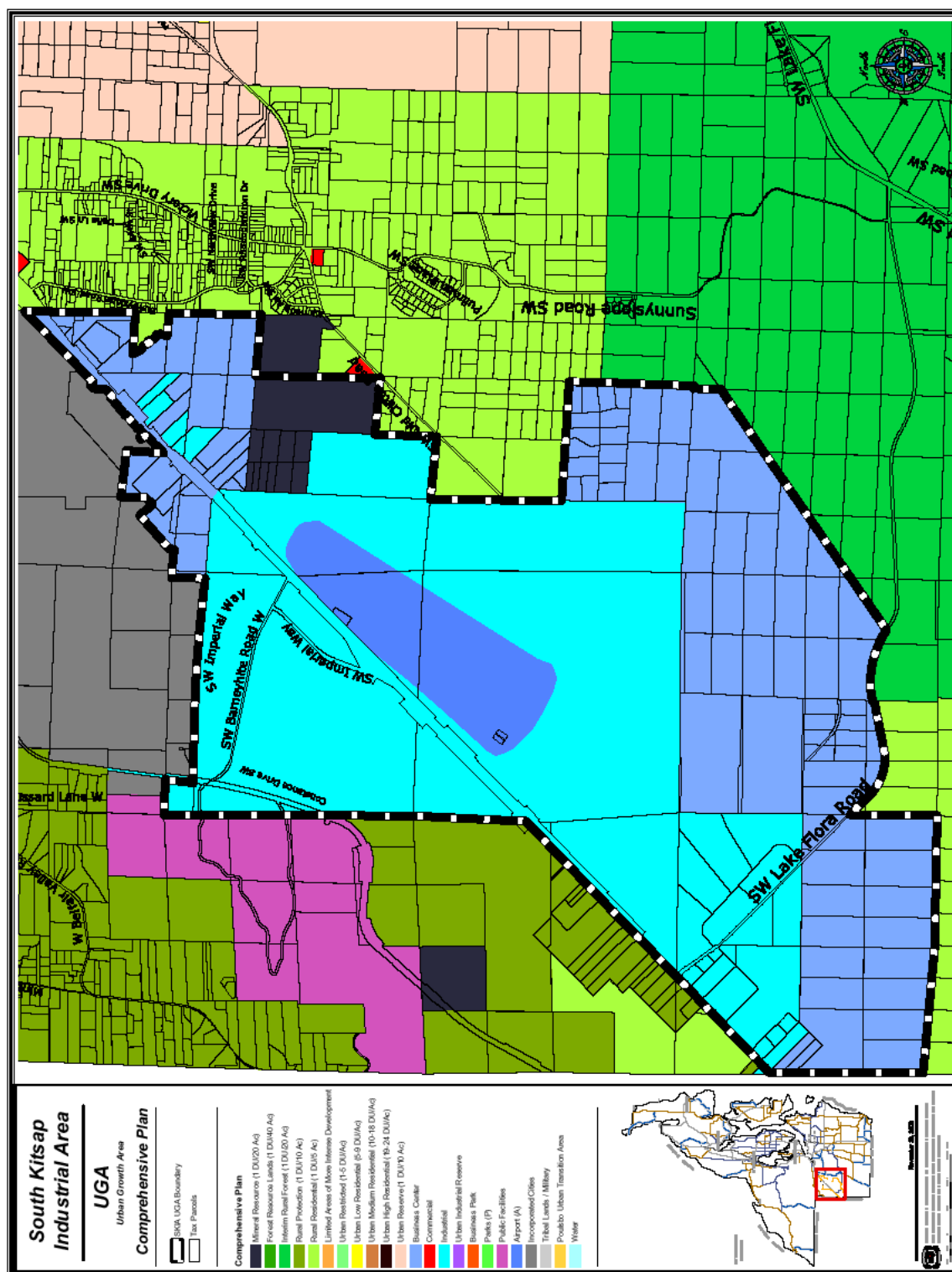
Currently, the South Kitsap Industrial Area consists of three distinct areas:

- Industrial and Airport zoned area delineated by the 1998 Comprehensive Plan. This area includes the Bremerton National Airport, the Olympic View Industrial Park (Port of Bremerton) and privately-owned lands;
- UJPA lands consisting of an undeveloped multiple-parcel area east and south of the Bremerton National Airport; and
- UJPA lands northeast of the Bremerton National Airport along SR 3.

The SKIA Plan establishes land use approval and development processes for each distinct area.

Currently undeveloped portions of the SKIA are largely second and third growth forest, with scattered areas of Christmas tree farm. Partially developed areas, including the Bremerton National Airport and Olympic View Industrial Park, currently cover approximately 650 acres or 17 percent of the SKIA.

Figure 2: SKIA Comprehensive Plan



Existing Urban Growth Area

The 1998 Comprehensive Plan designated certain SKIA Sub-Area lands as “Airport” or “Industrial” within an “Unincorporated Urban Growth Area” (UGA). Lands designated in this way total 1690 acres. Included within these designations are the Bremerton National Airport and other Port and privately owned lands, including the Olympic View Industrial Park. Although they are already part of the UGA and are not part of the Urban Joint Planning Area, these properties are listed by the 1998 Comprehensive Plan as being part of the South Kitsap Industrial Area and are included in this sub-area plan. The UGA status of these lands is not changed by this plan.

Urban Joint Planning Area

- Also included in the SKIA Sub-Area Plan are other properties that are designated in the 1998 Comprehensive Plan as either 1)“Industrial/Urban Reserve” or 2)“Industrial/Urban Reserve” with a “Mineral Resource Overlay,” and which are included in an “Urban Joint Planning Overlay” designation. These UJPA areas total 1,675 acres and are currently owned by private parties. They are situated in two areas relative to the existing Urban Growth Area: The area northeast of the airport currently designated Urban Industrial Reserve (URS). The Zoning Ordinance defines this category as identifying areas adjacent to UGAs which; may transition inside a UGA if public facilities are provided and a need for future urban land is demonstrated.
- The multiple-parcel area, east, north and south of the airport that is currently designated Industrial Reserve.

Change from Original SKIA UJPA Boundary

In order to facilitate area-wide planning, both UJPA and non-UJPA lands categories of lands have been included in the SKIA Sub-Area Plan.

The original boundary for the SKIA Urban Joint Planning Area was based on property boundaries depicting individual parcel ownership. It appears reasonable that other factors should be considered in setting the final SKIA UGA boundary. These factors include features such as topographical and other natural elements as well as man-made obstructions. As a result of further analysis, this plan recommends that some areas be removed from the final SKIA UGA, while it proposes the inclusion of other adjacent areas (see SKIA Plan, Figure 3).

- On the Southeast boundary of SKIA, approximately 130 acres are recommended for removal from the SKIA UGA. These properties fall east of an existing Bonneville Power Administration Easement which creates a disconnect between the western and eastern portions of the sub-area. These properties would be designated Rural Wooded (RW).
- Adjacent to SKIA’s current northeast boundary, approximately 110 acres are being recommended for inclusion in the final SKIA UGA. This recommendation is based on parcel sizes, current uses and the suitability of these parcels for Business Center Uses.

3.4 GOALS, POLICIES AND IMPLEMENTATION MEASURES

3.4.1 Goals

1. To facilitate economic development in the South Kitsap Industrial Area UGA in a manner which does not have a significant adverse affect on the environment.
2. To provide sufficient land for industrial and business uses to meet projected employment demand and economic development goals.
3. To accommodate and support the development of attractive and functional industrial and business uses by addressing the provision of adequate, timely and efficient infrastructure, wastewater, storm water and potable water facilities and utilities.

3.4.2 Policies

1. Kitsap County will cooperate with the Kitsap Regional Economic Development Council (KREDC), the Port of Bremerton, and the Cities of Bremerton and Port Orchard to promote and assist in the marketing and developing of business and industrial parks in the South Kitsap Industrial Area UGA as an employment center.
2. Kitsap County will support and assist the Port of Bremerton, the Cities of Bremerton and Port Orchard and landowners in the provision of basic urban infrastructure, sewers, water, stormwater and transportation facilities to serve the South Kitsap Industrial Area.
3. Business/industrial developments within SKIA shall ensure consistency with the goals of the SKIA Sub-Area Plan and the SKIA Conceptual Development Plan.
4. Land uses and intensity of activity should be consistent with a) the policy and guidelines of Federal Aviation Regulation (FAR) Part 77 regarding protective imaginary surfaces around the airport, and b) the Washington State Department of Transportation Aviation Division's 2/99 publication, "Airports and Compatible Land Use" and c) the Airport's Comprehensive Plan.
5. All applications concerning master planning or development of properties located within or immediately adjacent to the SKIA UGA boundaries (as designated on Figure 3, page 30) shall require notification of all other properties within SKIA Plan sub-area boundaries and the Cities of Bremerton and Port Orchard. The following shall apply:
 - a. For the purpose of development applications, notification shall be based on the outer property boundary of the SKIA Sub-Area. Accordingly, all owners of properties located either within the SKIA Sub-Area or within 400 feet of the SKIA Sub-Area outer boundary shall receive notification of master plan or development applications.

South Kitsap Industrial Area

- b. The executive of the Port of Bremerton or their designee shall review, in a timely manner, said development applications within the airport zone of influence for compliance with FAA regulations pertaining to airport operations.
- 6. Retail uses, except those in service to primary uses, will not be permitted.
- 7. Upon adoption of this plan and in coordination with the Port of Bremerton and the South Kitsap Land Owners Association, Kitsap County will establish design standards for SKIA.

Figure 3: SKIA Plan



3.5 SKIA PLAN IMPLEMENTATION MEASURES

The SKIA Plan is intended to provide for integrated groupings of medium to large size businesses using a master plan approach. The goal is to provide sites to support the creation, development and retention of primary wage employment in the professional, technical and manufacturing fields and not to site the general retail commercial needs of the region. Upon adoption of this plan by Kitsap County, the SKIA Plan will be implemented through the following measures, which include a master plan mechanism, a new zoning designation, and changes to existing zoning regulations.

3.6 LAND USE PROCESSES

The following discussion briefly describes the land use processes applicable to the three distinct areas within the SKIA Sub-Area (Section 3.3). In many instances, after completion of any of the specified land use processes, additional land use review may not be necessary for future development.

3.6.1 Industrial/Airport Areas Delineated by the 1998 Comprehensive Plan

Properties within this area will have the option of three land use processes for future development.

- Within six months of adoption of the SKIA Plan, landowners with properties meeting specific criteria (infrastructure availability and property condition) may propose lands as “ready for development” for review as an administrative decision. If approved, these lands should not require any further land use approvals, but will be subject to Kitsap County Code and SEPA during application for construction permits; or
- Within six months of adoption of the SKIA Plan, properties meeting specific criteria will be identified that may utilize the Industrial Park process. A Binding Site Plan may be developed concurrently; or
- At any time after adoption of the SKIA Plan, property owners may utilize the Master Plan process (Section 3.6.4). A Binding Site Plan may be developed concurrently.

3.6.2 UJPA Lands East and South of the Bremerton National Airport

To ensure efficient and cost-effective provision of infrastructure and appropriate environmental protections, development within these UJPA lands must be consistent with an approved Master Plan (Section 3.6.4)

3.6.3 UJPA Lands Northeast of the Bremerton National Airport

Due to the fragmented nature of property ownership in this area and their proximity to existing transportation infrastructure, development of properties within these UJPA lands must be consistent with one of the following land use processes:

- Site Plan Review or Conditional Use Permit as required by their zone; or
- Industrial Park with concurrent Binding Site Plan; or

- Master Plan (Section 3.6.4) with concurrent Binding Site Plan

3.6.4 Master Plan

Development of the SKIA Sub-Area as a whole will be coordinated through land use processes including the use of master planning. The purpose of this tool is to ensure compatibility between developments via individual master plans.

Individual Master Plans, their elements, analyses, plans, and designs shall extend to the boundaries of all sub-basins that comprise any portion of the parcel or parcels upon which the development is planned to occur. In cases where Master Plan areas overlap property boundaries, property owners should work together to ensure appropriate master planning.

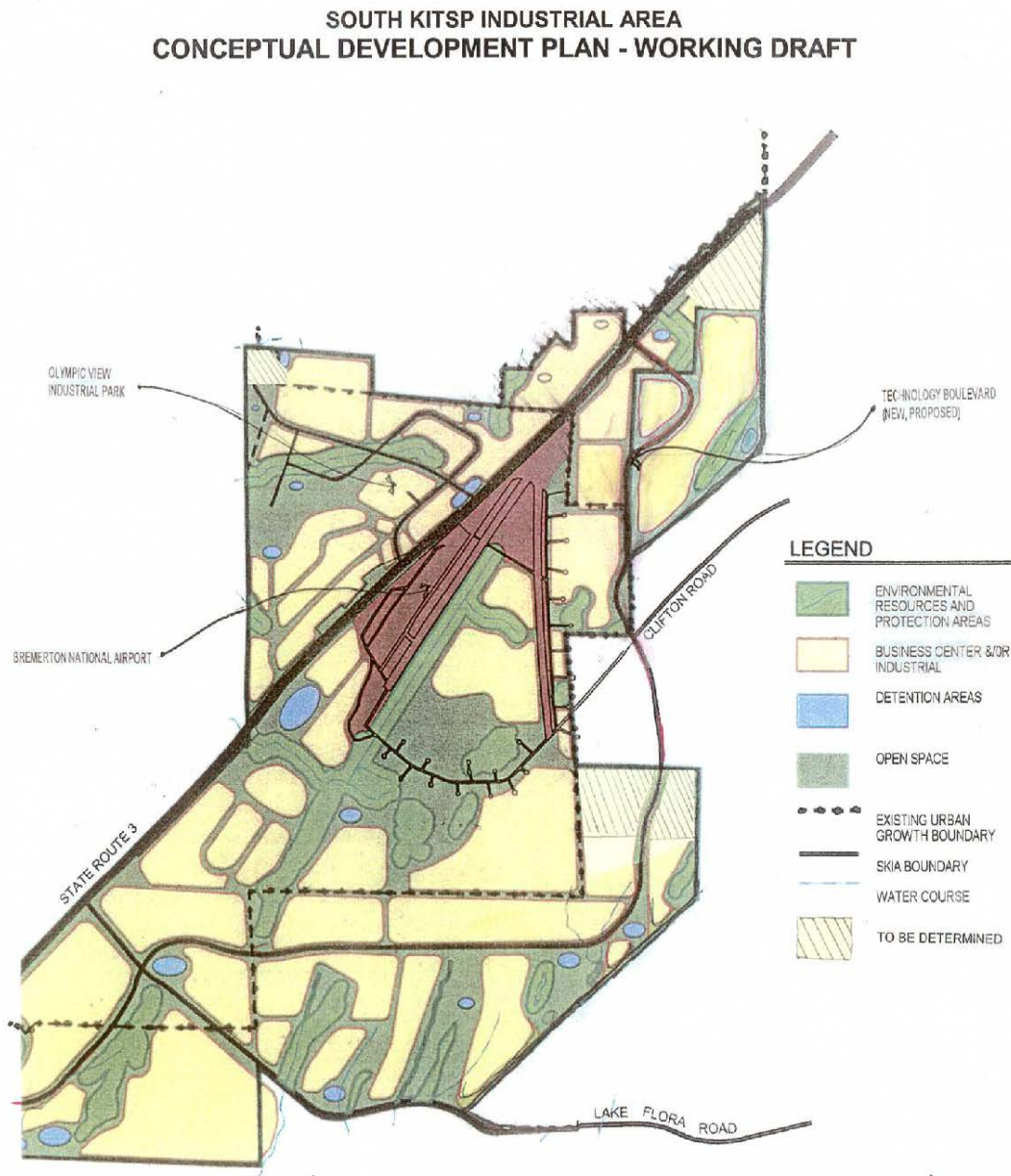
Because Master Plans may be approved some time in advance of related development applications, updates to existing Master Plans may also be required at the development stage, based on changes in conditions or regulations since the last Master Plan update.

Master Plans must identify a reasonable timeframe for development including the timeframe for availability of viable infrastructure.

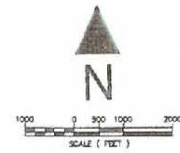
Master Plans must be guided by and must be generally compatible with the SKIA Conceptual Development Plan, represented by Figure 4. The SKIA Conceptual Development Plan is intended to be flexible and may be revised or amended in the future in accordance with Kitsap County Comprehensive Plan policies. The goal is to ensure individual developments complement each other; reduce and mitigate impacts to the natural environment; economically utilize public facilities and services; and meet other goals for the SKIA Sub-Area.

South Kitsap Industrial Area

Figure 4: Conceptual Development Plan Map



Map not to scale, for illustration only. Development may be precluded in some business center and industrial areas due to environmental constraints.



5/02. Figure 4

The *SKIA Conceptual Development Plan* is an illustrative site plan based on current best available information on environmental resources and protection areas such as watercourses, wetlands, and wildlife corridors. Using these physical environmental features as a foundation, the conceptual development plan identifies the area likely to be considered for the location of development anticipated within the planning area. These (yellow) areas do not represent areas that can be fully developed, only areas where some level of development is appropriate, based on site features, critical resources and development regulations. Conceptual plans for yellow-hatched areas are still under consideration. The conceptual development plan also identifies the anticipated location of the major access road and areas suitable for open spaces and wildlife corridors. The actual extent of development, impermeable surfaces, additional environmental resource protection areas and open space will be determined through the master planning process.

As Master Plans in zones requiring or allowing Master Plans are approved, the Department of Community Development will update a “working copy” of the SKIA Conceptual Development Plan. As this “figure” evolves from a “conceptual development plan” toward a “master development plan” based on approved Master Plans, it may be used as an inventory, planning, and economic development tool for the sub-area.

3.7 BUSINESS CENTER IMPLEMENTATION MEASURES

Areas formerly designated Industrial/Urban Reserve will have an underlying zoning designation termed “Business Center” under the SKIA Plan. This zoning designation will be formulated to allow business, commercial and light industrial uses to be developed in park-like settings, which include buffers and protected critical areas. An important aspect of this new zoning designation is that most developments in the zone must develop a Master Plan as outlined in this Plan.

Some areas are being recommended for inclusion in the SKIA UGA: Upon adoption of this plan, the zoning designation of some lands formerly designated Rural Residential (see SKIA Plan page 30) will also change. These lands will become part of the SKIA UGA and the underlying zoning designation will change from Rural Residential to Business Center.

Some other areas, formerly zoned Urban/Industrial Reserve and included in the SKIA UJPA will also change. These lands will be designated Rural Residential and will be excluded from the SKIA UGA.

3.8 INDUSTRIAL/AIRPORT IMPLEMENTATION MEASURES

Development within the lands zoned Industrial or Airport by the 1998 Comprehensive Plan must be consistent with the land use processes outlined in Section 3.6.

Plans recognized before adoption of the SKIA Plan (Olympic View Industrial Park and Bremerton National Airport) are not sufficient for future land use approvals. These plans will cease to be recognized six months after the adoption of the SKIA Plan. Development of properties beyond this six-month period must be consistent with the land use processes outlined by Section 3.6.

The zoning designations for SKIA are represented by Figure 3 Page 30.

3.9 LAND USES

3.9.1 Business Center Zone

The “Business Center” designation will be designed to allow business, commercial and light industrial uses to be developed in park like settings with critical areas protected and with buffers and urban separators included.

3.9.1.1 Permitted Use Categories

The following is a list of uses permitted within the “Business Center” zone. The list is general in nature and not intended to be an all-inclusive list.

- Business and Professional services and offices not directly involved in retail activities.
- Processing uses such as bottling plants, creameries, laboratories.
- Assembly, Manufacturing, or storage facilities plants not specifically prohibited.
- Distribution Warehouses meeting the employment criteria.
- Commercial and retail uses that serve and support the mixed uses of Business and Industrial Parks. Permitted uses might include banks, restaurants, cafes, daycare, video rental store, dry cleaner and other businesses specifically intended to support the primary uses.
- Public Facilities.
- Utilities and Infrastructure such as Water, Sewer and Telecommunication Facilities.
- Research Facilities.
- Residential dwelling for caretaker on the property in conjunction with the permitted use.

3.9.1.2 Prohibited Use Categories:

The following is a list of uses that will not be permitted within the South Kitsap Industrial Area.

- Residential Uses
- Adult entertainment
- Animal-related facilities
- Auto sales
- Shipping Container storage, open storage yards and lay down yards not associated with the primary use.
- Water and energy intensive businesses
- Regional retailers & large supermarkets
- Automotive salvage yards
- Self Storage facilities
- Assembly, processing or manufacturing facilities performing on-site hazardous substance processing and handling, or hazardous waste treatment and storage facilities unless clearly incidental and secondary to a permitted use. On-site hazardous waste treatment and storage facilities shall be subject to the state siting criteria (RCW 10.105).

4.0 AIRPORT

4.1 INTRODUCTION AND PURPOSE

In 1998, Kitsap County completed a Growth Management Act planning process and adopted land use designations for the SKIA, including the airport. This sub-area plan does not change underlying adopted comprehensive plan and land use designations for the Bremerton National Airport or for any Port of Bremerton property in the SKIA. However, it does add a Master-Plan Overlay to the SKIA in order to ensure thoughtful development in accord with the SKIA Conceptual Development Plan.

The purposes of this Chapter are:

- To establish goals and policies that will allow the development of the South Kitsap Industrial Area in a manner that is compatible with BNA operations
- To describe the existing conditions at the BNA; and
- To summarize proposed plans for BNA development and operations.

4.2 RELATIONSHIP TO OTHER PLANS, POLICIES, AND REGULATIONS

The Port of Bremerton completed an airport master planning process in 1994. An update process for the existing plan is ongoing. This sub-area plan does not change any airport master plan document or adopted comprehensive plan and land use designations for the Bremerton National Airport.

Plans recognized before adoption of the SKIA Plan (Bremerton National Airport) are not sufficient for future land use approvals. These plans will cease to be recognized six months after the adoption of the SKIA Plan. Development of properties beyond this six-month period must be consistent with the land use processes outlined by Section 3.6.

4.3 GOALS AND POLICIES

Maintaining and improving BNA airport operations helps maximize alternatives for the movement of goods and people into and out of Kitsap County, providing increased access for commercial and industrial development and operations. This increased access fosters economic diversification and development within the community. Kitsap County recognizes that Bremerton National Airport (BNA) is a significant economic and social resource to the community in general and to the SKIA in particular. Kitsap County further recognizes that Bremerton National Airport is an “Essential Public Facility” under GMA and intends to collaborate with the Port to promote its development and use for aviation purposes.

Kitsap County further recognizes that well-planned business parks and light industrial uses are compatible and complementary to airport operations. By designating adjacent lands for business park and light industrial uses, the County intends to maximize the opportunities for interrelated and compatible uses and minimize potential future land uses that conflict with airport operations. Utilizing adjacent properties for business park and light industrial uses will help maximize return on this major public infrastructure investment and contribute to the economic diversification of Kitsap County.

This Plan furthers Kitsap County's partnership with BNA by providing goals and policies to guide development of Business Park and light industrial uses on adjacent lands while protecting airport operations.

4.3.1 Goals

1. To protect Bremerton National Airport in order to retain and augment its role in the regional, national and international transportation system, recognizing the importance of this system to the viability of Kitsap County in the global community.
2. To protect the viability of Bremerton National Airport as a significant resource to the community by encouraging compatible uses, densities and reducing hazards on adjacent lands that may endanger the lives and property of the public and aviation users.
3. To provide for protection to the public health, safety and general welfare of the community and for those citizens working and residing within the area influenced by the airport.
4. To ensure that land uses, building heights and intensity of activity near Bremerton National Airport are consistent with a) the policy and guidelines of Federal Aviation Regulation (FAR) Part 77 regarding protective imaginary surfaces around the airport, and b) the Washington State Department of Transportation Aviation Division's 2/99 publication, "Airports and Compatible Land Use".
5. To promote development of the South Kitsap Industrial Area including Bremerton National Airport and other Port of Bremerton properties in a manner that is compatible with the SKIA Conceptual Development Plan and all allowed uses including BNA operations.

4.3.2 Policies

1. Kitsap County, by means of the SKIA Plan, will provide appropriate land use designations for business park and light industrial uses that are compatible with and complementary to airport uses.
2. Kitsap County will, to the largest extent possible, ensure that permitted uses will not be incompatible with the airport on adjacent lands as provided by aircraft accident safety zone guidelines included in the Port of Bremerton Master Plan, including, but not limited to, such uses as schools, play fields, hospitals, nursing homes, daycare facilities, overhead utilities and churches. Kitsap County will, to the largest extent possible, preclude development that penetrates FAR Part 77 (protective imaginary surfaces).
3. Kitsap County will notify the Port of Bremerton of projects planned and proposed for construction within a two-mile radius of Bremerton National Airport.

South Kitsap Industrial Area

4. Kitsap County will, to the largest extent possible, ensure that permitted uses will not create large areas of standing water that attract birds or generate significant smoke/steam, etc., unless approved by the Port of Bremerton.
5. During the site development review process, Kitsap County will review proposed development to ensure appropriate airport compatible standards, including but not limited to:
 - Height limitations;
 - Low-growing vegetation in landscape plans;
 - Non-glare outdoor lighting;
 - Limited storage of large quantities of hazardous or flammable material;
 - Clustered development placed away from extended runway centerline; and
 - Noise-sensitive use limitations.
6. Development of the Port of Bremerton airport properties shall proceed under the master planning policy for SKIA as described in policies 3.6.12 and 3.8.1 in the Land Use Chapter 3.
7. Kitsap County will require, that within six months of adoption of this sub-area plan, the Port of Bremerton identify, through its airport master planning process, lands that may need navigation and obstruction easements, and lands where development should be minimized, carefully sited, or should be precluded from development to protect airport operations. The Port of Bremerton shall be responsible for negotiations involving Port acquisition of such easements, recognizing that compensation may be required for limitation of rights on non-Port properties. Information identifying these easements and protection areas may include further recommendations regarding height limitations. Kitsap County will consider this information during review of Master Plans for affected SKIA properties.
8. Within six months of adoption of this sub-area plan, the Port of Bremerton and Kitsap County will develop an interlocal agreement identifying Kitsap County as the SEPA authority for any future development actions on Port property, which require County action or permitting.
9. Kitsap County, affected landowners and the Port of Bremerton will cooperate to include an additional chapter addressing airport land use compatibility in an updated Bremerton National Airport Master Plan, and, if appropriate, a proposed airport overlay zone that could be incorporated into Kitsap County ordinances.

4.4 EXISTING CONDITIONS

The following information has been summarized from the Bremerton National Airport Master Plan Update (1992 – 2012) which was prepared by the Port of Bremerton as part of the ongoing program of providing and supporting the transportation needs of Kitsap County and the Puget Sound Region. Another plan update for the period 2002 through 2022 is scheduled to begin mid-2002. The information presents the current state, short-, intermediate-, and long-range needs for general aviation facilities at Bremerton National Airport.

4.4.1 Airfield Layout

The airfield at Bremerton National consists of two converging runways, 1-19 and 16-34. Runway 1-19 is 6,200 feet long and 150 feet wide with a displaced threshold of 1,190 feet. Runway 16-34 is currently closed to aircraft. These runways are supported by a network of taxiways designed to keep the traffic flowing smoothly over the entire system. Airport land uses and layout are represented in Figure 5.

4.4.2 Improvements recommended by the 1991 Airport Master Plan

The following improvements are based on projected aviation demand forecasts. Although they are recommended in the 1991 Airport Master Plan. Improvements are grouped into two land uses: 1) airfield facilities and operation and 2) landside facilities and operations which support the airfield, including those ancillary activities which; may indirectly support or provide services to the airport and to aircraft operators. All of these recommendations were reflected in the development of the final Airport Layout Plan (Figure 6, page 43, which was updated November 19, 1998).

4.4.3 Airfield Facilities and Operations

- To accommodate longer-range corporate or larger military type aircraft in the future, a 980-foot extension on the south end of the runway is necessary (called a runway “shift”), as is strengthening the pavement of runway 19.
- To enhance the capability of the Instrument Landing System (ILS) operating to Runway 19, the existing obstructions to the 50:1 precision instrument approach slope will be removed. This obstruction removal program includes:
 - 1) Shifting the runway 980 feet to the south in lieu of a realignment of State Highway 3.
 - 2) Obstruction removal/re-grading of the area immediately north of the runway end.
 - 3) Obstruction removal/re-grading of the airport's central area (between Runways 1-19 and 16-34).
 - 4) A continuous program of obstruction removal to maintain the Runway Protection Zone and Runway Safety Area.

Figure 5: Airport Land Use Plan Map

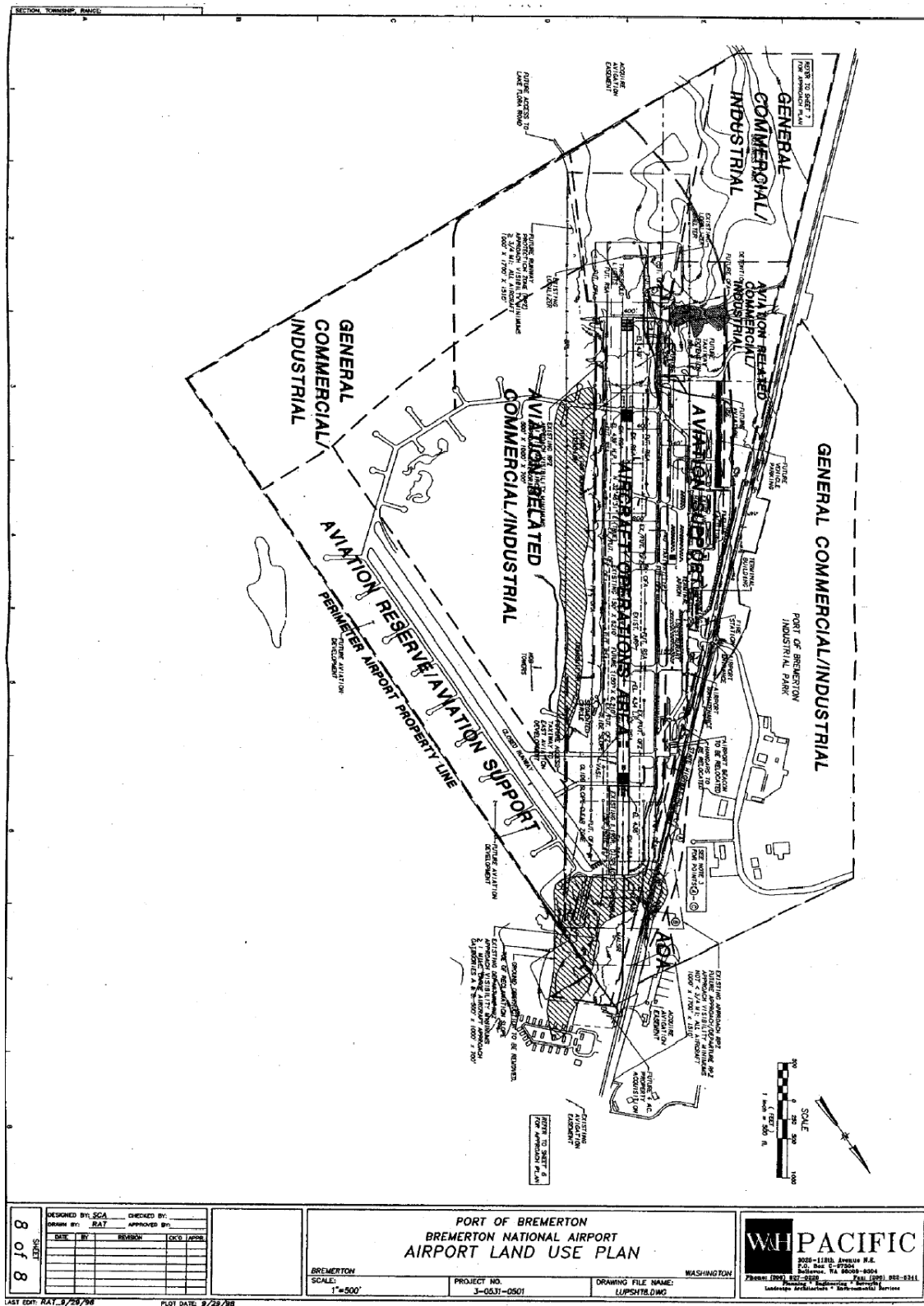
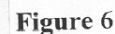


Figure 5

Figure 6: Airport Layout Plan



4.4.4 Landside Facilities and Operations

To meet the needs of the based aircraft owners, new T -hangar units were recommended to the south of the existing buildings. The total square footage of this future expansion area equates to approximately nine and one half acres and can accommodate the entire forecast need of 70 hangar units with associated automobile parking.

The transient parking ramp would also need to be expanded to the east between Taxiways E and F as well as south of Taxiway F to accommodate the anticipated increases in airport use by individuals and corporations from outside the area.

A program to improve the accessibility of the airport to the public through general terminal area improvements was also recommended. These improvements would be limited to landscaping, signage, and building improvements.

5.0 ENVIRONMENTAL PROTECTION

5.1 INTRODUCTION AND PURPOSE

This chapter provides a framework for understanding the natural resources of SKIA and their relationship to one another, and for identifying the land use planning and regulation measures that would provide adequate protection, preservation and enhancement of SKIA environmental resources. This chapter is coordinated with the other chapters of the sub-area plan to protect critical areas.

The purpose of this chapter is to ensure that the designated industrial and commercial land use and development within SKIA is undertaken in a manner consistent with county-wide plans and guidelines related to the protection and conservation of critical areas including salmonid habitat. This chapter reflects the information in the Kitsap County Stormwater Management Manual and the Kitsap County Critical Area Ordinance, as amended, which are in turn based on Best Available Science (BAS) and Properly Functioning Conditions (PFC). These terms are defined in the definitions sections at the beginning of this document. Baseline condition assessment is based on the Salmon Habitat Conservation and Protection Technical Appendix, located in Appendix D. The technical appendix reflects the most recent available information from Kitsap County, National Marine Fisheries Service (NMFS) and other agencies on salmon distribution and conservation.

Natural and critical areas perform a variety of functions important to the natural and built environment. Trees take in rainwater both through their root system and by suspension in their leaves, controlling flooding by acting as natural reservoirs and slowing surface water runoff. Trees prevent erosion and landslides by binding soil with their roots, they provide fish and wildlife habitat, and create places for recreation, education and aesthetic appreciation. Streams and wetlands control flooding by acting as natural reservoirs and conveyances for storm flows and maintain stream flows by gradually releasing stored water after floods and wet seasons. They improve water quality by filtering contaminants. Once filtered, that water recharges groundwater-supplying wells and public water systems in the area. Streams and wetlands also provide fish and wildlife habitat and food, both within the wetland or stream and within larger corridors and buffers. Like forested areas, they also provide places for recreation, education and aesthetic appreciation.

RELATIONSHIP TO OTHER PLANS, POLICIES AND REGULATIONS

Following adoption of the sub-area plan, individual master plans, including a Habitat Management Plan element, will be prepared for specific SKIA development proposals. Identification and selection of site-specific conservation and resource protection measures will be addressed in master plan development and at the time of construction in a manner consistent with the Kitsap County Stormwater Management Manual, and the Kitsap County Critical Area Ordinance, as amended and salmonid conservation and protection strategies as they may be adopted by Kitsap County. Standards used in master plan development shall be based on Best Available Science and on accurate and recent area and site-specific habitat inventory and assessment that serves to identify baseline conditions.

Protection of environmental resources in master-planned SKIA developments will occur through compliance with all applicable local, state and federal regulations in place at the time of master plan approval. The adoption of the SKIA plan does not constitute approval of any particular development. Development can occur in the SKIA only after submission, review and approval of permit applications and a demonstration of compliance with ordinances, codes and regulations, including ESA requirements, in effect at the time of application (See Chapters 3 and 5 for more information concerning phased environmental review and master planning requirements).

5.1.1.1 Compliance with Kitsap County Critical Areas Ordinance

All development in SKIA adheres to the standards as of the Kitsap County CAO. The objective of the Kitsap County CAO is to ensure that the beneficial functions of critical areas are preserved and that development related impacts are minimized

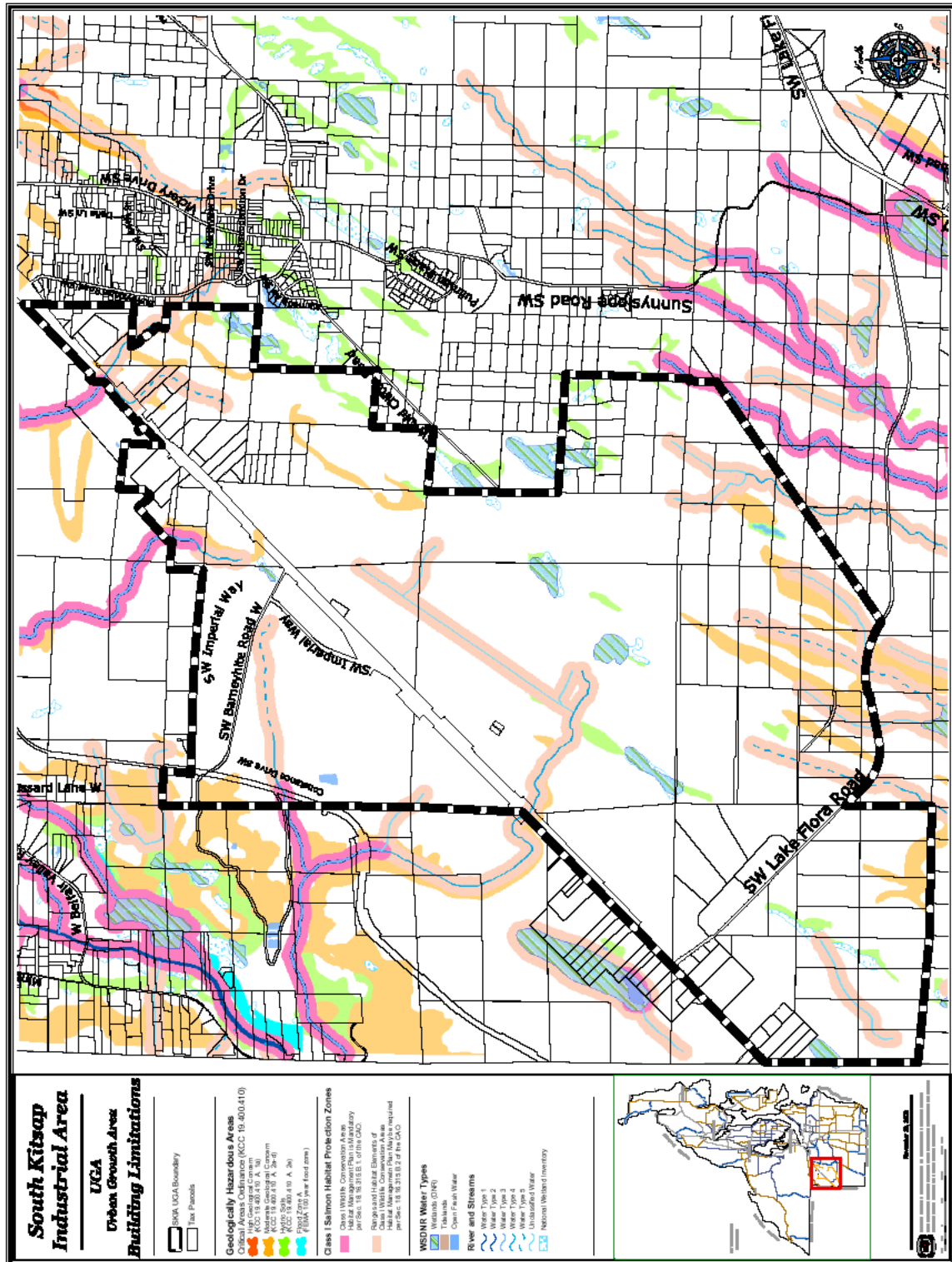
Under the CAO, specific regulations, development standards, and buffer requirements have been developed for wetlands, fish and wildlife conservation areas, geologically hazardous areas, frequently flooded areas, and critical aquifer recharge areas. The sections of the CAO related to wetlands, fish and wildlife habitat, and geologic hazard areas of specific concern are summarized below. The Kitsap County GIS inventory of natural resources and critical areas is based on information from the Washington Department of Fish and Wildlife (WDFW), the U.S. Fish and Wildlife National Wetlands Inventory (NWI), and the State Department of Natural Resources (DNR) surface water inventory. These environmental resources and the protection areas are shown on Figure 7 page 47. This map is also known as the Kitsap County Building Limitations Map. Habitat Management Plan (HMP) requirements or lack thereof as shown on this map relate only to the County Critical Areas Ordinance and not to master plan requirements under this sub-area plan.

5.1.1.2 State and Federal Regulations

State and federal regulations and standards applicable to the SKIA may include the State Hydraulic Code, and Section 404 of the federal Clean Water Act. The Hydraulic Code, which is administered by the WDFW, governs activities that affect the bed or flow of fresh and salt waters of the state in order to protect fish life. Section 404 of Clean Water Act governs dredging or filling of wetlands. Future development in the SKIA would occur in accordance with these and all other applicable requirements of state and federal regulations.

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Figure 7: SKIA Boundary with Building Limitations



5.2 GOALS, POLICIES AND PERFORMANCE STANDARDS

Environmental and natural system goals and policies for SKIA hereby incorporate the Natural Systems Goals and Policies of the Kitsap County Comprehensive Plan, as amended. As additional studies and planning are completed, the goals and policies of this chapter may be amended as necessary to provide adequate environmental protection.

5.2.1 Goal 1

To protect and sustain the sub-area's natural environment through preservation and enhancement of those features which are most sensitive to human activities and are critical to fish and wildlife species and habitats.

5.2.2 Policies

1. Protect natural vegetation and wildlife habitat areas from the impacts of development.
2. Address potential critical area impacts in areas where master plans are used at the master plan approval stage to eliminate or mitigate adverse impacts while maximizing habitat protection, preservation, and enhancement opportunities during the development.
3. Emphasize avoidance of alteration to critical areas and habitats.
4. Facilitate the retention and restoration of uninterrupted natural corridors, beneficial for passive recreation, wildlife habitat, trails, and connection of critical areas throughout the sub-area.
5. The Port of Bremerton shall grant Kitsap County full SEPA authority for all actions requiring County permits or processes.

5.2.3 Performance Standards

1. Approval of any master-planned development affecting Critical Stream Habitat will require preparation of a Habitat Management Plan (HMP) as an element of the development master plan. The HMP will demonstrate that the proposal will maintain properly functioning, pre-development conditions of affected surface waters and will evaluate all site-specific development for effects to stream reaches downstream of the sub-area and estuaries supporting habitat for salmonid stocks.
2. Until such time as Best Available Science criteria have been adopted by Kitsap County, the County will use "*Citations of the Best Available Science for Designating and Protecting Critical Areas*", Washington State Office Of Community Development, March, 2002 as a regulatory guideline for review and approval of master plans and associated development proposals.
3. Until such time as Properly Functioning Conditions criteria have been adopted by Kitsap County, the County will use Table 1, "Matrix of Pathways and Indicators, Coastal Salmon Conservation" as found in the 1996 National Marine Fisheries Service Publication "*Working Guidance For Comprehensive Salmon Restoration Initiatives on the Pacific Coast*", as a regulatory guideline for review and approval of master plans and associated development proposals.

4. All new, master-planned development must meet the performance standards for critical stream habitat conservation and protection consistent with the Kitsap County Stormwater Management Manual, and the Kitsap County Critical Areas Ordinance, as amended, and Kitsap County salmonid conservation and protection strategies as may be adopted. Prior to master plan approval, an inventory of baseline conditions (pertaining to required Master Plan elements) and an analysis of probable impacts shall be completed based on Best Available Science. Evaluate all site-specific development for indirect affects to stream reaches downstream of the sub-area and the estuaries that support habitat for salmonid stocks.
5. A wide range of initiatives to protect natural vegetation and animal habitat areas within the sub-area will be employed, potentially including the following:
 - Cluster development;
 - Performance based developments (PBDs);
 - On-site density; transfers;
 - Donations of conservation easements to qualified non-profit nature conservancy corporations (i.e., land trusts);
 - Use of “Best Available Science” in developing regulations;
 - Low impact development standards;
 - Use of Best Management Practices (BMPs) as a standard SEPA mitigation measure for project level development applications.
 - Use of native vegetation for constructed landscaping and restoration to reduce potential loss of plant and animal habitat diversity.
6. The preservation of native vegetation in master-planned areas is required based on best available scientific data for maintaining properly functioning conditions within the watershed to protect water quality and prevent erosion and sedimentation of surface water bodies.
7. Post-construction replanting of lands disturbed during site development is required in order to mitigate impacts to plant and animal habitat before final certificate of occupancy is issued.
8. Prohibit the use of herbicides or pesticides in SKIA except in those airport areas where the FAA requires vegetation control in order to maintain airport operational capability and safety. In those areas, herbicides used must be approved by EPA and Department of Ecology. Where approved, herbicides must be applied by an applicator licensed by Department of Ecology.
9. Kitsap County will coordinate with the City of Bremerton and City of Port Orchard to identify and designate open space corridors within and between urban growth areas on the County's Land Use Map. [Note: Chapter 36.70A.160 RCW requires that cities and counties identify open space corridors within and between urban growth areas].

10. Proposals for future development must include environmentally constrained areas in an interconnected system of passive open spaces, habitat areas and trails.
11. Trails proposed for future development must allow for public access as well as coordinate with and link to adjacent trail systems.
12. Open space, trail systems proposed for future development shall be consistent with, and coordinated with adopted County park, open space and trail plans.
13. Proposals for future development must provide continuous vegetated corridors between adjacent drainage basins and between identified critical areas within a specific drainage basin. NOTE: The three corridor types referenced in the above policies may be combined where all three purposes are served.
14. The County will encourage the development of a trail plan through the cooperative effort of SKILO, the Port of Bremerton and the Kitsap County Department of Parks and Recreation.
15. Within six months of adoption of this sub-area plan, the Port of Bremerton and Kitsap County will develop an interlocal agreement identifying Kitsap County as the SEPA authority for any future development actions on Port property that require County action or permitting.

5.2.4 Goal 2:

To manage surface water, groundwater, stormwater and wastewater to ensure that water resources are protected and preserved.

5.2.5 Policies

1. Protect natural systems that enhance water quality from the impacts of development.
2. Address potential stormwater issues at the development approval stage to minimize stormwater impacts after development.
3. Require the installation and use of approved public water and wastewater systems as appropriate.

5.2.6 Performance Standards

1. Water quality protection and stormwater management measures will be based on Best Available Science and on watershed, sub-basin and site-specific inventory and assessment that serves to identify baseline conditions. Water quality protection and stormwater management in the SKIA Sub-Area and in site-specific cases will be based on adopted Federal and State fishery resource management goals, objectives, and technical guidelines; the Kitsap County Stormwater Management Manual; the Kitsap County Critical Area Ordinance, as amended and salmonid and other endangered species conservation and protection plans and regulations as may be adopted by Kitsap County. Where recommendations and standards conflict with the sub-area plan, or other

adopted plans, programs and regulations in effect at that time, the most restrictive requirements shall rule.

2. Master Plans shall address groundwater quantity and quality issues via a Hydrogeological report, which addresses hydrologic continuity and impacts to stream flow in adjacent streams.
3. Development shall result in no net loss of wetlands functions, values and acreage.
4. All master plan analyses shall use Best Available Science to ensure the preservation of forest cover and native vegetation within the sub-basin involved in master planning, based on maintaining PFC, and to protect water quality and prevent erosion and sedimentation of surface water bodies.
5. Stormwater management shall be integrated with naturally existing site characteristics such as closed depressions, drainage swales and infiltration areas. In cases where it will not result in additional ecological damage (due to erosion of natural swales by increased flow velocity, etc.), stormwater facilities shall use naturally occurring open swales and constructed wetlands for stormwater conveyance and detention/retention facilities.
6. Low impact development strategies shall be incorporated into the stormwater management plan to reduce development impacts. These may include stormwater water reuse, use of pervious surfaces, cluster development and constructed wetland/stream features for conveyance and treatment of stormwater. Maximize infiltration where possible. [Note: Infiltration is likely to be constrained in some locations due to till soils and high water tables. The applicable Ecology and Kitsap County Stormwater Management Best Management Practices (BMPs) shall be used to help to ensure stormwater quality treatment prior to recharge. Design and construction of stormwater collection and control facilities will also help to mitigate water quantity impacts by helping to maintain recharge to the shallow water table and reducing downstream peak flows.
7. Wetland mitigation strategies shall focus on BMPs and water quantity and water quality controls for surface water runoff and shallow groundwater infiltration. Emphasis shall be placed on infiltration and maintenance of the recharge capabilities of the shallow groundwater layer in the design and construction of stormwater collection and control facilities.

In order to protect wetlands, water quality and habitat, development shall use BMPs for landscape maintenance and operation that rely on plant materials and management practices that minimize the use of fertilizers and other chemicals.

8. As a condition of project approval for master-planned development within the sub-area, mitigation measures will be based on Best Available Science that ensure that the quality of stormwater discharged from treatment facilities (i.e. ponds, drainage corridors, constructed wetlands, etc.) is at a level ensuring PFC within the watershed. Site-specific studies should evaluate the hydraulic continuity of wetlands and streams, and identify locations where infiltration is feasible and locations where detention would be an acceptable BMP.
9. Require Spill Prevention Control and Countermeasures (SPCC) during construction and BMPs for landscape maintenance and operation of commercial facilities to mitigate water quality impacts from these activities.

5.2.7 Goal 3

To conserve and sustain existing critical stream habitat and, where feasible, restore degraded critical stream habitat.

5.2.8 Policies

1. Conduct planning and development in a manner that **fulfills the adopted goals of Kitsap County intended to maintain healthy critical stream habitats in order to support the region's fisheries, economies, and other cultural values.**
2. Establish industrial and commercial development of SKIA in a manner that fully complies with the adopted goals of the County regarding land use and the protection and enhancement of critical stream habitat.
3. Protect, and where possible, restore Properly Functioning Conditions of freshwater and riparian habitat through comprehensive and effective land use management of activities that have potential to affect SKIA's aquatic and riparian ecosystems.

5.2.9 Performance Standards:

1. For purposes of this document, *Critical Stream Habitat* shall be defined as any water segment classified under Washington Department of Fish and Wildlife Permanent Water Typing System as Type "S" or "F" water, formerly known under the Washington Department of Fish and Wildlife Interim Water Typing System as Types "1", "2", or "3".
2. Development within master-planned areas of SKIA will take place pursuant to standards based on Best Available Science (BAS) that maintain Properly Functioning Conditions within the watershed and that address stream and wetland protection, geologically hazardous areas, habitat conservation areas, and other protective criteria.
3. Critical Stream Habitat conservation, protection and restoration measures within master-planned areas of SKIA will be based on BAS and on accurate and recent

- regional and site-specific habitat inventory and assessment that serves to identify baseline conditions. Critical Stream Habitat Management in the SKIA Sub-Area and in site-specific cases will be based on the most current and accurate regional information and on adopted Federal and State fishery resource management goals, objectives, and technical guidelines; the Kitsap County Stormwater Management Manual; the Kitsap County Critical Area Ordinance, as amended and salmonid and other endangered species conservation and protection plans and regulations as may be adopted by Kitsap County.
4. Where recommendations and standards conflict with the sub-area plan, or other adopted plans, programs and regulations in effect at that time, the most restrictive requirements shall rule.
 5. Site-specific master plan development proposals will be evaluated according to such requirements as may be adopted by Kitsap County for indirect effects on downstream segments and estuaries that are determined to support salmon. Local watershed analysis will be used to identify and define critical natural processes that affect salmonid habitat quality. These watershed analyses should consider impacts over time (which usually extend beyond the completion of a project) and across the landscape (which may extend beyond the boundaries of a project). The purpose of this analysis is to assess both project-specific and cumulative impact to the watershed.
 6. Future master planning in the sub-area will incorporate Kitsap County's adopted stormwater facility operating and maintenance procedures. Procedures will include monitoring and adaptive management as components of habitat restoration, mitigation, and management activities.

5.3 ENVIRONMENTAL REVIEW THROUGH A PHASED PLANNING PROCESS

This Plan requires most properties within the SKIA Sub-Area to develop a Master Plan analyzing the potential impacts to all affected sub-basins. In order to ensure that environmental impacts of these changes are assessed and mitigated at the time of development, this sub-area plan proposes a framework and process for phased environmental review of master-planned development projects proposed within SKIA. Because of the potential for development of large tracts of land into either single developments or multiple developments within areas where master plans are either required or allowed, detailed planning and environmental review will be necessary at the Master planning stage. This phased review will result in the most accurate analysis based on conditions and regulatory requirements in place at the time of master planning and at the time of actual development. Master plan environmental review will address cumulative impacts on a watershed basis for both the natural and built environment including but not limited to cumulative impacts on groundwater, traffic and natural systems. As subsequent master plans are processed, environmental review, including cumulative impacts, will be updated and adjusted to reflect current conditions and new information. Additional environmental review will be required as necessary at the actual development permitting stage. This will ensure that issues and

South Kitsap Industrial Area

impacts not addressed at the master plan stage are addressed and reviewed at the time of development. Kitsap County will operate as the lead agency for environmental review for both public and private properties within the SKIA Sub-Area.

Kitsap County and the Port of Bremerton will work cooperatively to ensure compliance with the Washington State Environmental Protection Act (SEPA).

APPLICATION FOR MASTER PLAN APPROVAL: PRE-APPLICATION MEETING



APPLICATION FOR MASTER PLAN APPROVAL

Master Plan Elements That May Be Required: (Impact associated with individual Master Plans shall be reviewed. Applicants may complete new analyses or may update existing site-specific or background analyses with more current information).

- Completed SEPA Environmental Checklist
- Documentation of Existing Conditions Site plan showing proposed location of buildings, parking areas, pedestrian ways
- Stormwater Management Plan
- Utility infrastructure plan with agreements signed by utility providers.
- Technology Infrastructure Plan
- Multi-modal Circulation and Access Plan (include auto, pedestrian, bicycle, etc)
- Transportation Demand Management Plan
- Open Space Plan including passive recreational trail links/connections
- Habitat Management Plan including wildlife corridor links/connection
- Wetland Report/Wetland Mitigation Plan
- Geotechnical Report/Geological Report
- Hydrogeological Report and Aquifer Recharge Area Protection Plan
- Analysis and discussion of anticipated land uses and associated wage range



SEPA DETERMINATION



MASTER PLAN REVIEW AND APPROVAL PROCESS

MASTER PLAN APPLICATION, ENVIRONMENTAL REVIEW DOCUMENTS GO TO HEARING EXAMINER (pursuant to Kitsap County Procedures Ordinance)



APPLICANT SUBMITS PROJECT-SPECIFIC DEVELOPMENT APPLICATION

(If submitted concurrently with Master Plan, additional environmental review not required)



PROJECT-SPECIFIC DEVELOPMENT APPLICATION SUBMITTED AT LATER DATE

- Applicant may need to update master plan elements at time of project-specific development application if new information is available or if new regulations are in place.
- Project-specific environmental review and SEPA threshold determination

5.4 EXISTING CONDITIONS

5.4.1 Overview

Environmentally sensitive areas and resources within SKIA include streams, wetlands, aquifer recharge areas, and geologic areas of concern. The Kitsap County Building Limitations Map, as represented by (Figure 7, page 47) shows the known location of these areas within SKIA. The location and extent of these areas in SKIA are based primarily on information contained in the Kitsap County Geographic Information System (GIS), site-specific reports prepared by the Port of Bremerton and other private land owners, and information from the Washington State Department of Ecology (Ecology) on Water Resource Inventory Area (WRIA) 15: Kitsap Watershed.

Undeveloped portions of the 3,400-acre SKIA are largely second and third growth forest, with scattered areas of Christmas tree farm. Developed areas, including the Bremerton National Airport and Olympic View Industrial Park, cover approximately 650 acres or 17 percent of the SKIA. The following section briefly describes the existing natural conditions and resources of the SKIA site and surrounding vicinity. More detailed information and maps are included in Appendix D.

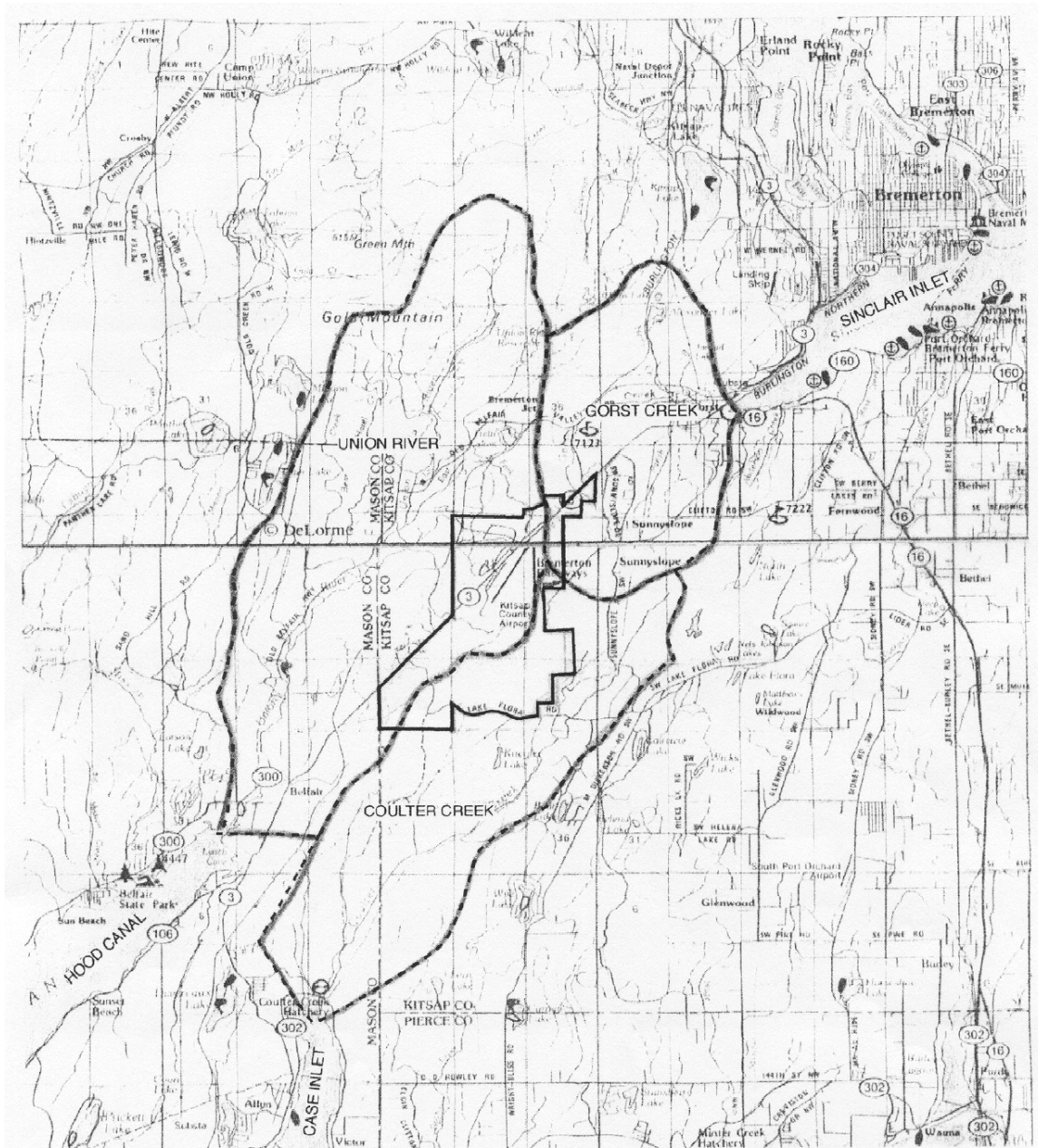
5.4.2 Regional Geology and Hydrogeology

The geology of south Kitsap and SKIA are similar to other lowland areas in southern Puget Sound. The lowland areas are underlain with volcanic bedrock and are typically depositional zones for sediment eroded and reshaped by glaciation (SIWMC 1995).

There are numerous aquifers located within the Union River, Gorst Creek and Coulter Creek watersheds (Kitsap County 1998a). The location of these watersheds is shown in Figure 8. Kitsap County has mapped two shallow principal aquifers in the Sinclair Inlet watershed, one of which is located along the lower reaches of Gorst Creek (Kitsap 1998b). In addition to mapped aquifer recharge areas, several areas are underlain by soils with high infiltration rates, which link surface and groundwater.

South Kitsap Industrial Area

Figure 8: Watershed Location Map



SKIA/236-3652-003(03) 2/00 (K)



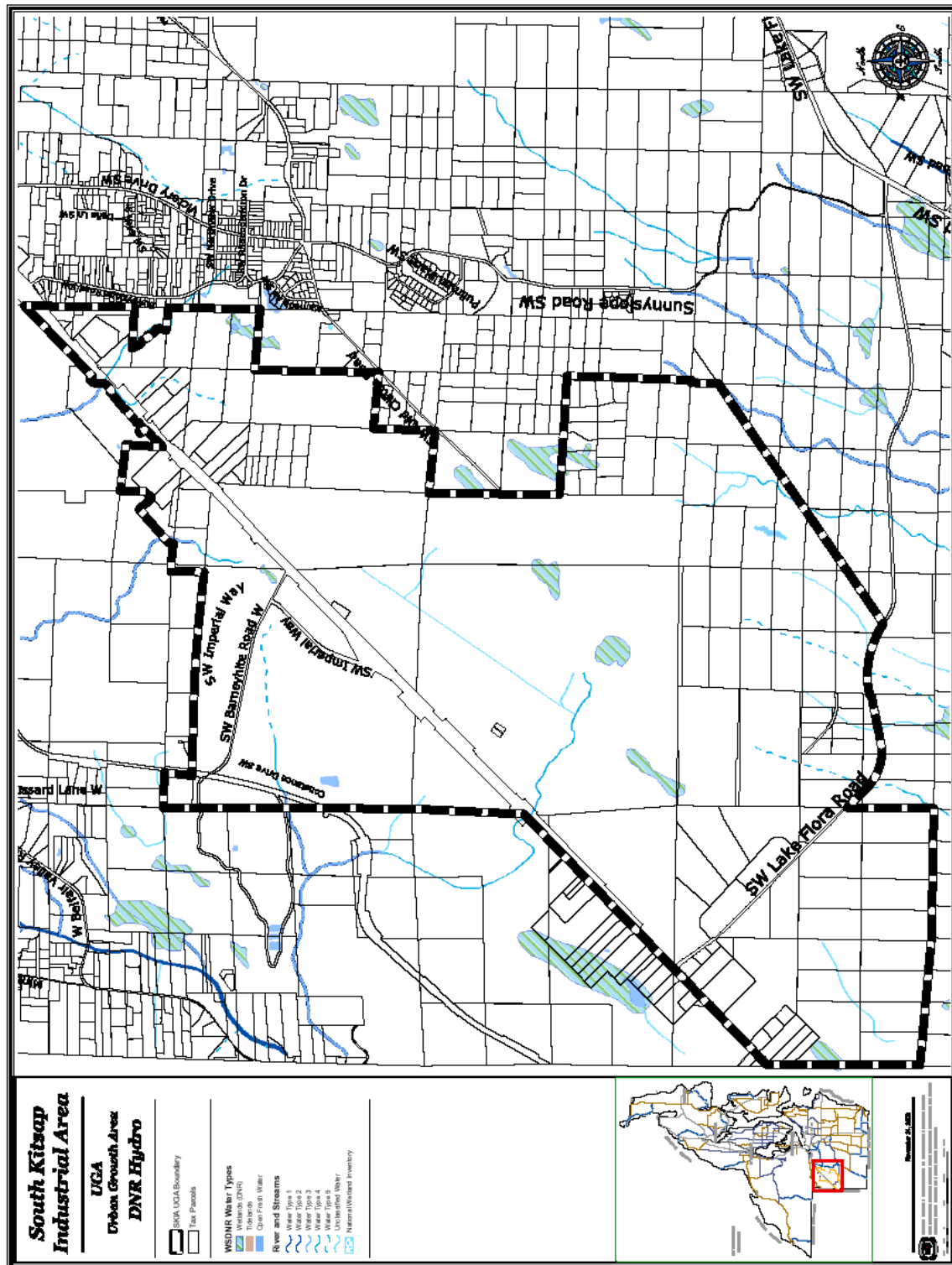
--- Watershed Boundary

— SKIA Boundary

SKIA Plan Appendix
Draft May 31, 2002

**Figure 8
Watershed Location Map**

Figure 9: SKIA Boundary with DNR Hydro



5.4.3 Surface Water Resources and Water Quality

The SKIA study area is located on a flat plateau with rolling hills that drain to three separate watersheds: the Union River, Gorst Creek, and Coulter Creek (Figure SW-1). The following discussion shows the Washington State Permanent Water Typing System (PWTS) designations first, followed by the Interim Water Typing System in parentheses (see appendix D-3 for more detailed type descriptions).

Currently, the Department of Natural Resources hydrology map (see Figure 9) show stream types “F”, “Np” and “Ns” (3, 4, and 5) tributaries of the Union River, Gorst Creek, and Coulter Creek as existing on the SKIA property proper. (NOTE: Stream sections identified on DNR maps as type “Np” and “Ns” (4 and 5), may actually be determined to be type “F” or “Np” (3 or 4) upon site-specific review). The Union River, Gorst Creek, and Coulter Creek extend downstream of SKIA, and variously include type “S”, “F”, “Np” and “Ns” (1, 2, 3, 4, and 5) designations at other locations upstream and on tributaries. The Union River drains to Hood Canal in Mason County, Gorst Creek drains to Sinclair Inlet in Kitsap County, and Coulter Creek drains to Case Inlet in Mason County. The Department of Ecology placed both the Union River and Gorst Creek on the 1996 and 1998 303(d) list of Threatened and Impaired Water Bodies for exceeding fecal coliform criteria. Ecology has recommended developing a Total Maximum Daily Load (TMDL) for the both watersheds. Coulter Creek was not listed on Ecology’s 303(d) for any water quality impairments. Based on the low level of development in the watershed, it can be assumed that the existing water quality is good.

The Kitsap County CAO defines Critical Aquifer Recharge Areas (Category I) and Aquifer Recharge Areas of Concern (Category II), and establishes regulations and development standards to prevent degradation of water quality. The northeastern portion of the SKIA is located within a 5-year time-of-travel Wellhead Protection Area for public water systems that use groundwater supply wells. More information on these resources is available in Appendix D.

5.4.4 Fisheries Resources and Threatened and Endangered Species

A primary environmental condition potentially affecting the SKIA drainage program is the recent listing of Puget Sound Chinook and Hood Canal Summer Chum salmon as “threatened” species under the Endangered Species Act. From State Department of Fish and Wildlife information, Kitsap County has identified habitat used by salmonid species. Gorst Creek and Coulter Creek watersheds support threatened Puget Sound Chinook. The Union River supports endangered Hood Canal summer chum. These salmonids were listed as endangered species in 1999, and are likely to require additional protection to ensure recovery. Kitsap County has determined the extent of critical salmonid habitat in the SKIA; these critical habitat areas are shown in Figure 2. The designations of each watershed in the SKIA with respect to ESA are shown in Table 3-1.

Table 3-1: Salmonid Species in SKIA Area Watersheds

Watershed	Salmonids Present	Threatened Salmonids
Union River	Chinook, Summer Chum, Coho	Summer Chum
Gorst Creek	Chinook, Chum, Coho	Chinook
Coulter Creek	Chinook, Chum, Coho	Chinook

Although the Union River supports populations of Chinook, Summer Chum, and Coho salmon, these populations have been declining. In general, the freshwater portion of the Union River system is in fair condition, and most of the habitat impacts are concentrated in the lower portions of the watershed where homes and farms encroach on the sub-estuary and intertidal portions of the watershed (Point No Point Treaty Council et al, 2000). Low flows and natural obstructions prevent Union River salmonids from reaching the SKIA site.

Although Gorst Creek provides important habitat for Chinook, Chum, and Coho salmonids, low flows and natural obstructions prevent Gorst Creek salmonids from reaching the SKIA site.

Coulter Creek supports Chinook, Chum, and Coho salmonids and has a hatchery near the mouth. Low stream flows and numerous natural obstructions located downstream of SKIA prevent Coulter Creek salmonids from reaching the SKIA site.

5.4.5 Wetlands

The Kitsap County Critical Areas Building Limitations Maps indicate that several wetlands are located within the SKIA. These wetlands have not been classified. For planning purposes and due to their size, these wetlands have been assumed at least Category II wetlands. In addition to these identified wetlands, it is likely that other wetlands are located on the SKIA site.

5.4.6 Fish and Wildlife Conservation Areas

The Fish and Wildlife Habitat Conservation Areas Chapter of the CAO is intended to protect fish and wildlife by providing specific guidelines to protect saltwater shorelines, streams, lakes, and upland habitat areas where federally and state listed species are present. Buffer widths have been established for each habitat conservation area based on criteria in the CAO. The SKIA contains water bodies that drain to the East Fork of Union River, two tributaries to Gorst Creek, and six tributaries of Coulter Creek. These watersheds support Chinook, while the Union River also supports Hood Canal summer chum. The Kitsap County CAO has identified the East Fork of the Union River, a tributary of the Union River (located southeast of the Bremerton National Airport), and both Gorst Creek tributaries as Class I habitat. It is anticipated that Kitsap County policies contained in the CAO will evolve in response to the ESA to provide additional protection. These changes may include expanded buffers for streams that provide Class I Habitat for Hood Canal summer chum and Puget Sound Chinook salmon. Kitsap County is also reviewing the Critical Area Ordinance to comply with GMA-mandated best

available science requirements. This may also lead to changes in habitat protection standards and regulations.

5.4.7 Geologically Hazardous Areas

The CAO defines Geologically Hazardous Areas and Geologic Areas of Concern according to slope grade and soil stability. A field investigation and geotechnical report are typically required prior to development in locations with a geologic hazard designation. The Kitsap County CAO provides development standards and setbacks for Geologically Hazardous Areas that are designed to protect human life, prevent property damage, and reduce erosion that could degrade water quality in streams or impact shorelines.

The Kitsap County GIS has mapped unstable slopes and geologic hazards in southern portions of the SKIA, in areas adjacent to the East Fork of the Union River, and adjacent to tributaries to Gorst Creek. The unstable slopes and the geologic hazards are classified in the CAO as Geologically Hazardous Areas. Any development proposed within 200 feet of these areas would be required to meet CAO standards.

5.4.8 Sensitive Area Mapping and Delineation

More detailed sensitive area identification and mapping will be essential to ensuring adequate protection of environmental resources. This more detailed mapping will occur in SKIA as part of future planning and environmental review activities during the master planning stage of development. The SKIA Surface Water Management Plan (SWMP) currently being carried out by Entranco, a Bellevue, WA consultant will provide one basis for this mapping. This study, supervised by the Port of Bremerton and to be approved by Kitsap County will include detailed critical area delineation and mapping of streams, wetlands and critical fish and wildlife habitat. This critical area mapping will be used to guide future SKIA development master planning, as well as infrastructure and open space planning. Refer to Appendix H for more information on the SKIA SWMP and associated work plans.

6.0 STORMWATER MANAGEMENT PLAN GOALS, POLICIES AND STANDARDS

6.1 INTRODUCTION AND PURPOSE

Effective storm and surface water management in the development of the South Kitsap Industrial Area is crucial to the protection of aquatic ecosystems and water resources. These aquatic ecosystems and water resources are essential for maintaining water quality, healthy critical stream habitat, salmonid populations, a strong Northwest economy, as well as a diverse cultural and natural heritage. The goals, policies and standards in this chapter are intended to maintain or restore properly functioning conditions (PFC, see definitions section) for fish and protection of water resources by using the best available science (BAS, see definitions section) and technology to control the quantity and quality of stormwater that is released to on-site and downstream hydrologic systems.

The purpose of these Goals, Policies and Standards is to ensure that best available science methods and controls for watershed-based management of stormwater are incorporated into industrial and commercial land development projects in the SKIA planning area. These goals, policies and standards reflect the guidelines presented in the most recent version of the *Kitsap County Stormwater Manual*. All Goals, Policies and Standards contained in this chapter will be periodically reviewed for consistency with State and County guidelines, including the Kitsap County Comprehensive Plan; the Kitsap County Stormwater Management Manual; the Kitsap County Critical Area Ordinance, as amended and salmonid and other endangered species conservation and protection plans and regulations as may be adopted by Kitsap County.

6.2 RELATIONSHIP TO OTHER PLANS, POLICIES AND REGULATIONS

Following adoption of the sub-area plan, individual master plans which include a Stormwater Management Plan element must be prepared prior to development for specific SKIA sub-basins pursuant to the requirements of this plan and the SKIA Master Planning Ordinance, as adopted

The policies and standards in this chapter will be applicable to both the sub-area plan and future individual master plans within SKIA, and will be used to regulate design and construction of site-specific development and infrastructure. Identification and selection of site-specific conservation and protection measures including stormwater best management practices (BMPs), will be addressed in master plan development and at the time of construction in a manner consistent with the Kitsap County Stormwater Management Manual; the Kitsap County Critical Area Ordinance, as amended and salmonid and other endangered species conservation and protection plans and regulations as may be adopted by Kitsap County.

GOALS, POLICIES AND PERFORMANCE STANDARDS

6.2.1 Goals

Management of stormwater quality and quantity to conserve and sustain existing habitat and water resources is an important goal of the sub-area plan. Specific goals for stormwater management consist of the following:

1. To conduct planning and future development in a manner that fulfills the adopted goals of Kitsap County intended to maintain and restore sensitive critical stream habitat, including those necessary for healthy salmonid stocks so that the region's fisheries, economies, and other societal values will be protected and enhanced.
2. To protect, maintain and where feasible, endeavor to restore properly functioning ecological conditions in freshwater and riparian habitat through use of best available science and technology as related to stormwater management and protection of water quality.
3. To conduct stormwater planning for industrial and commercial development of SKIA on both a sub-basin and project-wide basis to fully reflect the site specific and watershed scale conditions that are necessary to maintain PFC.
4. To comply with the goals of the County regarding protection and enhancement of Critical Stream Habitat and to encourage regional stormwater management facilities.

6.2.2 Policies

Policies for stormwater management in the SKIA Sub-Area consist of the following:

1. The underlying basis for stormwater management for SKIA shall be the SKIA Surface Water Management Plan currently being developed by a consultant. The Port of Bremerton is the lead agency for the development of this comprehensive surface water management plan (SWMP) for the South Kitsap Industrial Area. The SKIA SWMP is due to be completed in 2004 and will include an inventory and mapping of the existing SKIA stormwater facilities, an engineering and hydraulic/hydrologic analysis of the future drainage needs and the identification of needed capital improvement projects within the SKIA. The proposed future drainage plan will include a regulatory compliance strategy that is consistent with the various existing stormwater-related requirements. Financial options for implementation of the SKIA SWMP will also be suggested, along with a proposed implementation plan and schedule. Upon County's review and approval of the SKIA SWMP, it shall provide the basis of sub-basin delineation data to be used by individual SKIA master plans for development. Please refer to Appendix H for more information on the SKIA SWMP and associated work plans
2. Individual stormwater management plans completed as part of master plans for SKIA developments shall extend to the boundaries of the master plan area and will include all sub-basins that comprise any portion of the development's master planned area.
3. Development and stormwater management for master-planned areas of SKIA shall require the design and location of site development and impervious surfaces

- to reflect site-specific stormwater management constraints, and the integration of stormwater management with naturally existing site characteristics such as closed depressions, wetlands, drainage swales and infiltration areas. In cases where it will not result in additional ecological damage (due to erosion of natural swales by increased flow velocity, etc.), stormwater facilities shall use naturally appearing open swales and constructed wetlands for stormwater conveyance and detention/retention facilities.
4. Regional stormwater facilities shall be planned and developed for SKIA on a sub-basin specific basis to ensure maintenance of PFC as determined for the specific sub-basin.
 5. Stormwater management in master-planned areas shall maximize infiltration for stormwater control where technically feasible in order to maintain groundwater recharge, minimize off-site discharge and avoid impacts to wetland and stream hydrology.
 6. Groundwater and surface water quality shall be maintained in compliance with applicable regulations, including temperature.
 7. Development plans shall protect historic stream meander patterns and channel migration zones, and shall not cause hardening of channel banks.
 8. Development within SKIA must be consistent with the requirements of Title 12 (Stormwater) of Kitsap County Code as well as any applicable Master Plan.
 9. In master-planned areas, creation of impervious surfaces shall be minimized to maintain properly functioning conditions.
 10. In master-planned areas, existing forest cover removal shall be minimized to maintain properly functioning conditions.
 11. Throughout SKIA, financing of stormwater facilities and an ongoing stormwater management program shall be financed by affected development applicants. A property owners group or equivalent shall be developed for this purpose. Potential financing mechanisms could include latecomer's agreements, or the utilization of Local Improvement Districts or other public financing mechanisms.

6.2.3 Performance Standards

This section recognizes that all development shall be subject to the rules and regulations in place at the time of construction or as modified herein. Performance standards for stormwater management in the SKIA Sub-Area consist of the following:

1. Sub-basin master plans must:
 - Evaluate existing pre-developed conditions in the sub-basin using best available science for assessment of properly functioning conditions for fish habitat.
 - Demonstrate that the existing pre-developed conditions relative to PFC for fish habitat can be maintained.
 - Address the entire sub-basin regardless of zoning classification.

South Kitsap Industrial Area

- Comply with the Master Plan Ordinance as adopted, and Habitat Management Plan provisions of the Critical Areas Ordinance.

Standards used in master plan development shall be based on Best Available Science and on accurate and recent regional and site-specific habitat inventory and assessment that serves to identify baseline conditions.

6.2.4 Stormwater Project Costs and Funding Sources

A summary of projects, costs and funding sources has been included in Table 4 in the Capital Facilities Chapter of this plan.

7.0 WATER

7.1 INTRODUCTION AND PURPOSE

This chapter provides information on the plan for the use and development of the existing domestic water system serving the South Kitsap Industrial Area. It includes an inventory of existing facilities; a summary of the forecast of future needs and plan for future service and future planning criteria. In addition to goals policies and standards for water system development, this chapter summarizes the information included in Appendix 5: Water Supply Plan. The Water Supply Plan provides the analysis of water supply requirements and proposed water supply infrastructure for the SKIA.

7.2 RELATIONSHIP TO OTHER PLANS, POLICIES AND REGULATIONS

Following adoption of the sub-area plan, individual master plans must be prepared prior to development for specific SKIA sub-basins pursuant to the requirements of the SKIA Sub-Area Plan and Kitsap County Code, as adopted.

The policies and standards in this chapter will be applicable to both the sub-area plan and future individual master plans within SKIA, and will be used to regulate design and construction of site-specific development and infrastructure. Identification and selection of site-specific water issues will be addressed in concert with the water purveyor both during master plan development and at the time of construction in a manner consistent with the adopted regulations of Kitsap County. Standards used in master plan development shall be based on Best Available Science and on accurate and recent assessment that serves to identify baseline conditions.

7.3 GOALS & POLICIES

7.3.1 Goals

1. To insure the adequate supply and efficient distribution of potable and industrial process water that facilitates the economic development of SKIA.
2. To recognize the importance of this critical, yet renewable resource, through land-use and development policies that maximize conservation, recharge and reuse opportunities.

7.3.2 Policies

1. Cooperate with the water purveyors in exploring the potential for long-term water reuse/recycle, and incorporate its use into long-range water supply plans for development at SKIA.
2. Support programs to attract water-efficient users to SKIA
3. Incorporate recharge/reuse policies into site specific-development standards, as applicable.
4. Extension Agreements shall be developed between the water purveyor and developer to establish revenues at the time development occurs.

7.4 EXISTING FACILITIES AND SERVICES

The existing water supply facilities at the SKIA are owned and operated by the City of Bremerton. The majority of the SKIA is included within the designated service area of Bremerton. Since Kitsap County has adopted a Coordinated Water System Plan, no new water system can be created unless an existing purveyor is unwilling or unable to provide the service. Discussions with Bremerton have indicated that the City is prepared to incorporate the SKIA, including any necessary boundary changes, within the City's updated water system plan. It is therefore agreed that the water service to SKIA will be provided by the City of Bremerton.

The current potable water system for the Port of Bremerton properties and Bremerton National Airport relies on water pumped from three wells. The flow through an existing 8-inch transmission main fills existing 1 MG (million gallon) and 0.2 MG reservoirs at the airport. From these reservoirs, water is pumped to the local distribution system. The transmission main is about two miles long and is limited in capacity by available pressure.

In 1997, there were 500 employees in the SKIA. The employees and businesses consumed an estimated 50,681 gallons per day, for an average of 101 gallons/employee/day.

7.5 FUTURE NEEDS

Using the forecast of land utilization and employment for the sub-area plan (Technical Appendix I of the Water Supply Plan) a detailed projection of development intensity and waste flows was developed. This projection serves as the initial foundation for the water supply component. This forecast included a breakdown of employees by type of business, based on initial stakeholder development planning. The growth of water supply requirements should be roughly comparable to the forecasted sewage flows.

Based on a figure of 9,350 employees at SKIA by the year 2017, projections call for an average daily potable water demand of about 1.4 million gallons per day (MGD) by that year. Peak maximum day demands (MDD) are anticipated to be double the average. As a result, projected peak demand is 2.8 MGD by 2017.

The 1999 water system plan update of the City of Bremerton contained provisions for water use efficiency and conservation, as mandated by state law. The development of SKIA will comply with these or other appropriate conservation standards. Furthermore, if reclaimed water is made available for reuse through the Bremerton system, this alternative supply will be incorporated into the current planning for water supply to the SKIA properties.

7.6 PLANS FOR SERVICE

7.6.1 Supply

The City of Bremerton is prepared to include the SKIA within an expansion of the water service area. The City will begin the formal process to expand the water service area once the sub-area plan has been adopted. The current total water rights of the City of Bremerton are sufficient to meet the total projected water requirements of the Bremerton

water service area, including the projected requirements at SKIA. In discussions with the City of Bremerton, several system improvements were identified that, if necessary, could serve SKIA in the longer term. These options will require additional study to establish detailed feasibility.

7.6.2 Storage

Storage requirements will be largely dictated by peak daily demand and fire flow. A total storage requirement of 3.54 MG is projected. Current storage available is 1 MG, so an additional 2.54 MG may be needed. If additional source of supply is provided or if Bremerton adds new infrastructure to provide reliable source volume from the W517 zone, it is possible that the on-site storage volume requirement of SKIA can be reduced.

7.6.3 Distribution Infrastructure

The provision of adequate supply to SKIA will require extension of the existing distribution network in use by the Port of Bremerton and the Olympic View Industrial Park. This system relies on a storage and booster pumping facility at the industrial area.

A commercial/industrial area requires reliable fire suppression capability. The water system should be able to meet minimum fire flow requirement at all times. Since all water is supplied through the booster pumps, these should be designed for providing fire flow even when the normal demand of the system is high. It is recommended that the booster pumping facilities be designed to provide fire flow while other potable demand is at its nominal peak daily value.

The Water Distribution Map on the following page shows an extension of a trunk system in two directions. These two extensions will provide reasonable points of departure to supply all of the remaining properties in the SKIA, and connect with future water main extensions of the City of Bremerton. Providing this trunk is necessary to facilitate the remaining development of the SKIA. Additional water mains will then be provided as part of actual projects as they take place.

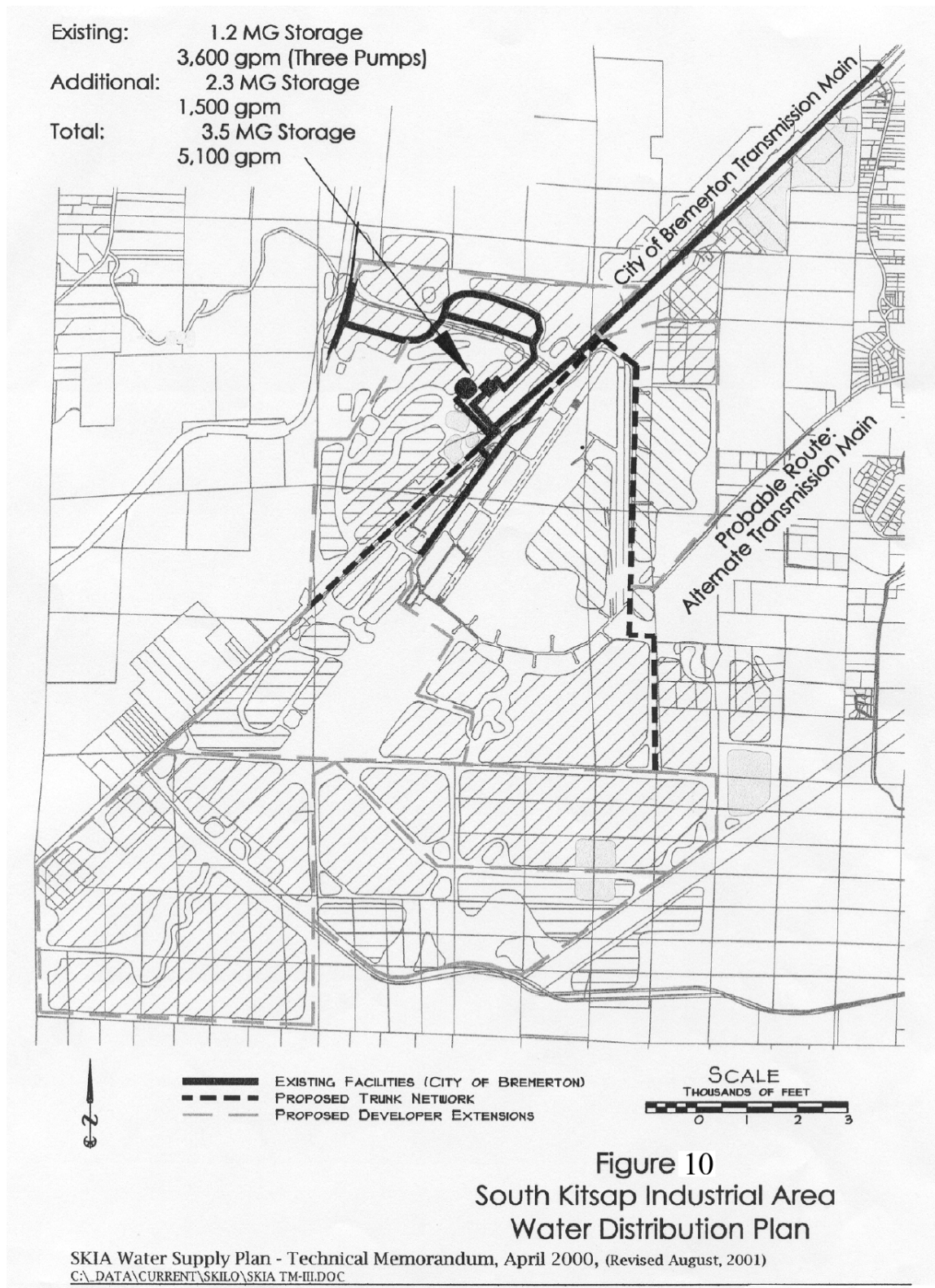
7.6.4 Water Project Costs and Funding Sources

A summary of projects, costs and funding sources has been included in Table 2 in the Capital Facilities Chapter.

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Figure 10: SKIA Water Distribution Plan Map



8.0 WASTEWATER

8.1 INTRODUCTION AND PURPOSE

This Chapter contains the Goals, Policies and Performance Standards for Wastewater as well as a summary of the information contained in the Wastewater evaluation conducted for the South Kitsap Industrial Area (Appendix G). The purpose of the study was to prepare a conceptual/planning level sanitary sewer evaluation to support the sub-area plan for the SKIA.

Wastewater facility development will be a partnership between property owners and local utility purveyors who individually have adopted Comprehensive Plans. The intent of the goals and policies is to complement these jurisdictional programs providing a regionally coherent, flexible program, which is responsive to acceptable land uses, local economic forces and phasing.

8.2 RELATIONSHIP TO OTHER PLANS, POLICIES AND REGULATIONS

Following adoption of the sub-area Plan, individual master plans must be prepared prior to development for specific SKIA sub-basins pursuant to the requirements of the SKIA Master Planning Ordinance, as adopted.

The policies and standards in this chapter will be applicable to both the sub-area plan and future individual master plans within SKIA, and will be used to regulate design and construction of site-specific development and infrastructure. Identification and selection of site-specific wastewater issues will be addressed in concert with the wastewater service provider both during master plan development and at the time of construction in a manner consistent with the adopted regulations of Kitsap County. Standards used in master plan development shall be based on Best Available Science and on accurate and recent assessment that serves to identify baseline conditions.

8.3 GOALS AND POLICIES

8.3.1 Goals

- A. To manage wastewater generated within SKIA in an environmentally sound manner consistent with adopted regulatory and water quality standards.
- B. To provide flexible, phased development within the sub-area consistent with adopted land use plans using a combination of existing regional on-site disposal technologies and permanent systems.
- C. To insure permanent sewer facilities serve all of SKIA prior to the end of the 20 -year planning periods.

8.3.2 Policies

- 1) Implement a two-prong approach to wastewater management within SKIA:

Phase I: Allow for continued development with interim on-site septic systems until public sanitary sewers are available. This will be accomplished in two ways.

- a) Utilize the existing capacity of the Port of Bremerton On-site Septic System (OSS) for initial development.

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Flow projections prepared as part of the Wastewater Technical Appendix indicate that sufficient capacity exists to accommodate anticipated industrial development through 2008. During Phase I, the Port of Bremerton will transfer their existing OSS and collection system to the City of Port Orchard, who in turn will make available the excess system capacity to all SKIA owners. Kitsap County will not issue development permits within SKIA without a signed agreement from all utility providers attesting to the availability of both capacity and connections.

- b) Permit permanent and interim on-site septic systems in SKIA under strict conditions that promote early development while ensuring the eventual installation of public sewers in the area. This will be done in two ways:
 - i) Properties located within the SKIA Business Center zone but specifically exempted from the Master plan requirements of that zone (see properties located to NE of the Bremerton National Airport and designated as “Master Plan Optional”) on map page 30) shall have the option of installing an on-site septic system conforming to Kitsap County Health Department Regulations. However, within 2 years of the completion of construction of public wastewater infrastructure to within 200 feet of the property boundary of any of these properties, those properties located such that their boundary is within 200 ft of public sewer infrastructure shall connect to that infrastructure. Upon connection to public infrastructure, on site septic systems shall be abandoned in accordance with Kitsap County Health Department regulations.
 - ii) Properties located in the Business Center Zone which are required to master plan under KCC Chapter 17.362 shall have the option to utilize interim OSS as permitted by the Kitsap County Health District and City of Port Orchard. Interim OSS will only be allowed in concert with the installation of dry sewers.

All OSS permitted under this section are intended to be temporary in nature. The goal of this plan is to permit feasible property development while promoting public sanitary sewer service in SKIA. Except in the Business Center zone area specifically exempted from Master Planning, the installation of dry sewers will be a condition of development for any projects utilizing an interim OSS or connecting to the Port’s Community Septic System. The City of Port Orchard has committed to build sanitary sewers in SKIA and is currently negotiating an agreement to manage future interim OSS facilities within SKIA. As the future purveyor of sewer services and infrastructure to SKIA, the City of Port Orchard will make the final determination as to the use of temporary on-site septic systems. The Kitsap County Health District has recommended the following guidelines, which should be consulted when permitting these systems:

- *The size of the OSS should be limited to a maximum of 3,500 gallons per day.*

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- *The proposed lot sizes must meet the minimum land areas specified in KCHD Ordinance NO.1996-8 Section 7.B., page 14.*
- *All proposed businesses must be low to moderate risk waste producers. No toxic or hazardous waste production would be allowed.*
- *Written documentation will be required from the sewer purveyor outlining the connection time frames. If sewer connection will be greater than five years out, then 100% reserve drain field areas will be required at this time.*
- *Connection to the sewer will be required once it becomes available.*

Phase II: Concurrent with connection to Port OSS facilities, mobilize the planning, design and construction of permanent sewers. Completion of these facilities by the end of 2008 would allow for a transition from Port OSS to the City of Port Orchard Sewer System in 2009.

- a) The sanitary sewer evaluation contained in Appendix G provides technical data to demonstrate the feasibility of providing sanitary sewer service to the area by one or more alternative delivery scenarios. Following approval of the sub-area plan and the selection of a preferred alternative, a detailed Engineering Report would be required by the Department of Ecology. This report would be of sufficient detail to begin final engineering design, as well as amend corresponding service provider documentation (Comprehensive Sewer Plan and/or Facility Plan).
- i) The issues addressed in the sewer evaluation in support of the joint planning process include:
 - Long-term sewerage for the Industrial Area;
 - Determination of jurisdiction(s) and/or special district(s) will provide necessary services and facilities as well as standards for environmental protection;
 - Environmental review; and
 - Determination of cost and implementation requirements.

8.3.2.1 Wastewater Requirements

SKIA is comprised of approximately 3,400 gross acres of land of which approximately 2,300 are available for development over the planning period ending in 2021. During the planning period, it is anticipated that up to 550 new net acres will be converted to actual industrial development with the creation of up to 9,350 jobs.

From a wastewater perspective, this industrial development will generate wastewater flows approaching 1.2 million gallons per day (mgd) by the year 2021. The predicted growth of these sewage flows is shown in Figure 1-1. Wastewater flow generation criteria are described in Appendix G, the Wastewater Technical Appendix.

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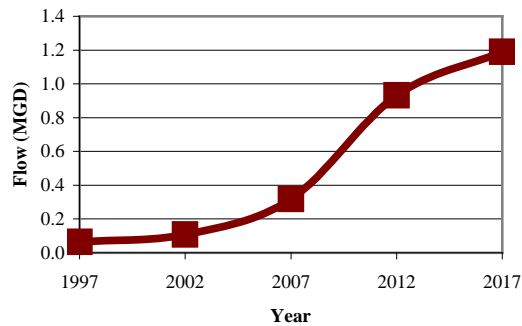


Figure 1.1

8.3.3 Alternatives

The initial report identified two alternatives for providing permanent long-term sanitary sewer service to SKIA. One alternative considers a collection/conveyance system, which would deliver wastewater to the City of Port Orchard with eventual discharge to the City of Port Orchard/Karcher Creek Sewer District (KCSD) treatment plant (Joint Facility) located near Retsil for final treatment and disposal. The second concept would utilize a similar collection and conveyance system, but would transport wastewater to the City of Bremerton's Wastewater Treatment Plant (BWWTP) located near the State Route 3(SR-3)/State Route 304 (SR-304) interchange. Both treatment facilities discharge treated effluent in full compliance with state regulations to Sinclair Inlet.

Both the City of Bremerton and the City of Port Orchard/KCSD expressed a willingness to provide service to SKIA, and stated their respective treatment plants have sufficient capacity to handle SKIA flows. The capital costs of these two alternatives ranged from approximately \$13 million (Port Orchard) to \$19 million (Bremerton). Additionally, each entity had a general facilities/connection charge, which is levied at the time of customer hookup.

8.3.3.1 Preferred Alternative

SKIA Representatives have reviewed the technical data, cost information and support documentation for each of the basic alternatives. Based on this review they have selected the City of Port Orchard/KCSD as the preferred alternative. Capital costs to construct the basic collection and transmission facilities to serve SKIA are estimated at \$12.9 million.

8.3.3.2 Implementation Requirements

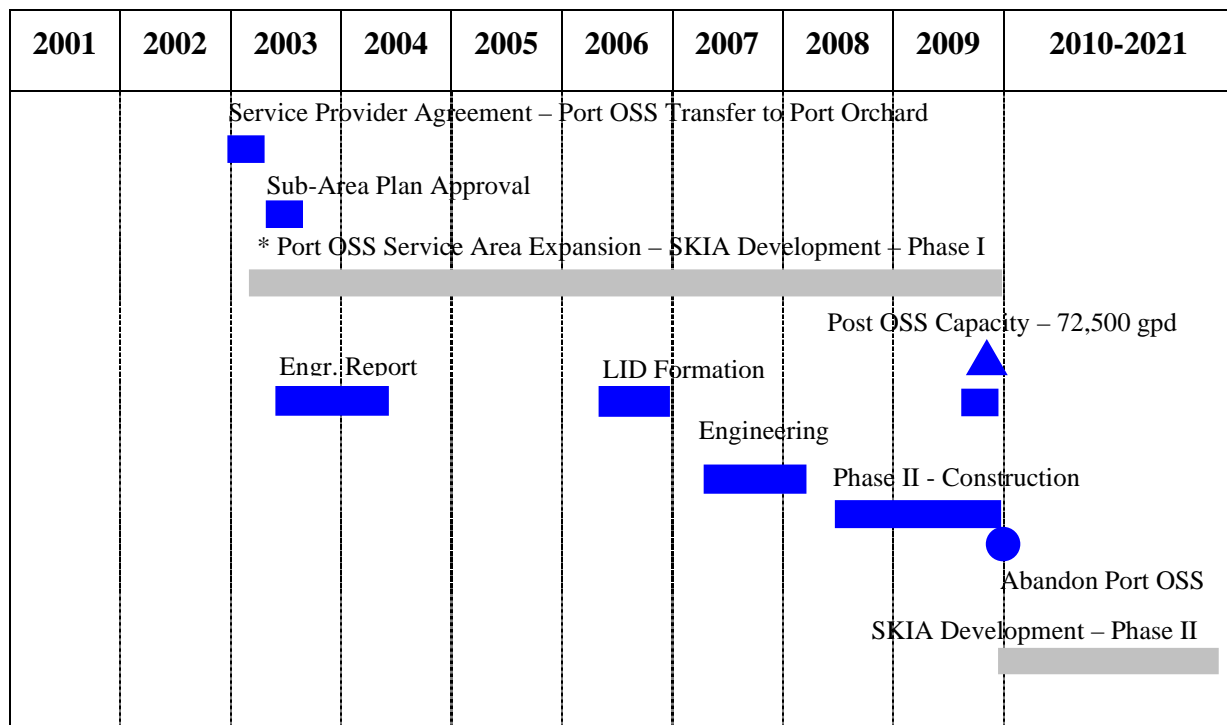
Implementation of a wastewater management program for SKIA will require several actions and/or approvals on the part of the participants. Section 6 of this report outlines important issues for wastewater management organized by functional category:

- Regulatory Approval
- Phased Development
- Institutional Requirements
- Schedule

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Significant for these is the Service Provider Agreement between the City of Port Orchard and the Port of Bremerton. This Inter-local Agreement transfers ownership of the Port's existing collection and treatment system to the City of Port Orchard, signifies the transition to a full service wastewater utility under the leadership of a single entity selected by consensus to implement a Comprehensive Wastewater Plan for the entire service area. This agreement can be found in Appendix I. Another key component of this plan is an on-site septic system management agreement between SKILO and the City of Port Orchard. This agreement must be completed prior to interim OSS being permitted in SKIA and would involve assumption of permitting and management responsibilities by the City for SKIA Phase I OSS facilities.

A conceptual schedule is offered below, which highlights time lines and milestones to complete the program through the 20-year planning period.



The proposed schedule begins with the execution of a Service Provider Agreement by the Port of Bremerton and the City of Port Orchard in the 1st and/or 2nd Quarter of 2004. Overall, implementation will be executed through a phased development plan, which initially utilizes excess capacity within the existing Port of Bremerton OSS (Phase I). Flow projections prepared as a part of this report indicate that sufficient capacity exists to accommodate anticipated industrial development through 2008. Concurrent with the utilization of Port OSS facilities and other OSS as allowed in this plan, will be the final planning, design and construction of Phase II permanent sewers, which would be completed by the end of 2008 for a seamless transition from the Port OSS to the City of Port Orchard/KCSD System in 2009.

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Phase II planning will require formal approval and commitment by SKILO Representatives to implement the program. Institutionally, this commitment will most likely take the form of a local improvement district (LID). Formation of an LID by SKILO members will provide the City of Port Orchard (as lead agency) the assurance it needs to move forward with final engineering and construction of Phase II improvements. LID formation will not preclude the use of outside funds for project financing and, in fact, may enhance outside opportunities. What it does provide is a legal tool to organize SKILO owners into a legally recognized unit, equitably distribute costs based on received benefit and provide secure long-term financing for the project improvements. An alternate approach involves the Port of Bremerton as a key facilitator. In this approach the Port, acting as lead agency, would install sewer infrastructure under a latecomer/payback agreement.

9.0 TRANSPORTATION

9.1 INTRODUCTION AND PURPOSE

The following information is a brief summary of the technical analysis, findings and conclusions found in the Transportation Study as well as goals and policies prepared by The Shea Group for the SKIA. The entire study is included in the Transportation Appendix (Appendix G).

9.2 GOALS AND POLICIES

The goals and policies contained in this chapter provide a framework for transportation planning in the South Kitsap Industrial Area. These goals are consistent with the Kitsap County Comprehensive Plan.

The Kitsap County Comprehensive Plan emphasizes that land use plans should drive the transportation system, and that the use of single-occupant vehicles should be de-emphasized using multi-modal transportation services and transportation demand management. The resulting goals and policies are consistent with this objective and fall into four categories: Transportation System Planning, Mobility, Safety, and Environmental Issues. The goals and policies expressed in this plan also support the State's Growth Management Act, the Commute Trip Reduction Act, and PSRC's Vision 2020 and Destination 2030.

9.2.1 Transportation System Planning

The intent is to provide a safe, multi-modal transportation network with seamless connections to the regional and national transportation system. Such a network enables the free flow of goods, freight and work force necessary to sustain a vibrant local economy. The equitable allocation of resources, establishing appropriate links, and maximizing access to the state and federal funds necessary to construct such a system will require thoughtful coordination with citizens, business interest, local government and state agencies.

9.2.1.1 Goals

1. To encourage development of an efficient multi-modal (roadways, airports, freight mobility, non-motorized) transportation system based on local, countywide and regional priorities in coordination with existing comprehensive plans.
2. To develop a funding strategy and financing plan to meet the multi-modal project and programmatic needs identified in the transportation plan.
3. To ensure that the citizens and business in the South Kitsap Industrial Area have the opportunity to participate in the development of transportation planning policy.

9.2.1.2 Policies

- T-1 Use the transportation planning process to identify current and future transportation needs and identify transportation corridors.

- T-2 Work with the Kitsap County Departments of Community Development and Public Works to establish the transportation element of Master Plans in consideration of:
- Implementation of the roadway design functions shown on the County's transportation plan and acquisition of needed right-of-way.
 - The development of land use and transportation links.
 - Encouraging multi-modal connections between major building/activity areas, such as pedestrian linkages between parking lots and adjacent land uses.
- T-3 Provide sufficient flexibility in the funding process to maximize the ability of local government to develop partnerships with other jurisdictions and the private sector to optimize funding sources for transportation projects.

9.2.2 Mobility

The purpose of this section is to improve transportation mobility within the area by implementing mass transit and commute trip reduction policies to minimize congestion and travel time by promoting the use of high occupancy vehicles whenever possible.

9.2.2.1 Goals

1. To emphasize moving people rather than vehicles by providing a variety of ways to commute to work.
2. To establish minimum levels of service standards for transportation facilities in accordance with the requirements of the Growth Management Act.
3. To manage access to the transportation system to conserve existing capacity, reduce congestion and improve mobility.
4. To protect and enhance freight accessibility.
5. To provide a transportation system that will support economic development in the sub-area.

9.2.2.2 Policies

- T-4 Develop and implement a Transportation Demand Management (TDM) and a Commute Trip Reduction Program (CTR) for the South Kitsap Industrial Area.
- T-5 Make transportation improvements available to support planned growth and adopted levels of service concurrent with development. "Concurrent" shall mean that improvement or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years. Proposed development shall not be approved if a development causes the adopted level of service to decline below the standards adopted by Kitsap County.

9.2.3 Safety

The objectives of the goals and policies of this section include both a reduction of accidents and a reduction of the potential for accidents through good design practices.

9.2.3.1 Goal

1. To provide a safe, comfortable and reliable transportation system.

9.2.3.2 Policy

T-6 Implement safety standards for interior parking and circulation for SKIA development.

9.2.4 Environmental Issues

It is the intent of this section to reduce energy consumption; and air, light, water, and noise pollution whenever possible.

9.2.4.1 Goal

To minimize negative environmental impacts of the transportation system.

9.3 EXISTING CONDITIONS AND ANALYSIS

The SKIA includes State facilities, County facilities, a City of Bremerton access easement and Port of Bremerton roadways. The description of existing facilities has been included in Appendix G.

A traffic analysis of existing intersections that will be impacted by SKIA was conducted to identify network deficiencies. This analysis was conducted using methodologies in the *1997 Highway Capacity Manual (HCM)* for signalized and unsignalized intersections. The variables and resulting performance measures for these facility types are described in section III of Appendix G. Existing traffic volumes and levels of service are discussed in section IV of Appendix G.

Various roadway improvement projects have been identified in existing transportation plans and programs that affect the study area. Included are the following:

- “State Highway System Plan”, Financially-Constrained 20-Year Mobility Strategies List, WSDOT;
- “Kitsap County Transportation Improvement Program”;
- “Mason County Transportation Improvement Program”;
- City of Bremerton Transportation Improvements; and
- “South Kitsap County Industrial Area Improvements”.

The projects pertaining to the SKIA, included in these programs, are discussed in detail in Section V of Appendix G. Traffic volume forecasts were made for the SKIA development and the results are included in Section VI of Appendix G.

9.4 FUTURE TRAFFIC OPERATIONS

In order to determine the impact of SKIA on the transportation network, traffic volumes for the project were calculated for 2007 with partial build-out of SKIA, and for 2017 with full build-out of the project. The volumes are based on projected employment levels for SKIA under both scenarios.

Project-generated traffic volumes were added to background traffic projections for the two analysis years. Background traffic volumes were developed based on a trend growth estimate of 2% per year excluding SKIA development. The transportation study for SKIA does not include ancillary development and their cumulative impacts to the road network. These cumulative effects will be critical to actual traffic operations, and will need to be addressed as detailed Master Plans are completed. A future traffic operations analysis was conducted and is contained in Section VII of Appendix G.

9.5 NEEDS ASSESSMENT

For this study, 11 different intersections were studied to determine the impacts the SKIA project will have on these facilities for both the 2007 and 2017 planning horizons. Intersection level of service results are presented for 2007 and 2017 in section VIII of Appendix G. Several potential impact mitigation strategies have been evaluated and are included in section VIII of Appendix G.

Without detailed Master Plans that specifically lay out the land use development pattern, as well as a more definitive idea of the internal circulation needs, it is difficult to determine service degradation, and safety. For this reason, the Kitsap County Public Works Department reserves the right to further analyze the effects of the industrial development on the network during the Master Plan phase. The County has identified a comprehensive list (Appendix G, section VII) of roads and intersections that will be impacted by the SKIA development. Others may become apparent over the course of the development of SKIA property master plans. The scope of work on any project on the road network may include widening for safety, capacity, and/or shoulder/bike lines, intersection signalization or intersection geometry modification for wetland/ESA.

9.5.1 Transportation Demand Management

The traffic analysis for the SKIA Sub-Area assumes the vehicle occupancy rates included in the ITE trip generation rate for industrial park land uses. This rate is 1.37 persons per vehicle. The proponents of the SKIA plan intend to achieve much higher vehicle occupancy rates of 1.5 to 2.0. If these rates were achieved, it is possible that the overall traffic impacts of the industrial area would be lower than this study indicates. It is recommended that as development proposals are submitted for the area, vehicle occupancy rates be reviewed and altered as indicated by proposed TDM measures. Additional discussions of Transportation Demand strategies are included in Section X of Appendix E.

9.5.2 Financial Plans for Transportation Improvements

Transportation improvements and the subsequent funding needed to support the industrial development at SKIA must be identified and addressed for the six-year planning horizon. These improvements would likely be funded through a variety of mechanisms, including SEPA mitigation, CRIDS, traffic impact fees, grants, county funds, city funds, and state funds. The formation of a Transportation Benefit District (TBD) comprised of property owners benefiting from the improvements is also under discussion. It is important to note that the Washington State Department of Transportation (WSDOT) will be a significant partner in this sub-area, since SR-3 bisects the industrial area, and serves as the primary

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travel route. Many of the recommended improvements involve intersections with state facilities, and coordination will be required.

With regard to funding any mitigation projects, the proportionate share attributed to SKIA will be determined at a later date and at a time appropriate to the development phasing. Additionally, impacts from SKIA will require that funding strategies include private developers, the Cities of Port Orchard and Bremerton, the Port of Bremerton, WSDOT, and Kitsap County. In cases where no identifiable source of funding can be found, SKILO will be required to provide necessary roads and other infrastructure to serve their site.

A table showing Proposed Transportation Improvements and Costs for SKIA to 2007 is included in the Capital Facilities Chapter of this plan.

10. CAPITAL FACILITIES

10.1 PURPOSE

The Capital Facilities Plan for the South Kitsap Industrial Area Plan identifies the capital improvements and services necessary to meet the goals of the sub-area plan, while identifying funding to implement the planned facilities. The CFP evaluates the financial capability of the community to provide adequate public facilities and services that have been identified to handle expected growth. Capital facilities include city administrative facilities, law enforcement, parks, streets, water, sewer and solid waste, fire and emergency services, and schools. It is comprised of two parts:

1. A six-year plan consistent with the requirements of GMA and the Comprehensive Plan, with a schedule of facilities and funding from 2002 to 2008. This six-year plan is contained in this chapter. A summary of six-year capital costs for public infrastructure is provided in Table 1.
2. A long-range plan for providing infrastructure and services to support planned job development to the year 2017. A summary of long-range capital costs for public infrastructure is provided at the beginning of Appendix E. The technical reports provide costs for individual projects for each facility type and are presented in the Appendices.

The CFP is formulated from the Technical Reports for Water (Appendix A), Wastewater (Appendix B), Stormwater Management (Appendix C) and Transportation (Appendix D). Each of these reports, which were prepared for this sub-area plan, presents the projected land use and employment on which the infrastructure needs are predicated; establishes the appropriate level of service (LOS); describes the infrastructure required to deliver services; and estimates construction cost.

10.1.1 Relationship To Other Plans, Policies and Regulations

The Capital Facilities Plan is a mandatory component of the Comprehensive Plan. As required by the Growth Management Act, the Capital Facilities Plan must include:

- An inventory of existing public facilities;
- An identification of the public facilities that will be required during the 6 years following the adoption of the plan;
- The proposed location and cost of the facilities;
- A 6-year plan to finance the capital facilities that is financially feasible and identifies the expected sources of revenue; and
- A requirement to modify the land use element, reduce the level of service, or reduce costs if costs exceed revenue in order to balance development with affordable facilities.

10.1.2 Concurrency

One of the goals of the Growth Management Act is that capital facilities be provided concurrent with the new development so that sufficient capacity is available for handling the increased demand. The principle of concurrency requires that facilities to serve

development must be in place at the time of the development or that there is a financial commitment to provide the services in a timely manner. These public facilities must have sufficient capacity to serve the development while maintaining the established level of service for the existing customer base.

10.2 SKIA CAPITAL FACILITIES SUMMARY

The following information summarizes the demand for services and the anticipated capital facility requirements necessary to serve the SKIA in the first 6 years. Table 1 summarizes the 6-year capital facility costs for the required elements. Funding sources for facility needs are listed in the respective facility tables in this chapter. Funding sources may include such things as Industrial and utility bonds, developer extension agreements, and grants. At this time, about 15% (or \$165,000) of anticipated SKIA six-year transportation projects is anticipated to be incurred by the Kitsap County General Fund. Although the ultimate total costs for long-term SKIA-related transportation projects cannot be accurately estimated, the 15% approximate County obligation would also apply. This percentage may change depending upon the final form of impact fee ordinances now being considered for adoption by Kitsap County.

Table 1: SKIA Capital Facility Cost Summary

WATER FACILITIES

The Capital Facilities Plan (CFP) component of the overall Kitsap County Comprehensive Plan indicates that public water supply is a Category “D” public facility. Category D facilities are provided by entities other than Kitsap County, therefore the standards for levels of service do not apply to the County’s annual budget or Capital Improvements Program (CIP). However, the standards for levels of service do apply to the annual budgets and CIPs of the entities that provide the public facilities. The adopted levels of service for these types of public facilities are also exempt from the concurrency management system requirements of the Kitsap County Comprehensive Plan.

The existing water supply facilities at the SKIA are owned and operated by the City of Bremerton. The City has incorporated SKIA water supply plans within the City’s updated water system plan (see Appendix K).

The Water Supply Plan (Technical Appendix A) contains a detailed analysis of water supply for the SKIA. This analysis also includes cost estimates for the system improvements necessary to supply the sub-area (see Table 2, below).

Table 2. Six-year Water Projects and Costs

Projects	Costs
Transmission Main Improvements	\$756,000
Convert Golf Course Supply	\$18,000
Commission Well 20	\$173,000
Trunk Lines	\$892,000
Development Lines/ Pumps	\$4,500,000
Total Cost	\$6,339,000
Revenue Source	Revenues
Industrial Development and / or Utility Bonds (City of Bremerton)	\$1,782,500
Developer Extension Agreements	\$4,556,000
TOTAL	\$6,338,500
Estimated County Obligation	\$0

Source: The Water Supply Plan (Technical Appendix III Water Supply Plan, April 2000 Semcon, Inc.)

10.2.1 Wastewater Collection and Treatment

The Capital Facilities Plan (CFP) component of the overall Kitsap County Comprehensive Plan indicates that sanitary sewer service is a Category “D” public facility. Category D facilities are provided by entities other than Kitsap County, therefore the standards for levels of service do not apply to the County’s annual budget or Capital Improvements Program (CIP). However, the standards for levels of service do apply to the annual budgets and CIPs of the entities that provide the public facilities. The adopted levels of service for these types of public facilities are also exempt from the

concurrency management system requirements of the Kitsap County Comprehensive Plan.

A technical report was prepared (Technical Appendix B) identifying two alternatives for providing permanent long-term sanitary sewer service to SKIA. Both the City of Bremerton and the City of Port Orchard/KCSD have expressed a willingness to provide service to SKIA, and have stated their respective treatment plants have sufficient capacity to handle SKIA flows either currently or through planned plant expansions.

The SKIA land Owners Association has reviewed the information in the technical report and have selected the City of Port Orchard/KCSD as the preferred alternative. Port Orchard has signed an agreement with the Port of Bremerton to participate in the phased implementation of this sewer plan and has incorporated these plans into their Capital Facilities Plan (see Appendix I). Capital costs to construct the basic collection and transmission facilities to serve SKIA are estimated at \$12.9 million. Capital costs are presented in Table 3 as a planning level estimate in year 2000 dollars. These represent an opinion of cost to plan, design, finance, and construct the core conveyance and transmission facilities for SKIA including connection to the City of Port Orchard system at Feigley Road.

When ULID No. 6 was formed, the City of Port Orchard and Kitsap County entered into a latecomers agreement designed to recover costs to provide capacity from new users outside the original ULID boundary. When SKIA users connect to the system, they will be required to pay an “in-lieu of assessment charge” in accordance with the latecomers agreement. The original late-comers agreement between the City and County will require modifications to be considered fair and equitable for both SKIA and the original ULID No. 6 property owners. Based on a preliminary analysis, the revised latecomers charge for SKIA users is estimated at approximately \$720 per equivalent residential connection (ERU).

The City of Port Orchard/KCSD will levy connection fees to users at the time of actual hookup. These fees, estimated currently at \$2,350 per connection, will be used by the District to help fund conveyance system upgrades and treatment plant expansion requirements.

Table 3: Six-year Wastewater Projects and Costs

Project	Costs
Phase II Transmission Facilities	\$5,079,000
Revenue Source	Revenues
Industrial Development and Utility Bonds	\$5,079,000
Estimated County Obligation	\$0

10.2.2 Stormwater Facilities

Stormwater facilities needed by new development in the SKIA will be comprised of on-site facilities provided by the developer consistent with the requirements of the Kitsap County Stormwater Management Manual, as amended, to be consistent with the

Washington State Department of Ecology Stormwater Management Manual for the Puget Sound Basin

In addition to the stormwater detention and water quality treatment requirements stated in the Kitsap County Manual, other agencies may require that additional standards be applied to the site to protect sensitive environmental resources or that mitigation be provided for the development. The following table outlines costs associated with following current guidelines.

Table 4: Six-year Stormwater Projects and Costs

Project	Cost
Comprehensive Drainage Plan	\$250,000
Union River Basin Plan	\$50,000
Capacity Projects:	
Union River	\$439,000
Gorst Creek	\$83,000
Coulter Creek	\$591,000
Total Cost	\$1,413,00
Revenue Source	Revenue
Grants, Industrial, Development, and/or utility bonds	\$1,413,00
Estimated County Obligation	\$0

Implementation of 2001 Ecology stormwater requirements are expected to affect the potential cost of stormwater control facilities that may be permitted in the SKIA Sub-Area. A discussion of the impact of these guidelines on stormwater costs in general is included in Appendix H. Because much of the cost impact of these new standards is dependent upon site-specific characteristics, an accurate estimate of SKIA total costs is not possible at this time and will be addressed via individual master plans.

10.2.3 Transportation Facilities

Transportation improvements and the subsequent funding needed to support the industrial development at SKIA must be identified and addressed for the six-year planning horizon. These improvements would likely be funded through a variety of mechanisms, including SEPA mitigation, CRIDS, traffic impact fees, grants, county funds, city funds, and state funds. The formation of a Transportation Benefit District comprised of property owners benefiting from the improvements is also under discussion. It is important to note that the Washington State Department of Transportation (WSDOT) will be a significant partner in this sub-area, since SR-3 bisects the industrial area, and serves as the primary travel route. Many of the recommended improvements involve intersections with state facilities, and coordination will be required.

With regard to funding any mitigation projects, the proportionate share attributed to SKIA will be determined at a later date and at a time appropriate to the development

phasing. Additionally, impacts from SKIA will require that funding strategies include private developers, the cities of Port Orchard and Bremerton, the Port of Bremerton, WSDOT, and Kitsap County. In cases where no identifiable source of funding can be found, SKILO will be required to provide necessary roads and other infrastructure to serve their site. Mitigation projects may include those listed in the technical report under the 2007 and 2017 Horizons (Appendix), as well as additional projects resulting from more detailed analysis on the roadway network defined as potentially impacted by SKIA development.

Table 6 summarizes the transportation improvements identified for the SKIA Sub-Area in the six-year plan. The assumptions used to arrive at these improvements include:

- 2500 employees are on-site by the year 2007;
- 2% annual growth rate for background growth remains consistent with actual growth;
- Traffic distribution on the roadway network will follow trends as indicated in the county's traffic model;
- An internal roadway network to serve the site internally will be constructed as development occurs;
- SR-3 remains two-lanes;
- The County reserves the right to further analyze the effects of the industrial development on the potentially-impacted network included in Section VIII of this study during the Master Plan phase; and
- No additional Transportation Demand Management (TDM) is in place beyond that which is included in the ITE trip generation rates for the Industrial Park land use.

In the event that these assumptions are no longer valid, due to fewer employees, different actual growth, changed WSDOT plans and/or funding strategies, or aggressive TDM programs, it is likely that some of these improvements would not be necessary within the next six years. It is also possible that improvements that are not currently listed could become necessary.

Table 5: Six-year Transportation Improvements and Costs

Roadway or Intersection	Improvement	Estimated Construction Cost
SR 3/Lake Flora Road	Signalize intersection; add illumination; channelization improvements to minor street approach (Lake Flora)	\$ 350,000
SR-3/Sunnyslope Road	Signalize intersection; add illumination; channelization improvements to minor street approach (Sunnyslope)	\$ 350,000
SR-16 WB Ramps/Tremont Street	Signalize intersection; add illumination; channelization improvements to minor street approach (Tremont)	\$ 400,000
SR-3, north of Imperial Way	Several strategies for improved capacity for various segments of SR-3 are proposed in the constrained portion of the State Highway Systems Plan (SHSP). Strategies included in the constrained SHSP are projected for construction within the next 20 years, but are dependent on legislative funding. One of these strategies calls for widening of SR-3 from 2 to 4 lanes, enhancing transit services and implementing more stringent access management controls between the Mason/Kitsap County line and the SR-16 spur at Gorst. These improvements are not likely to be in place in 2007 and is therefore not included as an assumption.	

COSTS

As specific development activities occur, actual development impact would be addressed and resolved. Part of that resolution includes how the projects would be funded. Funding contributions for each improvement should be based on proportionate share, which is calculated when development proposals are submitted and contingent upon agreements in place between the various parties. Without a detailed Master Plan that specifically lays out the land use development pattern, as well as a more definitive idea of the internal circulation needs, it is difficult to determine specifically how the industrial area will impact the road network in terms of capacity, level of service degradation, and safety. For this reason, WSDOT and the Kitsap County Public Works Department reserve the right to further analyze the effects of the industrial development on the network during the Master Plan.

10.2.4 Fire Protection and Emergency Medical Services

The Capital Facilities Plan component of the Kitsap County Comprehensive Plan indicates that fire and emergency medical service is a Category “D” public facility. Category D facilities are provided by entities other than Kitsap County; therefore, the standards for levels of service do not apply to the County’s annual budget or Capital

Improvements Program (CIP). However, the standards for levels of service do not apply to the annual budgets and CIPs of the entities that provide the public facilities. The adopted levels of service for these types of public facilities and services are also exempt from the concurrency management system requirements of the Kitsap County Comprehensive Plan.

Revenue sources for mitigation come from property taxes collected for the District from special levies based on property valuation. Increases in the assessed valuation of property resulting from urban development in the sub-area support provision of additional fire protection and emergency medical services.

10.2.5 Law Enforcement

The Capital Facilities Plan component of the Kitsap County Comprehensive Plan indicates that corrections facilities are a Category “C” public facility. Category C facilities are typically provided by Kitsap County and, therefore, the standards for levels of service apply to the County’s annual budget and Capital Improvements Program (CIP). However, the adopted levels of service for these types of public facilities are exempt, Law enforcement personnel, equipment and vehicle costs for the Sheriff’s Department are financed through the General Fund. Increases in the assessed valuation of property resulting from urban development in the sub-area are the mechanism for generating additional property tax-based revenues to support provision of additional (non-capital facility) law enforcement services.

10.2.6 Public Education Facilities

The Capital Facilities Plan (CFP) component of the overall Kitsap County Comprehensive Plan indicates that public schools are a Category “D” public facility. Category D facilities are provided by entities other than Kitsap County, therefore the standards for levels of service do not apply to the County’s annual budget or Capital Improvements Program (CIP). The adopted levels of service for schools are also exempt from the concurrency management system requirements of the Kitsap County Comprehensive Plan. There is no population allocated to the SKIA so there would be no impact to public education facilities.

10.2.7 Parks and Recreation

The Capital Facilities Plan (CFP) component of the overall Kitsap County Comprehensive Plan indicates that Parks/Open Space is a Category “C” public facility. from the concurrency management system requirements of the Kitsap County Comprehensive Plan. In addition, no population is allocated to the SKIA so there would be no impact to corrections facilities.

Category C facilities are typically provided by Kitsap County and, therefore the standards for levels of service apply to the County’s annual budget and Capital Improvements Program (CIP). However, the adopted levels of service for these types of public facilities are exempt from the concurrency management system requirements of the Kitsap County Comprehensive Plan. Due to the size, presence of development constrained critical areas, and relatively undeveloped nature of the SKIA there are significant opportunities available for parks and open space areas within the sub-area. Identification of

appropriate sites and evaluation of potential recreation opportunities will be addressed at the Master Plan phase.

Revenue sources for park and recreational facilities include retail sales and real estate excise taxes, impact fees, general obligation bond issues and state grant and loan programs.

10.2.8 Utilities

The Growth Management Act requires a Utilities Element, which outlines the general location and capacity of existing utilities, including electrical lines, telecommunications lines and natural gas lines. The existing facilities are described in the Cities of Bremerton and Port Orchard Comprehensive Plans, as well as the Kitsap County Comprehensive Plan.

10.2.9 Electricity

The SKIA Sub-Area receives its electricity from Puget Sound Energy (PSE), an investor-owned public utility incorporated in the State of Washington. As a public service corporation, PSE has an obligation under law to furnish electricity to all persons and corporations who may apply and be reasonably entitled to service (RCW 80.28.110).

The SKIA Sub-Area contains a system of three phase 12 kV distribution lines. Three Phase 12kV is capable of handling commercial and industrial electrical needs. Though there is no uniform threshold for load level notification within PSE service area, a new customer in the SKIA Sub-Area with an electric demand greater than two (2) megawatts should contact PSE early in the project-planning phase. This will allow time to address system improvements the new load may precipitate. Costs to extend lines to the site would be paid for by the developer and the utility. All customers are subject to PSE rates and tariffs on file with the Washington Utilities and Transportation Commission.

10.2.10 Natural Gas

The SKIA Sub-Area receives its natural gas from Cascade Natural Gas. Cascade Natural Gas has a four (4) inch steel high-pressure (HP) line running along the north end of the Bremerton National Airport, it then runs from the west end of the drag strip/runway and heads south west to a point on Highway 3 where it crosses over to the entrance of Barney White Road. There is an eight (8) inch and twelve (12) inch HP line running north from Shelton, which crosses Lake Flora Road beneath the Bonneville Power Administration (BPA) power lines. A four (4) inch HP line that receives natural gas from the eight (8) inch HP lines serves the industrial park. All of these HP lines are capable of residential, commercial, and industrial customers. The cost to extend lines to the site would be shared between the developer and the utility. The contributions by each are largely based on a "rate of return analysis."

10.2.11 Telecommunications

The SKIA Sub-Area receives local phone service from Qwest. According to Qwest's engineer for this region, there is capacity to serve the site for future commercial and industrial use. The cost of extending service would be shared between the developer and the utility based on the tariff in effect at the time of construction.

South Kitsap Industrial Area

Kitsap Public Utility District (KPUD) and Qwest provide fiber optics in the SKIA Sub-Area. KPUD and Qwest have two separate fiber optic cables that run along the north and west side of SR-3. The KPUD fiber optics running north from the Bremerton National Airport fire station to Gorst consist of 144 strands of fiber. From the Bremerton National Airport fire station to the Kitsap/Mason County boundary there are 24 strands of fiber. There are three (3) storage loops located at Lake Flora Road, Sunnyslope Road, and the future southwest entrance to the Port of Bremerton. There are four (4) splice loops located at the Bremerton National Airport fire station, Bremerton National Airport water tank, Puget Sound Energy substation, and Gorst. The current capacity from the Kitsap/Mason County boundary to the Bremerton National Airport is an OC-12, with a future capacity of an OC-48. At this time, KPUD does not have an approved or published rate for telecom services. KPUD engineer estimates cost will range between \$20,000.00 to \$40,000.00 per mile.

Qwest has fiber optics running aerially along SR 3, which connect Qwest's Sunnyslope office with its Belfair office. Qwest fiber can be accessed via a splicing handhole at the northeast corner of SR-3 and Barney White Road. This fiber connects to Qwest's fiber ring to Seattle via Bainbridge Island and Olympia. Qwest fiber range is from OC48 to OC196 depending on the capacity requirements of Qwest and its customers.

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SOUTH KITSAP INDUSTRIAL AREA PLAN

DEVELOPMENT REGULATIONS

December 8, 2003

Kitsap County Department of Community Development
614 Division Street, MS-36
Port Orchard, WA 98366
(360) 337-7181
www.kitsapgov.com/dcd

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ORDINANCE NO. _____

RELATING TO MASTER PLANNING AND A NEW BUSINESS CENTER ZONE, AND
AMENDING THE ZONING CODE, TITLE 17 KITSAP COUNTY CODE, AND TITLE 21
KITSAP COUNTY CODE,

BE IT ORDAINED:

SECTION 1. A NEW SECTION IS ADDED TO KITSAP COUNTY CODE CHAPTER 17.110 AS FOLLOWS:

Section 17.110.477: Master Plan.

“Master Plan” means a comprehensive plan to guide the long-term physical development of a particular area, a plan which has been prepared and approved pursuant to Chapter 17.415 of this title.

SECTION 2. KITSAP COUNTY CODE SECTION 17.200.010, ADOPTED BY ORDINANCE 216-1998, IS AMENDED AS FOLLOWS:

Section 17.200.010 Classification of zones.

For the purposes of this title, the county is divided into zones designated as follows:

Zones	Map Symbol	Density
Forest Resource Lands	FRL	1 dwelling unit / 40 acres
Rural Wooded	IRF	1 dwelling unit / 20 acres
Rural Protection	RP	1 dwelling unit / 10 acres
Rural Residential	RR	1 dwelling unit / 5 acres
Urban Reserve	URS	1 dwelling unit / 10 acres
Urban Restricted	UR	1-5 dwelling unit(s) / acre
Urban Low Residential	UL	5-9 dwelling units / acre
Urban Medium Residential	UM	10-19 dwelling units / acre
Urban High Residential	UH	20-24 dwelling units / acre
Highway/Tourist Commercial	HTC	not applicable
Urban Commercial	UC	not applicable
Neighborhood Commercial	NC	not applicable
Regional Commercial	RC	not applicable
Business Park	BP	not applicable
Industrial	IND	not applicable
Business Center	BC	not applicable
Airport	A	not applicable
Mineral Resource	MR	not applicable

SECTION 3. A NEW CHAPTER 17.415, “MASTER PLANNING”, IS ADDED TO TITLE 17 KITSAP COUNTY CODE, TO READ AS FOLLOWS:

Sections:

- 17.415.010 Purpose**
- 17.415.020 Concurrent permit processing**
- 17.415.030 Master Plan required**
- 17.415.035 Development exempt from Master Plan requirements**
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- 17.415.800 Amendment of Master Plans**

Section 17.415.010: Purpose.

The Master Plan is intended to provide means for planning and assessing sites for activities such as those that require processing, fabrication, storage, research and development, business support services, and wholesale trade. Generally, these activities require reasonable accessibility to major transportation corridors including highways, rail, airports or shipping. Development of Master Plans will occur based on a master planning process intended to assure availability of adequate capital facilities and infrastructure to support such uses and to assure adequate protection of environmental resources located in or near properties required to Master Plan or that choose to Master Plan.

Section 17.415.020: Concurrent permit processing.

When master planning is required in a zone wherein some uses require a conditional use permit or site plan review, the Master Plan process provided by this chapter may be used in lieu of those processes. In areas where Master Planning is not specifically required under county plans or

regulations, this master planning process may be used, at the option of the applicant, in lieu of a required site plan review process or conditional use permit process.

Section 17.415.030: Master Plan required.

Prior to the issuance of any development permits, development of property(s) with a Master Plan Required overlay must be consistent with a Master Plan approved pursuant to this Chapter. Properties with no overlay or a Master Plan Optional overlay are not required to develop a Master Plan, but may in order to qualify for expedited review of individual development permits. Master Plans developed within the South Kitsap Industrial Area must include analyses of the entire sub-basin(s) in which the development is proposed.

Section 17.415.035: Development exempt from Master Plan requirements

The following development activities are exempt from the Master Plan requirement:

- A. Renovation, remodeling and maintenance of existing development, provided no significant increase in impervious surface, increase in peak hour traffic, or increase in demand for public water supply or sanitary sewer service occurs as the result of such renovation, remodeling or maintenance.
- B. Minor new development projects. For purposes of this exemption, a new development project shall be considered minor if it (a) does not result in new impervious surface in excess of 5,000 square feet on a site, (b) does not generate more than 10 new peak hour traffic trips on public roads serving the site, and (c) does not increase the demand on a public or private water supply by more than 5000 gpd.
- C. New minor development projects, which are exempt from SEPA pursuant to WAC 197-11-800 through 197-11-880, and KCC Chapter 18.04.240.
- D. Other new development projects, which the Director determines in his discretion will not significantly adversely impact the environment, will not create a need for regional infrastructure facilities and will not impede the future design and installation of regional infrastructure facilities, including public streets and highways, stormwater control systems, and public water and sanitary sewer systems.

Section 17.415.040: Use of existing Master Plan

Development in zones requiring or allowing master planning may use an existing Master Plan under the following circumstances:

- A. The property has a previously approved Master Plan, which the Director determines to be sufficient to permit review of the potential impacts of the development and identification of necessary mitigation measures; or
- B. An existing Master Plan prepared for other properties in the vicinity of a development site, which addresses some, but not all, of the substantive issues set forth in the Sub-Area Plan may be supplemented by an addendum, which addresses only those issues not previously analyzed. Such an addendum and the initial Master Plan must be reviewed by the Director pursuant to the procedures set forth in this Chapter for review and approval of a Master Plan.

Section 17.415.050: Third Party Review

The County may require third party review in cases where additional professional or technical expertise is required.

Section 17.415.060: Sub-Area Conceptual Development Plan Update

As Master Plans in zones requiring or allowing Master Plans are approved, the Department of Community Development will update a “working copy” of a Sub-Areas’ conceptual development plan, if such a plan is available. As this “figure” evolves from a “conceptual development plan” toward a “master development plan” based on approved Master Plans, it may be used as an inventory, planning, and economic development tool for the Sub-Area. Final approved Master Plans, including infrastructure and other Master Plan elements, must be submitted in a data format compatible with ongoing update requirements.

Section 17.415.070: Master Plan Elements-General

During the pre-application stages of the master planning process, the Director of the Kitsap County Department of Community Development shall determine the extent and adequacy of the analyses to be included in the Master Plan. These required elements will result in a Master Plan Scoping Summary Notice. The purpose of this approach is to allow the Director and the applicant to tailor the extent of the submittals to the actual and unique circumstances of the proposed development seeking Master Plan approval. A Master Plan prepared for purposes of this section shall address the following issues to the extent required by the Master Plan Scoping Summary Notice:

- A. Stormwater controls, including both quantity and water quality,
- B. Sanitary sewer service,
- C. Public water service,
- D. Public street and transportation facilities,
- E. Open space facilities,
- F. Economic Development Component,
- G. Environmental protection and resources,
- H. Other infrastructure/utility requirements, which the Director determines, based on review under the State Environmental Policy Act, should be analyzed in a Master Plan in order to assure that such facilities are available to serve the proposed development in a timely manner and that such facilities are designed and developed in a manner which is coordinated with the infrastructure needs of other properties zoned Business Center or Industrial in the vicinity of the development site.

Section 17.415.080: Stormwater Component of Master Plan

Based on elements required in the approved Master Plan Scoping Summary Notice, a Master Plan shall include a Stormwater Analysis meeting the requirements of KCC Title 12 (the Kitsap County Stormwater Management Ordinance) and the following criteria:

- A. Based on the approved Master Plan Scoping Summary Notice, the Stormwater Analysis shall be based on an approved hydrologic model, as determined by the most recent version of the Kitsap County Stormwater Manual.

- B. The Stormwater Analysis shall provide a comprehensive analysis of existing and proposed surface water quantity and quality conditions for all sub-basins in which any portion of the development site is located as well as upstream basins which contribute flow to any portion of the development site and downstream basins which receive flows from any portion of the development site. The Director may waive the requirement for analysis in any sub-basin in which the proposed development will not create the need for stormwater facilities. Downstream analysis shall extend to an acceptable receiving body of water.
- C. The Stormwater Analysis shall assume full build-out of the sub-basins, including upstream and downstream basins, at levels of development permitted by applicable County regulations in effect at the time of Master Plan preparation.
- D. At a minimum, specific technical elements of the Stormwater Analysis shall include:
1. A conceptual or preliminary plan of the proposed drainage collection and flow control systems, based upon accurate topographic mapping and geologic data.
 2. All assumptions, parameters, and input data used in the hydrologic model.
 3. Hydrologic performance data (stage, storage, discharge) for all elements of the hydrologic system, whether existing or proposed.
 4. Flow data for all existing and proposed conveyance facilities, including swales, streams, pipes, and ditches which will support the proposed system.
 5. Floodplain analysis identifying flows, velocities, and extent of flooding for the existing and proposed conditions, including backwater or tailwater analysis as appropriate.
 6. Erosion analysis of on-site and downstream open-drainage systems, identifying flows, velocities, areas of existing and future deposition and channel erosion, and characterization of sediment.
 7. Geotechnical analysis of the site and proposed improvements which addresses soils and slope stability for proposed lakes/ponds, road alignments, channel/ravine conditions, building setbacks from steep slopes, vegetation preservation and controls, existing and proposed drainage facilities, and downstream system stability.
 8. Method and conceptual design for maintaining existing flow regimes in any swales/ravines that may be altered by the development.
 9. Method, conceptual design, and location of water quality compensating facilities that may be necessary to replace naturally occurring biofiltration functions of site vegetation.
 10. Description of maintenance design features and provisions that will ensure reliable and long-term facility operation.
 11. A construction-phasing plan that will ensure stormwater/erosion control during development of individual sub-basins.

12. Mapping must be of adequate scale and detail for accurate definition and location of all system elements, both on-site and off-site, and must provide support for hydrologic model characterization.

Section 17.415.085: Stormwater Control Standards

- A. DESIGN STANDARD: Stormwater control facilities, including both flow control and water quality systems, shall be designed in accordance with and shall meet the standards of KCC Title 19 (the Kitsap County Critical Areas Ordinance) and KCC Title 12 (the Kitsap County Stormwater Management Ordinance).
- B. RESERVE AREAS: Any development subject to a Master Plan shall make provision for such reserved tracts, easements and/or rights-of-way as may be necessary to facilitate extension of stormwater control facilities identified in the Master Plan to adjoining properties in the vicinity of the development.

Section 17.415.090: Sanitary Sewer Service Component of Master Plan

Based on elements required in the approved Master Plan Scoping Summary Notice, a Master Plan shall include a Sanitary Sewer Service Analysis meeting the following criteria:

- A. The analysis shall include all drainage sub-basins in which any portion of the development site is located, provided the Director may waive the requirement for analysis in any sub-basin in which the proposed development will not create the need for sanitary sewer service.
- B. The analysis shall identify the sanitary sewer service infrastructure needed to provide sewer service to all sub-basins affected by the proposed development, assuming full build-out of the sub-basins at levels of development permitted by the zoning in effect at the time of Master Plan preparation. This analysis shall include a capacity analysis of existing facilities and identify improvements and extensions needed to serve the affected sub-basins at full build-out, including transmission facilities, treatment facilities and related improvements.
- C. The Sanitary Sewer Service Analysis shall identify potential methods for funding the design and construction of the system improvements needed to serve the affected sub-basins at full build-out, including transmission facilities, treatment facilities and related improvements.
- D. The Sanitary Sewer Service Analysis may provide for phased implementation of the identified improvements, provided that no development subject to Master Planning requirements shall be approved until a commitment to provide that portion of the improvements identified by the Sanitary Sewer Service Analysis as necessary to serve the development site has been provided, including adequate provision for funding. No development subject to Master Plan requirements may be occupied until the sanitary sewer service facilities needed to provide service meeting applicable standards to the development site are completed and operational.
- E. No new permanent or interim on-site septic systems will be permitted in areas required to use the master planning process, except as expressly allowed by sub-area plans.

Section 17.415.095: Sanitary Sewer Standards

- A. Sanitary sewer facilities shall be designed in accordance with and shall meet the standards of KCC Chapter 13.12, as applicable, and the standards for the design and construction of sanitary sewer systems adopted by the appropriate sewer system purveyor, the Kitsap County Comprehensive Sewer Plan, and the Washington State Departments of Health and Ecology in effect at the time the Master Plan is prepared.
- B. Any development subject to a Master Plan shall make provision for such reserved tracts, easements and/or rights-of-way as may be necessary to facilitate extension of sanitary sewer facilities identified in the Master Plan to adjoining properties in the vicinity of the development.

Section 17.415.100: Public Water System Component of Master Plan

Based on elements required in the Master Plan Scoping Summary Notice, a Master Plan shall include a Public Water System Analysis meeting the following criteria:

- A. The analysis shall include all of the development site and all additional areas, as determined by the Director, which would logically be served by a water system extended to serve the development site, provided the Director may waive the requirement for analysis in any portion of the proposed development site that will not create the need for public water service.
- B. The analysis shall identify the public water service infrastructure needed to provide water service to all of the proposed development, assuming full build-out of site and other areas logically served by a water system extension to the development site, based on the levels of development that are permitted by the zoning in effect at the time of Master Plan preparation. This analysis shall include a capacity analysis of existing facilities and identify improvements and extensions needed to serve the affected areas at full build-out, including transmission facilities, storage facilities and related improvements.
- C. The Public Water Service Analysis shall identify any feasible alternatives for providing water service in the affected areas.
- D. The Public Water Service Analysis shall identify potential methods for funding the design and construction of the system improvements needed to serve the affected areas at full build-out, including transmission facilities, storage facilities and related improvements.
- E. The Public Water Service Analysis may provide for phased implementation of the identified improvements, provided that no development subject to master planning requirements shall be approved until a commitment to provide that portion of the improvements identified by the Public Water Service Analysis as necessary to serve the development site has been provided, including adequate provision for funding. No development subject to Master Plan requirements may commence combustible construction or be occupied until the public water service facilities needed to provide service meeting applicable standards to the development site are completed and operational.

Section 17.415.105: Public Water System Standards

- A. Public water system facilities, including transmission and storage systems, shall be designed and constructed in accordance with and shall meet the standards of KCC Chapter 13.28, as applicable, and the standards for the design and construction of public water systems adopted by the water system purveyor, the adopted Coordinated Water System Plan, and the Washington State Departments of Health and Ecology in effect at the time the Master Plan is prepared.
- B. The water system or systems shall provide adequate potable water and adequate pressure to meet minimum fire flow standards as required under the applicable fire regulations and standards.
- C. Any development subject to a Master Plan shall make provision for such reserved tracts, easements and/or rights-of-way as may be necessary to facilitate extension of public water facilities identified in the Master Plan to adjoining properties in the vicinity of the development.

Section 17.415.200: Transportation Analysis Component of Master Plan

Based on elements required in the approved Master Plan Scoping Summary Notice, a Master Plan shall include a Transportation Analysis meeting the following criteria:

- A. The analysis shall include all Kitsap traffic analysis zones, as defined pursuant to KCC Chapter 20.04.020(19), in which any portion of the development site is located. The Director of Public Works may waive the requirement for analysis of any area that will not be affected by the road system needed to serve the development site. The Director of Public Works may also require analysis of arterials located outside the affected Kitsap traffic analysis zones if the Director determines that development in the Master Plan area may generate the need for traffic mitigation measures on such arterials. Washington State Department of transportation shall review transportation analyses for any area, which is likely to affect traffic on state highways.
- B. The analysis shall identify a multi-modal circulation and access plan identifying transportation infrastructure improvements, including changes to existing roads, new roads, transit service and non-motorized transportation facilities which are needed to provide transportation service to all of the proposed development, assuming full build-out of site and the Kitsap traffic analysis zones in which any portion of the development site is located, based on the levels of development permitted. This analysis shall include a capacity analysis of existing facilities and identify improvements and extensions needed to serve the affected areas at full build-out. The Transportation Analysis shall identify a Transportation Demand Management Plan (TDMP) for the area and identify how the TDMP coordinates with other TDMPs in the vicinity of the development, commute trips made by single occupant vehicles and vehicle miles traveled (VMT) per employee. The following listing is intended to provide a broad list of potential TDM strategies for incorporation into the TDMP's.
 - 1. Provision of preferential parking for carpools and vanpools; bicycle parking facilities; changing areas/showers for employees who walk or bike to work;

2. Provision of commuter ride matching services to facilitate employee ridesharing;
 3. Provision of subsidies for transit fares, carpooling and/or vanpooling;
 4. Alternate Work Schedules/Flex time;
 5. On-site amenities such as cafeterias and restaurants, ATM's and other services that would eliminate the need for additional trips;
 6. Provision of a program of parking incentives such as a rebate for employees who do not use the parking facilities;
 7. Implementation of other measures designed to facilitate the use of high-occupancy vehicles such as on-site day care and emergency ride home service; and
 8. Employers or owners of worksites may form or utilize existing transportation management associations to assist members in developing and implementing Transportation Demand Management Plans.
- C. The Transportation Analysis shall identify any feasible alternatives for providing transportation service in the affected areas.
- D. The Transportation Analysis shall identify potential methods for funding the design and construction of the system improvements needed to serve the affected areas at full build-out.
- E. The Transportation Analysis may provide for phased implementation of the identified improvements, provided that no development subject to master planning requirements shall be approved until a commitment to provide developer improvements identified by the Transportation Analysis. All improvements shall meet the adopted concurrency standards of Kitsap County, as set forth in KCC Chapter 20.04.
- F. The Transportation Analysis shall include appropriate trip generation analyses, trip distribution analyses, and level of service analyses. The Director of Public Works shall require the applicant to use standard trip generation rates published by the Institute of Transportation Engineers or other documented information and surveys approved by the department. The Director of Public Works may approve a reduction in generated vehicle trips based on additional information supplied by the applicant, including information related to commute trip reduction programs pursuant to KCC Chapter 20.08. The calculation of vehicle trip reductions shall be based upon recognized technical information and analytical process that represent current engineering practice. The Director of Public Works shall have final approval of such data, information and technical procedures as are used to develop trip generation analyses, trip distribution analyses, and level of service analyses.

Section 17.415.205: Transportation Service Standards

Public transportation facilities, including road, transit and non-motorized vehicle systems, shall be designed and constructed in accordance with and shall meet the Level of Service standards set forth in the Kitsap County Comprehensive Plan, and all applicable standards for the design and construction of roads and streets for the agency or agencies with jurisdiction over the particular transportation improvement in effect at the time the Master Plan is prepared.

Any development subject to a Master Plan shall make provision for such reserved tracts, easements and/or rights-of-way as may be necessary to facilitate extension of transportation facilities identified in the Master Plan to adjoining properties in the vicinity of the development.

Section 17.415.300: Open Space Component of Master Plan

Based on elements required in the Master Plan Scoping Summary Notice, a Master Plan shall include an Open Space Component meeting the following criteria:

- A. The Master Plan shall identify an interconnected system of passive open spaces, habitat areas and recreational trails accessible to the public and coordinated with and linked to adjacent regional trails. All proposed open spaces and trails shall be based on adopted standards and shall be consistent with and coordinated with adopted County park, open space and trail plans and with the Kitsap County Critical Areas Ordinance.
- B. Master Plans shall provide for the construction and long-term maintenance of identified trails and open space, based on National Park and Recreation Association guidelines for accessibility. Construction and long-term maintenance of trails and open space may be achieved through dedication of conservation easements, or other public or private means.

Section 17.415.400: Economic Development Component of Master Plan

Based on elements required in the Master Plan Scoping Summary Notice, a Master Plan shall include an Economic Development Component meeting the following criteria:

- A. Master Plans shall strive to create developments in which 50% of jobs pay the average or higher than average annual covered wage for Kitsap County as defined and published by the Washington State Division of Employment Security, “Kitsap County Profile” or comparable publication by that entity. Master Plans must include a wage calculation as follows:
 - 1. Plans shall identify, as far as possible, the anticipated land uses for the proposed development.
 - 2. Plans shall identify, as far as possible, the anticipated type and number of jobs, which the proposed development is intended to accommodate.
- B. Technology Infrastructure. Master Plans shall contain a plan for technology infrastructure to be constructed by the developer, according to adopted County technology regulations and the following criteria:
 - 1. The plan shall depict the type and siting of technology infrastructure serving planned and future development in the area. The plan shall include fiber optic or other high-speed data links or conduit for fiber optic or other high-speed data links to regional technology infrastructure and to other technology infrastructure within the master planned area.
 - 2. The plan shall demonstrate a provision for reserve capacity and/or potential for future expansion of technological capability. Upon adoption of regional technology guidelines, goals, policies and/or standards, these shall be consulted as to the suitability of the type of infrastructure to be installed and/or accommodated in the future.

- C. Design Standards. Master Plans shall adhere to any Design Standards adopted as a requirement of the sub-area in which the development is located. No Master Plan shall be approved for a sub-area requiring design standards until design standards have been developed and approved in accordance with sub-area plan policies.

Section 17.415.500: Environmental Analysis Component of Master Plan

Based on elements required in the Master Plan Scoping Summary Notice a Master Plan shall include an Environmental Analysis meeting the following criteria:

- A. The Master Plan shall identify existing conditions on the site, including the delineation of all critical areas, as defined in KCC Title 19, which are located in whole or in part in the master planning area for the proposed development.
- B. The Master Plan shall, to the extent as may be otherwise required by KCC Chapter 19.700, include the following special reports:
 - 1. Wetland Report/Wetland Mitigation Plan;
 - 2. Habitat Management Plan, including wildlife corridor links and connections;
 - 3. Geotechnical Report/Geological Report; and
 - 4. Hydrogeological Report which addresses aquifer recharge area protection and includes analysis of groundwater quantity and quality, hydrologic continuity and impacts to stream flow in adjacent streams.
- C. The Master Plan shall identify all federal and state permits and approvals required for development of the site, including but not limited to NPDES permits, HPA approvals, and approvals required pursuant to the Endangered Species Act. To the extent that mitigation plans are required for such permits, conceptual plans for such mitigation shall be identified in the Master Plan, recognizing that final approval authority for such mitigation plans may rest with agencies other than Kitsap County.

Section 17.415.505: Environmental Standards

Development within a Master Plan area shall comply with the substantive environmental standards identified in other regulations pertinent to the specific sub-area and KCC Title 19 (Critical Areas) in effect at the time a Master Plan is prepared.

Section 17.415.525: Environmental Review

Kitsap County staff shall make a SEPA determination at the earliest possible stage in the Master Plan review process. If at any time during the Master Plan review process, an Environmental Impact Statement is determined to be required, timelines and processes shall revert to those under KCC Title 18. If an EIS is required, the development of the Master Plan may be completed concurrently with development of environmental documents.

Section 17.415.550: Parties to Master Plan

Landowners representing a majority of property-owners in the sub-basin/master plan area shall be party to the Application for Master Plan Scoping and the Application for Master Plan Approval for that sub-basin/master plan area. The Master Plan will include the properties of non-participants in the Master Plan development process.

Section 17.415.600: Master Plan Review Process

A proposed Master Plan shall be processed as a Type II development application under KCC Chapter 21.04.070. The Master Plan will require a pre-application meeting as described at KCC Chapter 21.04.040. The purpose and goal of this process is to allow the Director and the applicant to tailor the extent of the submittals under this ordinance to the actual and unique circumstances and scope of the proposed development seeking Master Plan approval. After the applicant has received the Pre-Application Summary Letter, the following process will apply.

- A. An application for Master Plan Scoping and a SEPA checklist shall be submitted to the Department.
- B. A Master Plan Scoping Conference will be held between the Department and the applicants to identify the required components of the Master Plan; to determine the assumptions and standards to be applied in the Plan; and to identify existing information and analyses which may be used in the Master Plan process together with any site-specific issues of concern. The applicant will provide preliminary project information to the extent required to complete the scoping process.
- C. Within 30 days of the scoping conference, a written Master Plan Scoping Summary Notice will be mailed to the Applicant. This notice will include a summary of overall scoping conclusions and a review of elements necessary for an application for a Master Plan and will direct the applicant to proceed with development of the Master Plan. The Master Plan Scoping Summary Notice will also describe the level of environmental review needed for the Master Plan, which may include a SEPA threshold determination. Upon receipt of the Master Plan Scoping Summary Notice, the applicant will return a signed copy to the Department of Community Development.
- D. The applicant shall be responsible for all analysis and planning involved in the preparation of a completed Master Plan. Upon completion of the Master Plan, the Applicant shall submit an application for Master Plan approval. Within forty-five days of such application, and in order to ensure that all Master Plan requirements have been addressed, the Department will issue a notice, using the procedure described in KCC Chapter 21.04.050, declaring the Master Plan application to be complete or incomplete.
- E. Upon determination that the Master Plan Application is complete and ready for review, the Department shall complete a technical review of the Master Plan and will act on the application in accordance with the procedures and time lines of KCC Chapter 21.04.070 for a Type II application. Approval of a Master Plan shall be subject to the appeal procedures set forth for such Type II decisions in KCC Chapter 21.04.120
- F. Following approval of a Master Plan, development activity pursuant to each Master Plan shall be reviewed and approved subject to Kitsap County Site Development, Building, and related permits only. No additional Land Use permitting will be required, provided such development is consistent with the Approved Master Plan.

Section 17.415.650: Subdivision of areas subject to a Master Plan requirement

Properties subject to master planning may not be subdivided pursuant to KCC Title 16 until a Master Plan has been approved. Property owners subject to master planning, whom desire subdivision, may subdivide under KCC Title 16 concurrently with a Master Plan approval process.

Section 17.415.700: Duration of Master Plan Approval

Title 21.04.110 “Timelines and Duration of Approval” shall not apply to Master Plans approved under this Chapter. Master Plans approved pursuant to this Chapter will be valid for a period of ten (10) years from the date of approval.

Section 17.415.750: Extensions of Master Plan Approval

Master Plans approved under this Chapter may be eligible for five-year extensions to be reviewed using the following process and criteria:

- A. A request for extension must be filed in writing with the Director no later than sixty (60) days prior to the expiration of the approval period;
- B. A request for extension will be processed as a Type II decision pursuant KCC Chapter 21.04.070;
- C. The applicant must demonstrate tangible progress toward completion of approved master planned project;
- D. The applicant must demonstrate that no significant changes in the technical components of the approved Master Plan are necessary to protect natural systems, or the public’s health, safety and welfare; and

The Director may approve, approve with conditions or deny the timely request for extension.

Section 17.415.800: Amendment of Master Plans

Master Plans may be amended or changed through a Type II application consistent with Title 21.04.070 if the amendment meets the following criteria:

- A. The applicant must have approval of all parties to the existing Master Plan whose ownership portion of the master planned area would be physically changed by the proposed amendment;
- B. The amended Master Plan must conform to all requirements of this chapter;
- C. The applicant must demonstrate to the Director that there are no significant changes in conditions, which would render approval of the amendment contrary to the public health, safety or general welfare; and
- D. The Director shall approve the amendment if it conforms to the requirements of this Chapter.

SECTION 4. A NEW CHAPTER 17.365, “BUSINESS CENTER ZONE”, IS ADDED TO TITLE 17 KITSAP COUNTY CODE, TO READ AS FOLLOWS:

Sections:

- 17.365.010 Purpose**
- 17.365.020 Uses**
- 17.365.025 Master Plan required**
- 17.365.030 Height regulations**
- 17.365.040 Site requirements**
- 17.365.050 Signs**
- 17.365.060 Off-street parking and loading**
- 17.365.070 Site landscaping and design plan**
- 17.365.080 Performance standards**
- 17.365.090 Administration**

Section 17.365.010: Purpose

This zone is intended to provide for integrated grouping of medium to large size businesses within an attractive park-like setting. The Business Center (BC) Zone allows flexibility in the amount of space within each business dedicated to office use, warehousing, and/or light manufacturing operations. Permitted businesses are intended to support the creation, development and retention of primary wage employment in the professional and technical fields, and not intended for the general retail commercial needs of the area. In order to allow higher intensity uses while protecting environmental resources, master planning by watershed sub-basin is required unless specifically exempted.

Section 17.365.020: Uses

The following uses are prohibited within the Business Center Zone.

- A. Residential Uses, except by caretaker of property in conjunction with a permitted use;
- B. Adult entertainment;
- C. Animal-related facilities such as stockyards, slaughterhouses and rendering, tanning and butchering facilities;
- D. Uses generating obnoxious impacts as defined under KCC Chapter 17.455.110;
- E. Processing, milling or grinding of lumber, stumps, paper, pulp, etc.;
- F. Gravel, asphalt, and concrete mixing; rock crushing and top soil production facilities or operations;
- G. Sales and storage of autos, recreational vehicles, heavy equipment, boats and trailers unless associated with a primary use of on-site manufacturing of same, subject to provisions of KCC Chapter 17.370.020.A.5;

- H. Shipping Container storage, open storage yards and lay down yards not associated with the primary use;
- I. Water and energy intensive businesses;
- J. Regional retailers & large supermarkets;
- K. Automotive salvage yards;
- L. Self-storage facilities;
- M. Assembly, processing or manufacturing facilities performing on-site hazardous substance processing and handling, or hazardous waste treatment and storage facilities unless clearly incidental and secondary to a permitted use. On-site hazardous waste treatment and storage facilities shall be subject to the state siting criteria (RCW 10.105); and
- N. Bulk storage of hazardous materials not used in an on-site manufacturing process resulting in a regulated product.

For a list of examples of allowable uses in the BC Zone see Business Park, Business Center and Industrial Use Table at KCC Chapter 17.370.020.

Section 17.365.025: Master Plan Required

Except as specifically exempted below, all development within this zone must be consistent with a Master Plan developed under KCC Chapter 17.415.

A. SOUTH KITSAP INDUSTRIAL AREA

Development in the ‘Business Center’ zone with a Master Plan Optional overlay as depicted in the South Kitsap Industrial Area Plan will have the option of developing a Master Plan pursuant to KCC Chapter 17.415. For developments not electing to develop a Master Plan, all uses shown as “Permitted” in Table 370.020 will require a “Site Plan Review”. Master Plans developed within the South Kitsap Industrial Area must include analyses of the entire sub-basin(s) in which the development is proposed.

Section 17.365.030: Height Regulation.

No structure shall be hereafter erected, enlarged, or structurally altered to exceed thirty-five (35) feet in height, EXCEPT a greater height may be allowed upon review/approval by the Director with concurrence from the Fire Marshal/Fire District, if the net result is an overall increase in areas used for open space, recreational areas, or other public amenities, or the design results in a more creative or efficient use of land.

Section 17.365.040: Site Requirements.

- A. Site area - There shall be no minimum site area within this zone.
- B. Yard abutting a residential zone – The minimum site setback shall be seventy-five (75) feet for any yard abutting a residential zone, unless berming and landscaping approved by the Director is provided which will effectively screen and buffer the business park activities from the residential zone which it abuts; in which case, the minimum site setback may be reduced to less than seventy-five (75) feet but no less than twenty-five (25) feet. In all other cases, minimum site setbacks shall be twenty (20) feet. No structures, open storage, or parking shall be allowed in the setback area. The plan for

landscaping may only be approved if the landscaping is designed to preserve the quality of the residential zone.

- C. Site coverage - Site coverage will be determined through the Master Plan process in accordance with sub-area and Master Plan policies.
- D. Service roads, spur tracks, and hard stands. No service road, spur track, or hard stand shall be permitted within required yard areas that abut residential zones.
- E. Yards are required where side or rear lot lines abut railroad right-of-way or spur tracks.
- F. Fences, walls and hedges will be allowed inside of a boundary planting screen where it is necessary to protect property of the industry or business concerned; or to protect the public from a dangerous condition. Fences may not be located in or adjacent to a required yard adjacent to a public right-of-way.

Section 17.365.050: Signs.

Signs shall be permitted according to the provisions of Section 445, providing that signs also conform to design standards associated with this zone and/or design standards associated with a particular sub-area.

Section 17.365.060: Off-street Parking and Loading.

Off-street parking and loading shall be provided as required by Section 435.

Section 17.365.070: Site Landscaping and Design Plan.

Development within this zone shall be subject to review and approval by the Director of a site landscape and design plan based on conformance to design standards associated with this zone and/or design standards associated with a particular sub-area. In addition to the requirements of Section 385, the following requirements shall apply:

- A. All required landscaping shall be installed prior to occupancy, unless installation is bonded at 150 percent of the cost of materials and labor (or other method) for a period not to exceed six (6) months.
- B. Required rear and side yard setback areas abutting a residential zone shall provide and maintain a dense evergreen buffer which attains a mature height of at least eleven (11) feet, or other screening measure as may be prescribed by the Director.
- C. Required setback areas adjacent to streets and those abutting a residential zone shall be continuously maintained in plantings, with such live ground cover and trees or shrubs established and maintained in a manner providing a park-like character to the property.
- D. Areas which are to be maintained in their natural setting shall be so designated on a landscape plan, and subject to the review and approval of the Director.
- E. All mechanical, heating, and ventilating equipment shall be visually screened whether on grade or building mounted.

Section 17.365.080: Performance Standards.

No land or structure shall be used or occupied within this zone unless there is compliance with the following minimum performance standards:

- A. Maximum permissible noise levels – shall be in compliance with the Kitsap County Noise Ordinance.
- B. Vibration – other than that caused by highway vehicles, trains, and aircraft which is discernible without instruments at the property line of the use concerned is prohibited.
- C. Smoke and particulate matter – air emissions must meet standards approved by the Puget Sound Air Pollution Control Authority.
- D. Odors – the emission of noxious gases or matter in such quantities as to be readily detectable at any point beyond the property line of the use causing such odors is prohibited.
- E. Heat and glare – except for exterior lighting, operations producing heat and glare shall be conducted within an enclosed building. Exterior lighting shall be designed to shield surrounding streets and land uses from nuisance and glare.

Section 17.365.090: Administration.

- A. As a condition for the granting of a building permit and/or site plan approval, at the request of the Director, information sufficient to determine the degree of compliance with the standards in this Title, shall be furnished by the applicant. Such request may include continuous records of operation, for periodic checks to assure maintenance of standards or for special surveys. Maximum permissible noise levels shall be in compliance with the Kitsap County Noise Ordinance.
- B. All business, service repair, processing, storage, or merchandise display on property abutting or across the street from a lot in any residential zone, shall be conducted wholly within an enclosed building unless screened from the residential zone by a site-obscuring fence or wall.

SECTION 5. KITSAP COUNTY CODE SECTION 17.370.020, ADOPTED BY ORDINANCE 216-1998, IS AMENDED AS FOLLOWS:

Section 17.370.020: Uses.

The following Business Center, Business Park and Industrial Use Table 17.370.020 is a list of examples of allowable uses in the Business Park (BP) and Industrial (IND) zones.

Any use allowed in the Airport (A) zone is also an allowable use in the IND and BP zones utilizing the same review process as identified in the airport zone. The appropriate review, as listed, is mandatory.

Business Center, Business Park and Industrial Use Table 17.370.020

USES		BP	BC ¹	IND ²
A. Services, Retail and Amusements				
1.	Laundry for carpets, overalls, rugs, and rug cleaning, using non-explosive and non-flammable cleaning fluids	SPR	P	SPR
2.	Parcel delivery service	SPR	P	SPR
3.	Animal hospital, kennels and animal boarding places	SPR	P	SPR
4.	Ambulance service	SPR	P	SPR
5.	All types of automobile, motorcycle, truck, and equipment service, repair, and rental	SPR	P	SPR
6.	Boat building, and repair	SPR	P	SPR
7.	Fuel oil distributors	X	X	SPR
8.	Service commercial uses such as banks, restaurants, cafes, drinking places, automobile service stations, and other business services located to serve adjacent industrial areas	C	P	SPR
9.	Retail or combination retail/wholesale lumber and building materials yard	X	P ³	SPR
10.	Manufactured home and trailer storage or rental	X	X	SPR
11.	Amusement park	X	X	C
12.	Circus, carnival or other type of transient and outdoor amusement enterprises	X	X	SPR
13.	Race track; auto or motorcycle	C	X	C
14.	Museums, aquariums, historic, or cultural exhibits	SPR	P	SPR
15.	Tourism facilities including outfitters, guides, and seaplane and tour-boat terminals	SPR	P	SPR
B. Manufacturing				
1.	Assembly and fabrication of sheet metal products	SPR	P	SPR
2.	Assembly, manufacture, compounding, packaging or treatment of articles or merchandise (Non-Hazardous)	SPR	P	SPR
3.	Assembly, manufacture, compounding, packaging or treatment of articles or merchandise (Hazardous)	X	X	C
4.	Ship building, dry dock, ship repair, dismantling	X	P	SPR
4a.	Aircraft manufacturing, assembly, repair, dismantling	X	P	SPR
5.	Manufacture of paper and by-products of paper	X	X	SPR
6a.	Manufacture of roofing paper or shingles, asphalt in facilities less than 10,000 square feet	SPR	P	SPR
6b.	Manufacture of roofing paper or shingles, asphalt in facilities 10,000 square feet or greater	C	P	C
7.	Manufacture of mobile and manufactured homes	X	P	SPR

P= Permitted; SPR=Site Plan Review, Section 410; C=Conditional Uses, Section 420; X =Uses specifically prohibited

Business Center, Business Park and Industrial Use Table 17.370.020 (continued)

USES		BP	BC ¹	IND ²
8a.	Forest products manufacturing or shipping facilities which are not located on the waterfront such as assembly of previously milled wood into furniture, cabinetry or decorative items.	X	P	SPR
8b.	Forest products manufacturing or shipping facilities which are located on the waterfront such as assembly of previously milled wood into furniture, cabinetry or decorative items.	X	X	C
C. Processing and Storage				
1.	Spinning or knitting of fibrous materials	SPR	P	SPR
2.	Non-marine related wholesale business, and warehouses not including mini-storage facilities	SPR	P	SPR
3.	Non-marine related cold storage plants, including storage and office	SPR	X	SPR
4.	Processing uses such as bottling plants, creameries, laboratories, blue printing, and photocopying, tire retreading, recapping, and rebuilding	SPR	P	SPR
5.	Storage or sale yard for building materials, contractors' equipment, house mover, delivery vehicles, transit storage, trucking terminal, and used equipment in operable condition	X	X	SPR
6.	Brewery, distillery, or winery	SPR	P	SPR
7.	Junkyards or wrecking yards	X	X	C
8.	Grain elevator and flour milling	X	P	SPR
9.	Sawmills, lumber mills, Planing mills, and molding plants	X	P	SPR
10.	Junk, rags, paper, or metal salvage, storage or processing	X	X	C
11.	Rolling, drawing, or alloying ferrous and nonferrous metals	X	X	SPR
12.	Rubber, treatment or reclaiming plant	X	X	SPR
13.	Slaughterhouse or animal processing	X	X	C
14.	Major petroleum storage and/or refining	X	X	C
15.	Recycling centers (excluding junkyards)	SPR	X	SPR
16.	Incinerator or reduction of garbage, offal, dead animals or refuse	X	X	C
17.	Marine-related storage of equipment, supplies, materials, boats, nets, and vehicles	X	X	SPR
18.	Cold storage facilities for marine or agricultural products	SPR	X	SPR
19.	Processing, grinding or mixing of organic material for topsoil or soil amendments	X	X	SPR
D. Aggregate Products				
1.	Manufacture of concrete products and associated uses	X	X	C
2.	Manufacture of concrete products entirely within an enclosed building	SPR	P	SPR
3.	Surface mining and quarries, subject to the provisions of the Mineral Resource Zone	X	X	C

Business Center, Business Park and Industrial Use Table 17.370.020 (continued)

USES		BP	BC ¹	IND ²
E. Other				
1.	Business and Professional services	P	P	SPR
2.	Welding shop	C	P	SPR
3.	Existing residential use without any increase in density	P	P	P
4.	Residential dwelling for caretaker on the property in conjunction with a permitted use	P	P	P
5.	Administrative, educational, and other related activities and facilities in conjunction with a permitted use	SPR	P	SPR
6.	Research Laboratory	SPR	P	SPR
7.	Aquaculture	X	P	C
8.	Cabinet, electrical, plumbing, sheet metal/welding, electroplating and similar fabrication shops	SPR	P	SPR
9.	Marine manufacturing repairs and services	SPR	P	SPR
10.	Shellfish/fish hatcheries and processing facilities	X	X	C
11.	Marinas	X	X	C
12.	Forestry	P	P	P
13.	Agriculture	P	P	P
14.	Industrial Park	SPR	X	SPR
F. Public Services and Facilities				
1.	Police and fire substations	SPR	P	SPR
2.	Educational institutions	SPR	P	SPR
3.	Publicly-owned land/water transshipment facilities, including docks, wharves, marine rails, cranes, and barge facilities	C	P	C
4.	Recreational Facilities Public/Private	C	P	C

P= Permitted; SPR=Site Plan Review, Section 410; C=Conditional Uses, Section 420; X =Uses specifically prohibited

¹ Uses “Permitted” only if consistent with an approved Master Plan pursuant to KCC Chapter 17.415. Where a Master Plan is optional and the applicant chooses not to develop one, these uses require a “Site Plan Review”.

² For properties with an approved Master Plan pursuant to KCC Chapter 17.415, all uses requiring a “Site Plan Review” or “Conditional Use Permit” will be considered “Permitted” uses

³ Retail must be associated with a primary permitted use

SECTION 6. A NEW SECTION IS ADDED TO KITSAP COUNTY CODE CHAPTER 17.370, “INDUSTRIAL ZONE (IND)”, AS FOLLOWS:

Section 17.370.022: Master Plan Required

Development of property with a Master Plan Required Overlay must be consistent with a Master Plan approved under KCC Chapter 17.415. Property with no overlay or a Master Plan Optional Overlay, may elect to develop a Master Plan to receive the expedited review of individual land

use permits shown in Table 17.370.020 Footnote 2. Master Plans developed within the South Kitsap Industrial Area must include analyses of the entire sub-basin(s) in which the development is proposed.

Section 17.370.025: Existing Plan Recognition – Bremerton National Airport and Olympic View Industrial Park

The Port of Bremerton’s plans for the Bremerton National Airport and the Olympic View Industrial Park in place before the adoption of the South Kitsap Industrial Area Plan will be considered Master Plans consistent with KCC Chapter 17.415 until the earliest of the following events:

- A. The Port of Bremerton chooses to submit a Master Plan(s) meeting the requirements of KCC Chapter 17.415;
- B. The Port of Bremerton or other developers of these lands within these areas submit development applications inconsistent with the currently recognized plans; or
- C. Six months from the date of adoption of the South Kitsap Industrial Area Plan.

SECTION 7. KITSAP COUNTY CODE SECTION 17.370.030, ADOPTED BY ORDINANCE 216.1998, IS AMENDED AS FOLLOWS:

Section 17.370.030: Height Regulation

No structure shall be hereafter erected, enlarged, or structurally altered to exceed thirty-five (35) feet in height, EXCEPT a greater height may be allowed upon review/approval by the Director with concurrence from the Fire Marshal/Fire District, if the net result is a more efficient or creative use of land for aviation or an overall increase in areas used for open space, recreational areas, or other public amenities.

SECTION 8. KITSAP COUNTY CODE SECTION 17.375.050, ADOPTED BY ORDINANCE 216.1998, IS AMENDED AS FOLLOWS:

Section 17.375.050: Height Regulation

No structure shall be hereafter erected, enlarged, or structurally altered to exceed thirty-five (35) feet in height with the exception of aircraft hangar buildings. A greater height may be allowed upon review/approval by the Director with concurrence from the Fire Marshal/Fire District, if the net result is a more efficient or creative use of land for industry or an overall increase in areas used for open space, recreational areas, or other public amenities.

SECTION 9. A NEW SECTION IS ADDED TO KITSAP COUNTY CODE CHAPTER 17.375, “AIRPORT ZONE (P)”, AS FOLLOWS:

Section 17.375.044: Master Plan Required

Development of property(s) with a Master Plan Required Overlay must be consistent with a Master Plan approved under KCC Chapter 17.415. Master Plans developed within the South

Kitsap Industrial Area must include analyses of the entire sub-basin(s) in which the development is proposed.

Section 17.375.046: Existing Plan Recognition – Bremerton National Airport

The Port of Bremerton’s plan for the Bremerton National Airport in place before the adoption of the South Kitsap Industrial Area Plan will be considered a Master Plan consistent with KCC Chapter 17.415 until the earliest of the following events:

- A. The Port of Bremerton chooses to submit a Master Plan meeting the requirements of KCC Chapter 17.415;
- B. The Port of Bremerton or other developers of the lands in this area submit development applications inconsistent with the currently recognized plan; or
- C. Six months from the date of adoption of the South Kitsap Industrial Area Plan.

SECTION 10. KITSAP COUNTY CODE SECTION 17.640.000, “APPLICATION FEE SCHEDULE”,
LAST AMENDED BY ORDINANCE 291-2002, IS AMENDED AS FOLLOWS:

TABLE 21.06.100

KITSAP COUNTY DEVELOPMENT PERMIT FEE SCHEDULE		
Assessor		
Open Space/Current Use Assessment Application Fee	\$250	
Application for Classification as Open Space Land for Current Use Assessment		
Application for Classification as Farm and Agricultural Land for Current Use Assessment		
Application for Classification as Timber Land for Current Use Assessment		
Community Development		
Pre Permit Actions		
Pre Application Meeting	\$250	100% applied toward any Permit for same project within 12 months of Pre Application Meeting Summary Letter
Zoning Confirmation Letter	\$150	Per Letter
Critical Area Pre Permit Site Visit	\$50	Per Visit
Title Elimination Request	\$150	
Shoreline Exemption Request	\$150	
Administrative Land Subdivisions And Land Use Decisions (Type I & II)*	\$1,750	
Large Lot Subdivisions		
Short Subdivisions (Short plats)		
Binding Site Plans		
Administrative Site Plan Reviews		
Minor Site Plan Reviews		
Master Plan Scoping		
Master Plan Approval		
Administrative Land Subdivision Amendments (Type II)*	\$875	
Hearing Examiner And Board of Commissioner Decisions (Type III & IV)*	\$2,500	
Conditional Use Permits		
Hearing Examiner Site Plan Reviews		
Plats		
Performance Based Development		
Shoreline Substantial Development Permit		
Residential		
Commercial		
Shoreline Conditional Use Permits		
Site Development Activity Permits (SDAP's)		
Grading (No impervious surface created)	\$500	<500 cubic yards
	\$750	≥500 but <5000 cubic yards
	\$2,500	5000 cubic yards or more

Table 21.06.100 (continued)

SDAP's for Single Family Residences and Accessory Dwelling Units	\$750	
All other SDAP's	\$3,000	
Additional Inspection Fee	\$75	
Additional Plan Reviews Beyond 2 Reviews	25%	of initial SDAP fee
Permit Renewal	50%	of initial SDAP fee
Other Community Development Fees		
Address Request	\$50	(No Charge if submitted with Building Permit)
Appeals	\$200	
Building Permits		Per Chapter 3 of Title 14
Environmental Impact Statement Review (EIS)		Staff Hourly wage +30%
Home Business Permits	\$250	
Monitoring Report Review	\$250	Per Report
Road Approach	\$150	(No Charge if submitted with Building Permit or SDAP)
Road Name Petition (No fee if part of land subdivision)	\$200	
SEPA Checklist Review without another permit	\$250	
Sign Permit	\$250	
Temporary Land Use Permit	\$250	
Third Party Review of Application	110%	of Contract Rate + listed fee
Timber Harvest Permit	\$500	
Variances and Conditional Waivers		
Director	\$250	
Hearing Examiner or County Commissioners	\$500	
PUBLIC WORKS		
Franchise Permit	\$135	
Oversize Vehicle Permit	\$50	
Petition for Sale of Tax Title Strip	\$450	
Right-of-Way Use and Improvement	\$1,500	
Right-of-Way Vacation Petition	\$550	
Temporary Right-of-Way Use	\$250	
Traffic Concurrency Test	\$200	(No fee if submitted with Building Permit)
Capacity Inquiry		
Capacity Reservation		
Certificate of Concurrency		
Renewal of any Concurrency test listed above	\$25	
Utility Line/Right-of-Way Permits:		
Crossing	\$75	
Longitudinal	\$75	up to 250 ft \$0.05 per ft thereafter
Extra Inspections	\$25	
Non-disturbing activities	\$20	

*Refer to Chapter 21.04 for definitions of Type I, II, III and IV permits

SECTION 11. KITSAP COUNTY CODE SECTION 21.04.030, “TYPE CLASSIFICATION OF DEVELOPMENT ACTIVITIES, PERMITS AND REGULATIONS”, ADOPTED BY ORDINANCE 219-1998, IS AMENDED AS FOLLOWS:

Section 21.04.030: Type classification of development activities, permits and regulations.

- A. Upon presentation, all development applications shall be classified by the county as either Type I, Type II, Type III or Type IV. The classification shall be in accordance with Table 21.04.030 below and shall determine the process, which will govern the review of the application for approval.
- B. If this chapter expressly provides that an application is subject to one of the four types of procedures or another procedure, then the application shall be processed accordingly. If this chapter does not expressly provide for review using one of the four types of procedures, and another specific procedure is not required by law, the review authority for the application in question shall classify the application as one of the four procedural types and it will be processed accordingly.
 - 1. The act of classifying an application shall be a Type I action. Classification of an application shall be subject to reconsideration and appeal at the same time and in the same way as the merits of the application in question.
 - 2. Questions about what procedure is appropriate shall be resolved in favor of the type providing the greatest public notice and opportunity to participate.

TABLE 21.04.030

PERMIT/ACTIVITY	Review Authority	CLASSIFICATION				
		Exempt	Type I	Type II	Type III	Type IV
Amendments – Comprehensive Plan (Legislative)	BC					X
Amendments – Regulations (Legislative)	BC					X
Appeals	HE				X	
Binding Site Plan	HE				X	
Building Code Interpretation	BO		X			
Building Permit	D	X				
Complete Application	D		X			
Conditional Use Permit	HE				X	
Construction Standards, Amendment	BC					X
Critical Areas Variance	HE				X	
Concurrency Certificates	CE		X			
Determination of Zone Boundaries	D		X			
Discretionary Administrative Determinations	D		X			
Final Plat	BC			X		
Landscape Plan Approval	D		X			
Large Lot Subdivision	CE			X		
Master Plan Approval	<u>D/HE</u>			X	X	
Master Planned Developments	BC				X	
Master Plan Scoping	<u>D</u>			X		
Minor Site Plan Review	D		X			
Plan Interpretations	D		X			
Performance Based Development	HE				X	
Pre-application Conference Request	D		X			
Preliminary Plat	HE				X	
Road Vacation	BC				X	
Subdivision	HE				X	
SEPA Threshold Determination	D			X		
Shorelines Substantial Development, Conditional Use, Variance Permit	HE				X	
Short Subdivision	D/HE			X		
Site Development Activity Permit (grading, clearing, drainage)	CE			X		
Site Plan Review	D/HE			X		
Temporary Use	D		X			
Timber Harvest Permit	D		X			
Variance	HE				X	
Zoning Interpretations	D		X			

D = Director CE = County Engineer BO = Building Official HE = Hearing Examiner BC = Board of Commissioners

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

DATED this _____ day of December, 2003.

BOARD OF COUNTY COMMISSIONERS
KITSAP COUNTY, WASHINGTON

JAN ANGEL, Chair

ATTEST:

CHRIS ENDRESEN, Commissioner

Opal Robertson
Clerk of the Board

PATTY LENT, Commissioner

Approved as to form:

Deputy Prosecuting Attorney