

DRAFT ENVIRONMENTAL IMPACT STATEMENT

for the proposed

PORT GAMBLE REDEVELOPMENT PLAN



prepared by

Kitsap County

September 2019



Port Gamble Redevelopment Plan Environmental Impact Statement

September 17, 2019

RE: **Draft Environmental Impact Statement 30-Day Public Comment Period**

Dear Reader:

Attached is a copy of the Port Gamble Redevelopment Plan Draft Environmental Impact Statement (Draft EIS), prepared for the Port Gamble Town Master Plan pursuant to the WA State Environmental Policy Act (SEPA). The intent of the Draft EIS is to address potential impacts at a project level, conducting an analysis of the elements of the natural environment as well as infrastructure in the project area. Consistent with SEPA rules, the County is conducting a 30-day comment period on the Draft EIS from September 16, 2019 to 5 p.m. October 17, 2019. All responses to comments, clarifications and corrections will be included in and considered for the Final EIS and analysis of the Preferred Alternative.

The proposal is to update the Master Plan for the Port Gamble Rural Historic Town through the following requirements: a) the Performance Based Development per KCC Chapter KCC 17.450 *Zoning; Performance Based Development*; b) a Preliminary Subdivision approval per KCC Title 16 *Land Division and Development*; c) a Shoreline Substantial Development Permit per KCC Title 22 *Shoreline Master Program*; and, d) a Critical Area Administrative buffer setback reduction from 15 feet to 5 feet as allowed in KCC Title 19 *Critical Areas Ordinance*. To help maintain historic character all development proposals are required to be reviewed through the Historic Town Development objectives listed in KCC 17.360C.020.

The historic town is designated through the 2016 Kitsap County Comprehensive Plan as a Limited Area of More Intensive Rural Development (LAMIRD). In 1967 the town of Port Gamble was designated a Historic Landmark and added to the National Register of Historic Places. The designation recognizes the unique character of the town, including the original development as a company town built around the Pope Resources sawmill. The sawmill began production in 1853 and closed in 1995. The redevelopment proposal includes land designated Rural Residential and Rural Wooded for required open space and other land uses outside of the designated historic town.

The range of proposed land uses and their densities could result in potential land use impacts associated with increase in traffic, noise and light. However, the applicant intends to comply with Kitsap County development regulations to minimize potential impacts. The proposal was reviewed through three alternatives in the DEIS: Alternative 1, Full Buildout; Alternative 2, Lesser Development; and Alternative 3, No Action Alternative. The applicant's proposed alternatives represent a range of rural land use densities to address town development objectives for the town, rural town regulatory framework, and economic development.

Alternative 1 – (Full Buildout)

This alternative represents the applicant's proposal for site development, forecasting approximately 156,000 square feet (SF) of commercial mixed-uses (retail and office),

approximately 15,000 SF of restaurant use, approximately 265 new residential units, approximately 30,480 SF of community/education/industrial space, and approximately 30,000 SF of other uses, including the West Sound Wildlife Shelter. All would be provided on the approximately 318.3-acre site. In addition, the proposal includes approximately 239 acres of open space uses.

Alternative 2 – Lesser Development

Alternative 2 assumes that approximately 35,000 SF of commercial mixed-use (retail and office), approximately 15,000 SF of restaurant use, 226 new residential units, and 30,000 SF of other uses (including the West Sound Wildlife Shelter) would develop on the approximately 318.3-acre site. In addition, approximately 250.8 acres of open space uses would include landscape areas, parks, agricultural area, natural/wooded area, critical areas and buffers, and stormwater retention ponds. With redevelopment under this alternative, the existing and largely paved Mill Site area would be converted to approximately 2.17 acres of buildings uses, a 4.2-acre paved area would be used for parking, 4.95 acres would become landscaped area, 7.63 acres of critical areas and buffers would exist, and 12.44 acres of open space would be dedicated. Redevelopment would include approximately 39 multifamily dwelling units, a 100-room hotel, and 15,000 SF of restaurant use.

Alternative 3 - No Action Alternative

The applicant is projecting three scenarios under the no action Alternative. The existing buildings and infrastructure would age and degrade overtime. The existing land use and site coverages remain as described under existing conditions. Within a portion of the mill site approximately 200,000 SF of industrial use would be developed. The industrial uses would be more intensive than those which occur onsite today. The additional use would be consistent with those uses that occurred historically on the site.

Project Details - Summary of Historic Town Development Alternatives

ZONE	USE	ALTERNATIVE 1 (Proposed Action)	ALTERNATIVE 2
RHTR			
	Single-Family	104 dwelling units	104 dwelling units
	Cottage	40 dwelling units	40 dwelling units
RHTC			
	Townhouse/Condo/Cottage	33 dwelling units	33 dwelling units
	General Commercial	35,000 SF	35,000 SF
RHTW			
	Townhouse/Condo/Cottage	78 dwelling units	39 dwelling units
	Lodge/Hotel	100 rooms	100 rooms
	General Commercial	121,000 SF	0 SF
	Restaurant	15,000 SF	15,000 SF
RR/RW			
	Single-Family	10 dwelling units	10 dwelling units
	Winery/Brewery	3 establishments	3 establishments
	Wildlife Shelter	14,300 SF	14,300 SF

The WA State Environmental Policy Act (SEPA), found in Chapter 43.21C RCW (Revised Code of Washington), is a state law that requires the County to conduct an environmental impact review of any action that might have a significant, adverse impact on the environment.

The review includes the completion of an Environmental Checklist by the applicant and a review of that checklist by the County. If it is determined that there will be environmental impacts, conditions are imposed upon the applicant to mitigate those impacts below the threshold of "major" environmental impacts. If the impacts cannot be mitigated, an environmental impact statement (EIS) must be prepared. The decision following environmental review, which may result in a Determination of Nonsignificance (DNS), Mitigated DNS (MDNS), or the necessity for an EIS is called a threshold determination. A separate notice of the threshold determination is given by the County. If it is not appealed, it becomes part of the hearing record as it was issued, since it cannot be changed by review authority under the County Hearing Examiner.

If you have any questions or desire for clarification of the information, please contact Jeff Smith, Planner, jnsmith@co.kitsap.wa.us , (360) 337-5777.



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**DRAFT
ENVIRONMENTAL IMPACT STATEMENT**

for the

**PORT GAMBLE
REDEVELOPMENT PLAN**

This Draft Environmental Impact Statement (DEIS) for the proposed Port Gamble Redevelopment Plan has been prepared in compliance with the State Environmental Policy Act (SEPA) of 1971 (Chapter 43.21C, Revised Code of Washington); the SEPA Rules (Chapter 197-11, Washington Administrative Code); and rules adopted by Kitsap County implementing SEPA (KCC 18.04). Preparation of this EIS is the responsibility of Kitsap County, and based on a scoping process has directed the areas of research and analysis that were undertaken in preparation of this EIS. This document is not an authorization for an action, nor does it constitute a decision or a recommendation for an action. In its final form – as a Final EIS – it will accompany the Proposed Action and will be considered in making final decisions concerning the construction, development and operation of the proposed Port Gamble redevelopment.

Date of Draft EIS Issuance..... September 17, 2019

Date of Draft EIS Public Meeting..... September 24, 2019
6:00 PM to 8:00 PM at Kingston Village Green Community Center
26159 Dulay Road NE, Kingston, WA 98346

Date Comments are Due on the Draft EIS October 18, 2019

PREFACE

The purpose of this Draft Environmental Impact Statement (DEIS) is to:

- identify and evaluate probable adverse environmental impacts that could result from development associated with the *Proposed Action* and development alternatives, and the *No Action Alternative*; and
- identify measures to mitigate those impacts.

This DEIS does not authorize a specific action or alternative nor does it recommend for or against a particular course of action; it is one of several key documents that will be considered in the decision-making process for this project. A list of expected regulatory actions, including: licenses, permits and approvals is contained in the **Fact Sheet** to this Draft EIS (pgs. ii-iii); the Final Environmental Impact Statement (FEIS) associated with this project will accompany the applications specifically associated with the permit processes and will be considered as the final environmental (SEPA) document relative to those applications.

The environmental elements that are analyzed in this DEIS were determined as a result of the formal, public EIS scoping process, which occurred from February 22, 2013, through March 20, 2013. The SEPA Determination of Significance/Scoping Notice was mailed to numerous agencies and organizations, as well as owners and current occupants of parcels located within 800 feet of the site and land owners along a limited portion of State Route 104 and in the community immediately north of the tribal boundary on the east side of Port Gamble Bay. A public Scoping Meeting was held on March 18, 2013 attended by approximately 34 individuals. During the EIS Scoping period, written comments were received from 32 agencies, organizations and individuals and public testimony was received from eight individuals. Following review of the written comments and testimony, Kitsap County determined the issues and alternatives to be analyzed in this DEIS. They include 13 broad areas of environmental review consisting of: earth; water resources; plants and animals; environmental health; historic and cultural resources; air quality and greenhouse gases; land use; relationship to plans and policies; aesthetics; recreation; public services; transportation; and, utilities.

The Table of Contents for this DEIS is contained on pgs. v-ix of the **Fact Sheet**. In general, the DEIS is organized into four major chapters:

- **Fact Sheet** (immediately following this Preface) provides an overview of the proposed action and development alternatives, permits and major approvals needed, contact information and the Table of Contents;
- **Chapter 1** (beginning on page 1-1) summarizes the description of the proposed project, the Proposed Action and development alternatives, and the No Action Alternative, as well as provides a summary of environmental impacts, mitigation measures, and significant unavoidable adverse impacts;
- **Chapter 2** (beginning on page 2-1) provides a detailed description of the Proposed Action and development alternatives and the No Action Alternative; and,
- **Chapter 3** (beginning on page 3-1) is an analysis of potential impacts in the subject areas mentioned above for the Proposed Action and development alternatives. This chapter also identifies relevant mitigation measures and potential significant unavoidable adverse environmental impacts.

FACT SHEET

Name of Proposal	Port Gamble Redevelopment Plan
Proponent	Olympic Property Group, LLC
Location	This Draft EIS identifies and analyzes conditions associated with redevelopment of the 318.3 acre Port Gamble site that includes waterfront property and is bordered by Port Gamble Bay to the east, Hood Canal to the north, and primarily forested land to the south and west.
Proposed Action	<p>To implement the vision for the site, the Proposed Actions for the Port Gamble Redevelopment proposal include:</p> <ul style="list-style-type: none">• Kitsap County Performance Based Development with Preliminary Plat approval;• Kitsap County Shoreline Substantial Development Permit approval;• Potential future Development Agreement between Kitsap County and Olympic Property Group; and,• Future local, state and federal permits that would be required for construction and redevelopment of Port Gamble.
EIS Alternatives	<p>In order to conduct a comprehensive environmental review, two development alternatives meeting the proponent’s objectives are analyzed in this DEIS including Alternative 1 (Proposed Action) and Alternative 2, as well as a No Action Alternative. The development alternatives both fulfill the applicant’s objectives (assuming in Alternative 2 the southern Mill Site is purchased by third parties for conservation) and provide a useful tool for the decision-making process. The development alternatives are described in detail in Chapter 2 of this Draft EIS.</p> <p>Alternative 1, which represents the applicants proposal for site development, assumes that approximately 156,000 sq. ft. of commercial uses, 15,000 sq. ft. of restaurant uses, approximately 265 new residential units (plus 28 existing residential units for 293 total units), 30,480 sq. ft. of community/education/industrial space, a 100-room hotel/visitor accommodations, approximately 239 acres of open space¹, and approximately 3 miles of trails.</p>

¹ Note that open space as mentioned here refers to the aggregate area of “green space” which will exist at project completion. It should be distinguished from the open space calculations referenced on Sheets CV5 and CV6 of the Plat/PBD plan set which refer to open space set aside to meet the 50% open space code requirement.

Alternative 2 assumes that approximately 35,000 sq. ft. of commercial uses, 15,000 sq. ft. of restaurant uses, approximately 226 new residential units (plus 28 existing residential units for 254 total units), 30,480 sq. ft. of community/education/industrial space, a 100-room hotel/visitor accommodations, approximately 250.76 acres of open space², and approximately 2.5 miles of trails. 16 acres of the southern portion of the Mill Site would be purchased by others for conservation.

The No Action Alternative includes three scenarios: continuation of existing conditions; redevelopment by others under existing zoning including industrial development of the Mill Site; and redevelopment by others under existing zoning and conservation of the entire Mill Site.

**SEPA Responsible
Official**

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**Phased
Environmental
Review³**

This project-level EIS has been prepared for the proposed *Port Gamble Redevelopment Plan* based on information that is currently available and that has been prepared in support of this Draft EIS. It is anticipated that no subsequent environmental review of this proposal will be necessary. If, however, substantial changes occur to the project following issuance of the Final EIS or new environmental information is identified, the SEPA Lead Agency may determine that subsequent environmental analysis is necessary in order to address the project changes and/or the new environmental information.

**Required
Approvals and/or
Permits**

Preliminary investigation indicates that the following approvals and/or permits may be required for the proposed *Port Gamble Redevelopment Plan* from agencies with jurisdiction.⁴ The approvals/permits pertain to development, construction and operation of redevelopment and to other regulatory actions that may allow or facilitate development, construction and operation of the proposed redevelopment. Additional permits/approvals may be identified during the review process associated with specific elements of the project.

² Note that open space as mentioned here refers to the aggregate area of “green space” which will exist at project completion. It should be distinguished from the open space calculations referenced on Sheets CV5 and CV6 of the Plat/PBD plan set which refer to open space set aside to meet the 50% open space code requirement.

³ WAC 197-11-060(5)

⁴ An agency with jurisdiction is “an agency with authority to approve, veto, or finance all or part of a nonexempt proposal (or part of a proposal)” (WAC 197-11-714 (3)). Typically, this refers to a local, state or federal agency with licensing or permit approval responsibility concerning the proposed project.

Kitsap County

- Preliminary Plat Approval
- Performance Based Development (PBD) Approval
- Shoreline Substantial Development Permit Approval
- Conditional Use Permits
- Administrative Conditional Use Permits
- Road Standard Technical Deviation
- Development Agreement between Kitsap County and the Applicant (potential)

Future permits for construction over the site buildout period could include, but not limited to:

- Building Permit
- Grading / Shoring Permit
- Mechanical Permits
- Electrical Permits
- Plumbing Permits
- Utility Extension Agreements
- Fire System Permits
- Stormwater Management Plan

Regional Agencies

- **Puget Sound Clean Air Agency**
- **Utility Service Providers**
 - Water, Electrical Service Availability

State of Washington

- Section 401 Water Quality Certification Approval (if required)
- Construction Stormwater General Permit
- Joint Aquatic Resources Permit Application (JARPA)
- Department of Transportation (SR 104 improvements)
- Department of Ecology (LOSS)
- NPDES Stormwater Discharge Permit (if required)

Authors and Principal Contributors to this EIS

This *Port Gamble Redevelopment Plan* DEIS has been prepared under the direction of the Kitsap County, as SEPA Lead Agency. Research and analysis associated with this EIS were provided by the following consulting firms:

- **EA** – lead EIS consultant; document preparation; environmental analysis – Air Quality/Greenhouse Gas Emissions, Land Use, Relationship to Plans and Policies, Parks and Recreation, Aesthetics, and Public Services
- **David Evans and Associates** – Site Planning, Water Resources (stormwater), Utilities, and Aesthetics (viewshed simulations)
- **Anchor Environmental** – Environmental Health
- **Artifacts Consulting** – Historic Resources

- **GeoEngineers** – Plants and Animals, Wetlands
- **TetraTech** – Heron Management Plan
- **SWCA** – Cultural Resources
- **Terracon** – Earth, Water Resources (groundwater)
- **Transpo Group** – Transportation
- **Golder Associates** - Water Resources (hydrogeology)

Location of Background Data

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

Date of Issuance of this Draft EIS

September 17, 2019

Date Draft EIS Comments Are Due

October 18, 2019 by 5:00 PM

Written comments are to be submitted to:

Port Gamble Redevelopment Plan Draft Environmental Impact Statement
 c/o Jeff Smith, Senior Planner, Project Lead
 Kitsap County Department of Community Development
 619 Division Street, MS-36
 Port Orchard, WA 98366-4682

Or via email to: jnsmith@co.kitsap.wa.us using the following subject line:
 Port Gamble Draft Environmental Impact Statement

Date of Draft EIS Public Meeting

September 24, 2019 from 6:00 PM to 8:00 PM

The open house and public meeting concerning the DEIS is scheduled for:

KINGSTON VILLAGE GREEN COMMUNITY CENTER
26159 DULAY ROAD NE
KINGSTON, WA 98346

The purpose of the public meeting is to provide an opportunity for agencies, organizations and individuals to review information concerning the DEIS and to present oral comments on the Draft EIS – in addition to submittal of written comments.

**Availability of this
Draft EIS**

Copies of this DEIS or a Notice of Availability have been distributed to agencies, organizations and individuals noted on the Distribution List (**Chapter 6** of this document). Notice of Availability of the DEIS has also been provided to organizations and individuals that requested to become parties of record, and that provided EIS Scoping comments.

A limited number of complimentary copies of this DEIS are available – while the supply lasts -- either as a CD or hardcopy from Kitsap County Department of Community Development, which is located at the Kitsap County Administration Building, 619 Division Street, Port Orchard. Additional copies may be purchased from Kitsap County for the cost of reproduction.

This DEIS and the appendices are also available online at:

[https://www.kitsapgov.com/dcd/Pages/
Port_Gamble_Redevelopment.aspx](https://www.kitsapgov.com/dcd/Pages/Port_Gamble_Redevelopment.aspx)

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Summary

CHAPTER 1 SUMMARY

1.1 INTRODUCTION

This chapter provides a summary of the Draft Environmental Impact Statement (DEIS) for the Port Gamble Redevelopment Plan. It briefly describes the Proposed Actions and alternatives; contains an overview of significant environmental impacts identified for the Proposed Actions; and, provides a list of mitigation measures. Please see **Chapter 2** of this DEIS for a more detailed description of the Proposed Actions and alternatives and **Chapter 3** for a detailed presentation of the affected environment, significant impacts of the Proposed Actions, mitigation measures, and significant unavoidable adverse impacts.

Olympic Property Group (OPG), the Applicant, is proposing redevelopment of the 318.4-acre Port Gamble site. The proposal would redevelop the site with a mix of residential, commercial, agricultural and open space uses intended to complement the historic character of the site and create an economically sustainable community. Proposed redevelopment of the Port Gamble site could ultimately contain between 226 and 265 new residential units, a 100-room hotel, 50,000 to 171,000 sq. ft. of commercial space, and 239 to 245 acres of open space. Buildout of the proposed redevelopment is anticipated to occur over an approximately 15 year timeframe (2034), although actual buildout would depend on market conditions.

Port Gamble is designated a Type-1 Limited Area of More Intensive Rural Development (Type-1 LAMIRD) in the Kitsap County Comprehensive Plan.¹ In conjunction with the LAMIRD designation, the Port Gamble Rural Historic Town (RHT) ordinance² divides Port Gamble into three district zones: Rural Historic Town Residential (RHTR), Rural Historic Town Commercial (RHTC) and Rural Historic Town Waterfront (RHTW) (see **Figure 2-5**). Of the total 318.4-acre Port Gamble site area, approximately 113.4 acres lie within the Type-1 LAMIRD area with the remaining 204.9 acres of the site outside the Type-1 LAMIRD area zoned Rural Residential (RR) and Rural Wooded (RW).

1.2 PROPOSED ACTIONS

To implement the vision for the site, the Proposed Actions for the Port Gamble Redevelopment Plan include:

- Kitsap County Preliminary Plat approval;
- Performance Based Development approval;
- Conditional Use Permit approvals;

¹ The Kitsap County Comprehensive Plan was updated in 2012, with Port Gamble continuing as a LAMIRD.

² KCC 17.321B; Ordinance 236.

- Administrative Conditional Use Permit approvals;
- Road Standard Technical Deviation;
- Development Agreement between Kitsap County and the Applicant (potential);
- Kitsap County Shoreline Substantial Development Permit approval;
- Kitsap County Critical Area Administrative reduction of 15 ft. building setback to 5 ft.;
- Legislative Amendments;
- Future local permits for construction (see **Fact Sheet**); and
- State permits and approvals including:
 - Department of Transportation for SR 104 improvements
 - Construction Stormwater General Permit
 - NPDES Stormwater Discharge Permit (if required)
 - Section 401 Water Quality Certification Approval (if required)

1.3 ALTERNATIVES

In order to conduct a comprehensive environmental review, two development alternatives meeting the proponent’s objectives are analyzed in this DEIS including Alternative 1 (Proposed Action) and Alternative 2, as well as a No Action Alternative. The development alternatives both fulfill the applicant’s objectives (assuming in Alternative 2 the southern portion of the Mill Site is purchased by third parties for conservation) and provide a useful tool for the decision-making process. The development alternatives are described in detail in **Chapter 2** of this DEIS.

Alternative 1 – (Full Buildout)

Alternative 1 assumes site redevelopment reflecting the full amount of development allowed under current zoning. It would feature infill development on the entire site, including the upland Town Site and waterfront Mill Site with approximately 265 residential units (plus 28 existing residences for a total of 293 units), approximately 156,000 sq. ft. of commercial uses, 15,000 sq. ft. of restaurant uses, 30,480 sq. ft. of community/education/industrial uses, and a 100-room hotel (see **Figure 2-6**).

Approximately 239 acres of open space and approximately three miles of trails would also be provided. Alternative 1 is anticipated to generate approximately 676 residents and approximately 505 employees.

In general, the majority of the single-family residential units would be located in and around the Town Site in the RHTC and RHTR-zoned portions of the site, but single family residential units may be located within all zones. Cottages are planned for the RHTW and RHTR zones, and are also allowed in the RHTC zone. Condo and mixed use units would also be located in the RHTW and RHTC zones. The majority of the proposed commercial (including hotel/visitor accommodations) and multifamily residential uses (townhomes and cottages) would be located on the Mill Site in the RHTW-zoned portion of the site. Rural residential, agritourism, and agricultural uses would generally be located in the RR and RW-zoned portions of the site.

Alternative 2 (Lesser Development)

Alternative 2 would be similar to Alternative 1 in the RHTR, RHTC, RR and RW-zoned portions of the site, with the primary difference relating to development in the RHTW-zoned portion of the site (Mill Site) (see **Figure 2-7**). Alternative 2 would be dependent on others purchasing a portion of the shoreline area in the Mill Site area for conservation and funding the conservation activity.

Retention of a portion of the Mill Site area for conservation or open space would result in certain differences in site development compared to Alternative 1, including 39 fewer residential units, approximately 121,000 fewer sq. ft. of commercial/retail use, approximately 41,000 less sq. ft. in education/industrial use, and approximately 16 additional acres in open space. Alternative 2 is anticipated to generate approximately 574 residents and approximately 263 employees.

Development in the upland portion of the site (RHTR, RHTC, RR and RW-zoned areas) would be generally similar to Alternative 1. The number of residential units in the upland portion of the site would be the same as under Alternative 1. This alternative assumes that purchase of any portion of the Mill Site for conservation or open space would be accomplished by others. To meet the Applicant's objectives under this alternative, purchase of portions of the Mill Site by public agencies, tribes, or other parties would be necessary.

No Action Alternative

The No Action Alternative includes three different scenarios:

- A. Continuation of existing conditions (see **Figure 2-3**).
- B. Redevelopment by others under existing zoning. This scenario assumes that the applicant OPG would sell the property and redevelopment would occur in piecemeal fashion by others, including industrial development on the Mill Site (see **Figure 2-11**).
- C. Redevelopment of upland area under existing zoning and purchase of the entire Mill Site for conservation. This scenario would assume that purchase of any portion of the Mill Site for conservation, and any funding of conservation activities, would be accomplished by others (see **Figure 2-12**).

Scenario A - Continuation of Existing Conditions

Under Scenario A, no redevelopment would occur. The existing buildings and infrastructure on the Port Gamble site would continue to age and degrade over time. The uses and site coverage would remain the same as existing conditions. This Scenario does not meet the applicant's objectives.

Scenario B - Redevelopment by Others Under Existing Zoning

This scenario would not be built by OPG, but would be developed by others over time. Due to staggered development and potentially several different property owners/developers, this scenario could include a lack of coordination for residential construction, less control over architectural standards and less continuity through the town compared to development by a single owner as under Alternatives 1 and 2. Development standards associated with applicable local and state regulations would be met. Subdivision would occur in a piecemeal fashion over time (i.e. numerous plats/short plats).

Under this scenario, residential development within the RHTR zone would occur within slightly larger lots, and full buildout could occur at a slower rate. The upland RW zone would be platted out with 20-acre lots per code. The Mill Site would be industrialized, including large buildings for manufacturing, boat building and/or shellfish/fish processing facilities, plus open storage yards (as allowed per current code). Limited or no open space would be included, resulting in a loss of existing public access and trails, and no resource/educational facilities would be provided except for what exists currently (i.e. Newfields Laboratory).

Scenario C - Redevelopment of Upland Area by Others Under Existing Zoning and Purchase of Mill Site by Others for Conservation

Scenario C of the No Action Alternative would include the same assumptions for the upland area as under Scenario B (development by others under existing zoning), including slightly larger lots in the RHTR zone and 20-acre lots in the RW zone. This scenario differs from Scenario B in relation to the Mill Site. This scenario assumes the Mill Site would be restored to a natural condition and no new development would occur in this area. Purchase of any portion of the Mill Site for conservation, and any funding of conservation activities, would be accomplished by others. The existing Newfield Laboratory would remain.

For purposes of this DEIS, it is assumed for this scenario that the Mill Site would be left as open space, however it is possible that a future purchaser of the Mill Site could establish a complementary use such as picnic shelters, a visitor center or cultural center which would be subject to separate environmental review.

The number of residential units under Scenario C would be the same as Scenario B (Existing Zoning). No new industrial development is assumed in Scenario C, as the Mill Site would be retained as open space.

1.4 IMPACTS

The following table (**Table 1-1**) highlights the impacts that would potentially result from the alternatives analyzed in this DEIS. This summary table is not intended to be a substitute for the complete discussion of each element that is contained in **Chapter 3**.

**Table 1-1
IMPACT SUMMARY MATRIX**

Alternative 1	Alternative 2	No Action Alternative Scenario A	No Action Alternative Scenario B	No Action Alternative Scenario C
3.1 EARTH				
Construction				
<p><i>Subsurface soils</i> Construction activities would include earthwork associated with preparing the site for building and infrastructure development. The following cubic yards of cut and fill could be required on the site:</p> <ul style="list-style-type: none"> • Approximately 10,000 cubic yards of cut and 175,000 cubic yards of fill at the Mill Site (RHTW-zoned area) • Approximately 15,000 cubic yards of cut and 30,000 cubic yards of fill in RHTR and RHTC-zoned portions of the site • Approximately 35,000 cubic yards of cut and 45,000 cubic yards of fill in the RR and RW-zoned portions of the site. 	<p>Grading activities under Alternative 2 would generally occur as described for Alternative 1 although, overall cut and fill within the RHTW-zoned portion of the site would be slightly less due to less area being filled to bring development pads above the flood elevations.</p>	<p>No excavation or fill would be required, and topography and subsurface soils would remain relatively unchanged.</p>	<p>Impacts as a result of grading activities and excavation would be similar to those described for Alternatives 1 and 2.</p>	<p>Impacts as a result of grading activities and excavation would be similar to those described for Alternatives 1 and 2 on the Town Site. It is assumed that no development would occur on the Mill Site, resulting in limited potential for topographic or subsurface soil impacts within this portion of the site.</p>
<p><i>Vibrations</i> Construction activities could generate a moderate level of vibrations, but given the soil types underlying the Town Site and most of the Mill Site, ground vibrations would be attenuated over relatively short distances. Where construction occurs immediately adjacent to an existing structure, the vibration risk could be addressed by using conventional smaller equipment.</p>	<p>Impacts from vibrations would generally occur as described for Alternative 1.</p>	<p>No redevelopment would occur, and no vibrations from construction would result.</p>	<p>Impacts as a result of construction vibrations would be similar to those described for Alternatives 1 and 2.</p>	<p>Impacts as a result of construction vibrations would be similar to those described for Alternatives 1 and 2.</p>
<p><i>Static Settlement</i> The greatest potential for static settlement with the proposed redevelopment is within the depression near the center of the Town Site; potential settlement impacts would be addressed by conventional methods, such as over excavation and replacement to granular structural fill or intermediate depth-foundations.</p>	<p>Impacts as a result of static settlement would generally occur as described for Alternative 1.</p>	<p>No redevelopment would occur, and no static settlement from construction would result.</p>	<p>Impacts as a result of static settlement would be similar to those described for Alternatives 1 and 2.</p>	<p>Impacts as a result of static settlement would be similar to those described for Alternatives 1 and 2.</p>
<p><i>Erosion</i> The steep northern and eastern marine bluffs are prone to surficial erosion, and stormwater runoff flowing over the bluffs could increase the erosion magnitude and risk. The proposed stormwater control system would redirect runoff away from the bluffs, minimizing potential erosion impacts.</p>	<p>Impacts as a result of erosion would generally occur as described for Alternative 1.</p>	<p>No redevelopment would occur and geologic hazards would remain relatively unchanged.</p>	<p>Impacts as a result of erosion would be similar to those described for Alternatives 1 and 2.</p>	<p>Impacts as a result of erosion would be similar to those described for Alternatives 1 and 2.</p>

Alternative 1	Alternative 2	No Action Alternative Scenario A	No Action Alternative Scenario B	No Action Alternative Scenario C
<p>Landslide The potential for landslide risk on the site is limited to the steep northern and eastern marine bluffs. The proposed stormwater control system would direct runoff away from the bluffs, minimizing the potential for impacts from landslides.</p>	Impacts as a result of landslides would generally occur as described for Alternative 1.	No redevelopment would occur and geologic hazards would remain relatively unchanged.	Impacts as a result of landslides would be similar to those described for Alternatives 1 and 2.	Impacts as a result of landslides would be similar to those described for Alternatives 1 and 2.
<p>Liquefaction The potential for liquefaction during a seismic event (earthquake) is limited to a portion of the Mill Site. The proposed use of conventional geotechnical foundation designs such as drilled or driven piles, mat foundations and aggregate bearing pads would minimize the potential for liquefaction impacts.</p>	Impacts as a result of the liquefaction hazard would generally occur as described for Alternative 1.	No redevelopment would occur, and no additional potential for liquefaction would result from construction.	Impacts as a result of liquefaction hazards would be similar to those described for Alternatives 1 and 2.	Impacts as a result of liquefaction hazards would be similar to those described for Alternatives 1 and 2 for the Town Site. No structures would be developed on the Mill Site, so there would be no buildings subject to liquefaction hazards in this area.
Operation				
The proposed permanent stormwater management system would minimize the potential for erosion and sedimentation with operation of site development.	Impacts from erosion and sedimentation during operation of the site would generally occur as described for Alternative 1.	No redevelopment would occur and geologic hazards and sedimentation would remain relatively unchanged.	Impacts during operation of the site would be similar to those described for Alternatives 1 and 2.	Impacts during operation of the site would be similar to those described for Alternatives 1 and 2.
<p>Sea Level Rise A conservative estimate of potential sea level rise in Hood Canal by 2100 is considered to be up to approximately 50 inches over current levels. Raising site grades on the Mill Site by at least five feet above existing grades as part of the redevelopment would mitigate the potential impact of a long-term sea level rise.</p>	Impact from potential sea level rise would generally occur as described for Alternative 1.	No redevelopment would occur, and no fill would be added to the Mill Site to mitigate the potential sea level rise.	Impacts from potential sea level rise would generally occur as described for Alternative 1 and 2.	No redevelopment would occur on the Mill Site (restoration only), and no fill would be added to the Mill Site to mitigate the potential sea level rise.
3.2 WATER RESOURCES				
Construction				
<p>Wetlands and Streams No wetland areas would be filled during site construction and no direct impacts to wetlands are anticipated. The potential for erosion, sedimentation, and hydrologic impacts to wetlands and streams would be minimized with implementation of the proposed temporary stormwater control system and associated BMPs.</p>	Impacts to wetlands and streams during construction would generally occur as described in Alternative 1.	No redevelopment would occur and there would be no new temporary or permanent impacts to wetlands and streams.	Direct impacts to wetlands and streams would be similar to Alternatives 1 and 2.	Direct impacts to wetlands and streams would be similar to Alternatives 1 and 2.

Alternative 1	Alternative 2	No Action Alternative Scenario A	No Action Alternative Scenario B	No Action Alternative Scenario C
<p><i>Floodplains</i> Approximately 175,000 cubic yards of fill would be used at the Mill Site to raise the elevation above the 100-year floodplain. All cut and fill would occur landward of the OHWM of Port Gamble Bay and Hood Canal.</p>	<p>Impacts to floodplains during construction would generally occur as described in Alternative 1.</p>	<p>No redevelopment would occur and there would be no new temporary or permanent impacts to floodplains.</p>	<p>Direct impacts to the floodplain could be similar to Alternatives 1 and 2.</p>	<p>No filling or redevelopment would occur on the Mill Site, thus there would be no new temporary or permanent impacts to floodplains.</p>
<p><i>Stormwater</i> Construction could result in temporary impacts to stormwater drainage from erosion, sedimentation, pollutants from construction equipment, and the impact to hydrology and water quality functions from vehicles. The use of temporary stormwater control systems and construction BMPs would address potential temporary impacts, and construction of proposed stormwater facilities would be phased-in, thus minimizing the area of disturbance at any one time.</p>	<p>Impacts to stormwater during construction would generally occur as described in Alternative 1.</p>	<p>No redevelopment would occur and existing stormwater control facilities would be maintained. Existing water quality treatment facilities (grass-lined swales along SR 104) would remain.</p>	<p>Temporary construction stormwater conditions would be similar to those under Alternatives 1 and 2, although construction would occur in a piecemeal manner.</p>	<p>The upland portion of the site would be redeveloped under existing regulations and in a piecemeal manner, similar to Scenario B. The Mill Site would be restored to a more natural condition which would increase the potential for erosion and sedimentation during construction. Requiring temporary stormwater control facilities to minimize potential impacts to be implemented.</p>
<p><i>Hood Canal and Port Gamble Bay</i> No construction activities or staging within the waters of Hood Canal or Port Gamble Bay are proposed. Construction activities in the shoreline buffer would be limited and temporary erosion control measures would be implemented to minimize temporary impacts to marine waters from erosion, sedimentation, and pollutants.</p>	<p>Impacts to Hood Canal and Port Gamble Bay during construction would generally occur as described in Alternative 1.</p>	<p>No redevelopment would occur in or adjacent to Hood Canal and Port Gamble Bay. Since the existing wastewater treatment facility would be maintained, existing degraded water quality in Hood Canal and Port Gamble Bay would continue.</p>	<p>Impacts to Hood Canal and Port Gamble Bay during construction would generally occur as described in Alternative 1, but may be more staggered.</p>	<p>The upland portion of the site would be redeveloped under existing regulations and in a piecemeal manner, similar to Scenario B. Construction activities on the Mill Site associated with restoration would not be anticipated to include rainwater activities and temporary control measures would be implemented</p>
<p>Operation</p>				
<p><i>Wetlands and Streams</i> The hydrology of on-site wetlands is partially maintained by surface runoff. To minimize the loss of wetland hydrology from development, a portion of runoff generated by rooftops would be diverted back to wetlands. The hydrology of streams on-site would not be significantly altered, and flows to Machias Creek would match existing conditions.</p>	<p>Impacts to wetlands and streams during operation would generally occur as described in Alternative 1.</p>	<p>No redevelopment would occur and there would be no new temporary or permanent impacts to wetlands and streams.</p>	<p>Direct impacts to wetlands and streams could be similar to Alternatives 1 and 2.</p>	<p>Direct impacts to wetlands and streams could be similar to Alternatives 1 and 2.</p>
<p><i>Floodplains</i> Due to the location of the site adjacent to Hood Canal and Port Gamble Bay no potential for increased downstream flooding would occur with filling of floodplain area at the Mill Site and compensatory floodplain storage would not be required.</p>	<p>Similar to Alternative 1, no potential for increased downstream flooding would occur with filling of the floodplain area at the Mill Site.</p>	<p>No redevelopment would occur and there would be no new temporary or permanent impacts to floodplains.</p>	<p>Floodplain conditions would be anticipated to be similar to Alternatives 1 and 2.</p>	<p>No filling or redevelopment would occur on the Mill Site, thus there would be no new temporary or permanent impacts to floodplains.</p>

Alternative 1	Alternative 2	No Action Alternative Scenario A	No Action Alternative Scenario B	No Action Alternative Scenario C
<p><i>Groundwater</i> Potential impacts to shallow groundwater with proposed redevelopment under Alternative 1 would be minimal because the development would not involve any stormwater infiltration systems. Due to the depth and confined nature of the saturated areas where deep aquifers have been identified below the site and the relatively shallow depth of planned excavations and permanent development features, no impacts to deep aquifers would be anticipated</p>	<p>Impacts to groundwater during operation would generally occur as described in Alternative 1.</p>	<p>No redevelopment would occur and existing stormwater control and wastewater treatment facilities would be maintained.</p>	<p>Impacts to groundwater during operation would generally occur as described in Alternative 1 and 2.</p>	<p>The upland portion of the site would be redeveloped under existing regulations and in a piecemeal manner, similar to Scenario B. The Mill Site would be restored to a more natural condition than under the other alternatives and scenarios, reducing the potential impact to groundwater in this area.</p>
<p><i>Critical Aquifer Recharge Areas (CARAs)</i> With the proposed stormwater treatment features and no proposed use of stormwater infiltration, no significant impacts to designated CARA areas on the site are anticipated.</p>	<p>Impacts to CARAs during operation would generally occur as described in Alternative 1.</p>	<p>No redevelopment would occur and existing stormwater control and wastewater treatment facilities would be maintained.</p>	<p>Impacts to CARAs during operation would generally occur as described in Alternative 1 and 2.</p>	<p>The upland portion of the site would be redeveloped under existing regulations and in a piecemeal manner, similar to Scenario B. The Mill Site would be restored to a more natural condition further reducing the potential impact to the CARA in this area.</p>
<p><i>Stormwater Quantity</i> Impervious surfaces would increase from 39 acres to 63 acres, resulting in an increase in stormwater runoff. The proposed permanent stormwater system would include a conveyance system, water quality treatment, detention facilities and new and existing outfalls to Hood Canal, Port Gamble Bay, Machias Creek, Ladine-DeCoteau Creek or to onsite wetlands.</p>	<p>Impervious surfaces would be approximately 5 acres less than Alternative 1 (58 acres), and changes to the stormwater outfall in Port Gamble Bay would not occur. Despite these differences impacts to stormwater during operation would generally occur as described in Alternative 1.</p>	<p>No redevelopment would occur and existing stormwater control facilities would be maintained.</p>	<p>Improvements to existing stormwater control facilities would be generally similar to those under Alternative 1 but would be more staggered over time. These facilities could be smaller and more scattered.</p>	<p>The upland portion of the site would be redeveloped under existing regulations and in a piecemeal manner, similar to Scenario B. The Mill Site would be restored to a more natural condition than under the other alternatives and scenarios, reducing the total amount of impervious surface on the site and associated stormwater runoff.</p>
<p><i>Stormwater Quality</i> Redevelopment would increase pollution-generating surfaces and associated pollutants that could enter surface water runoff. The proposed stormwater system would include water quality treatment features to minimize the potential for pollution to reach receiving waters (Hood Canal and Port Gamble Bay). Because much of the runoff from the site is currently untreated, water quality would improve under Alternative 1.</p>	<p>Impacts to stormwater quality as a result of redevelopment would generally occur as described in Alternative 1.</p>	<p>No redevelopment would occur and existing stormwater control facilities would be maintained. Existing water quality treatment facilities (grass-lined swales along SR 104) would remain.</p>	<p>Impacts to stormwater quality as a result of redevelopment would generally occur as described in Alternative 1.</p>	<p>Impacts to stormwater quality as a result of redevelopment would generally occur as described in Alternative 1.</p>

Alternative 1	Alternative 2	No Action Alternative Scenario A	No Action Alternative Scenario B	No Action Alternative Scenario C
<p><i>Large Onsite Septic System (LOSS)</i> In 2016-17 Pope Resources built a new LOSS to serve the site. The LOSS could impact groundwater through an increase in flow; however, the increase would be relatively small and not anticipated to impact groundwater. Groundwater from the LOSS will meet Department of Health (or DOH) standards at the point of compliance (i.e. the property line).</p>	<p>Impacts as a result of the LOSS during operation would generally occur as described in Alternative 1.</p>	<p>No redevelopment would occur and existing wastewater treatment facilities would be maintained.</p>	<p>Impacts as a result of the LOSS during operation would generally occur as described in Alternative 1 and 2.</p>	<p>Impacts as a result of the LOSS during operation would generally occur as described in Alternative 1 and 2, except that the LOSS would disperse less water back into the groundwater due to reduced sewer demand from restoring the Mill Site to a natural condition.</p>
<p><i>Hood Canal and Port Gamble Bay</i> Stormwater control and wastewater treatment facilities would improve water quality in Hood Canal and Port Gamble Bay. As a result no significant impacts to Hood Canal and Port Gamble Bay are expected from operation.</p>	<p>Impacts to Hood Canal and Port Gamble Bay during operation would generally occur as described in Alternative 1.</p>	<p>No redevelopment would occur and existing degraded water quality in the Hood Canal and Port Gamble Bay would continue.</p>	<p>Impacts to Hood Canal and Port Gamble Bay during operation would generally occur as described in Alternative 1 and 2, except that improvements to stormwater control and water quality facilities would be more staggered over time.</p>	<p>The upland portion of the site would be redeveloped under existing regulations and in a piecemeal manner, similar to Scenario B. The Mill Site would be restored to a more natural condition than under the other alternatives and scenarios, enhancing the potential for improved water quality in this area.</p>
3.3 PLANTS AND ANIMALS				
Construction				
<p><i>Upland Habitats</i> Existing upland natural and wooded areas would be reduced from 122.4 acres to 45.8 acres. Upland species would likely not be affected, though species that have a potential to occur on the site could be affected if these species utilize on-site habitats.</p>	<p>Impacts to upland habitats from construction would generally occur as described in Alternative 1.</p>	<p>No redevelopment would occur and there would be no new temporary or permanent impacts to existing upland plant and animal species and habitat.</p>	<p>Piecemeal development of the site by different property owners would result in a greater loss of upland habitat (+20 acres) than Alternatives 1 and 2, and greater fragmentation of natural areas.</p>	<p>Piecemeal development of the upland portion of the site by different property owners would result in a greater loss of upland habitat (+20 acres) than Alternatives 1 and 2, and greater fragmentation of natural areas.</p>
<p><i>Wetland and Stream Habitats</i> Construction activities associated with direct impacts to Machias Creek would result in temporary impacts to riparian vegetation from clearing and grading. These areas would be restored with native vegetation in accordance with Kitsap County critical areas requirements, resulting in no significant construction-related impacts. Wetland and stream buffer averaging is proposed in some areas of the site. Because the existing buffers in these areas are generally degraded the proposed development through buffer averaging in these areas would not result in a change from existing conditions.</p>	<p>Impacts to wetland and stream habitats from construction would generally occur as described in Alternative 1, but no wetland buffer averaging would occur under Alternative 2.</p>	<p>No redevelopment would occur and there would be no new temporary or permanent impacts to existing wetland and stream plant and animal species and habitat.</p>	<p>Piecemeal development of the site by different property owners could result in greater impacts of construction on wetland and stream species and habitat, but impacted areas would be restored in accordance with Kitsap County critical areas requirements and other applicable regulations.</p>	<p>Piecemeal development of the site by different property owners could result in greater impacts of construction on wetland and stream species and habitat, but impacted areas would be restored in accordance with Kitsap County critical areas requirements and other applicable regulations.</p>

Alternative 1	Alternative 2	No Action Alternative Scenario A	No Action Alternative Scenario B	No Action Alternative Scenario C
<p><i>Marine and Shoreline Habitats</i> Grading and development in the Mill Site and shoreline buffer would include both cut and fill, which could result in temporary impacts to marine waters from erosion, sedimentation, construction pollutants, and underwater noise. Construction work would occur within the permitted salmon “work window”, and nearshore marine and intertidal habitat for forage fish, shellfish and habitat for federally-listed fish and marine mammal species would not be significantly impacted.</p>	<p>Impacts to shoreline habitats from construction would generally occur as described in Alternative 1, but nine acres adjacent to the shoreline at the Mill Site would be restored, and grading in the shoreline buffer would be less. The development footprint at the Mill Site and impacts on shoreline habitats would also be decreased.</p>	<p>No redevelopment would occur and there would be no new temporary or permanent impacts to existing shoreline plant and animal species and habitat.</p>	<p>Impacts to shoreline habitats from construction would generally occur as described in Alternative 1,</p>	<p>The restoration of the Mill Site to a more natural condition than under the other alternatives would provide greater potential for the improvement of nearshore habitat. Human-induced noise and light and glare would be significantly reduced.</p>
Operation				
<p><i>Upland Habitats</i> Habitat for species identified as occupying upland forested habitats would be reduced. Those species that typically occupy upland forests along shoreline bluffs would remain unaffected.</p>	<p>Impacts to upland habitats from operation would generally occur as described in Alternative 1.</p>	<p>No redevelopment would occur and there would be no new temporary or permanent impacts to existing upland plant and animal species and habitat.</p>	<p>Piecemeal development of the site by different property owners would result in a greater loss of upland habitat (+20 acres) than alternatives 1 and 2, and greater fragmentation of natural areas.</p>	<p>Piecemeal development of the upland portion of the site by different property owners would result in a greater loss of upland habitat (+20 acres) than alternatives 1 and 2, and greater fragmentation of natural areas.</p>
<p><i>Wetland and Stream Habitats</i> Approximately 103 acres of the site would be permanently maintained as critical areas and associated buffers. The wetland and stream habitat on site would not be reduced by development, and as such no significant impact on wetland and stream species is anticipated.</p>	<p>Impacts to wetland and stream habitats from operation would generally occur as described in Alternative 1, but no wetland buffer averaging would occur under Alternative 2.</p>	<p>No redevelopment would occur and there would be no new temporary or permanent impacts to existing wetland and stream plant and animal species and habitat.</p>	<p>Impacts to wetland and stream habitats from operation would generally occur as described in Alternative 1, but piecemeal development of the site by different property owners could result in fewer acres of wetlands being maintained as critical areas or associated buffers.</p>	<p>Impacts to wetland and stream habitats from operation would generally occur as described in Alternative 1, but piecemeal development of the site by different property owners could result in fewer acres of wetlands being maintained as critical areas or associated buffers.</p>
<p><i>Marine and Shoreline Habitats</i> Permanent changes to the existing shoreline and nearshore marine habitat would occur, and development would increase activity levels along the shoreline. The stormwater control system and LOSS system would improve water quality and existing marine habitats. The restoration of shoreline buffer would increase shoreline habitat function and could benefit marine species.</p>	<p>Impacts to shoreline habitats from operation would generally occur as described in Alternative 1, but nine acres adjacent to the shoreline at the Mill Site would be restored. The development footprint at the Mill Site and impacts on shoreline habitats would also be decreased and human and pet activity along the shoreline would also be reduced compared to Alternative 1.</p>	<p>No redevelopment would occur and there would be no new temporary or permanent impacts to existing shoreline plant and animal species and habitat. The continued operation of the limited stormwater control system and existing sewer treatment system would continue to impact marine resources.</p>	<p>Impacts to shoreline habitats from operation would generally occur as described in Alternative 1, but the development footprint at the Mill Site and impacts on shoreline habitats could be increased as a result of development for industrial use, or due to piecemeal development of the site.</p>	<p>The restoration of the Mill Site to a more natural condition than under the other alternatives would provide greater potential for the improvement of nearshore habitat. Human-induced noise and light and glare would be significantly reduced.</p>

Alternative 1	Alternative 2	No Action Alternative Scenario A	No Action Alternative Scenario B	No Action Alternative Scenario C
<p><i>Wildlife Networks and Corridors</i> Much of the existing forested, wetland, and riparian areas would remain intact with redevelopment, which occurs mainly in previously disturbed areas. The extension of Carver Road would limit wildlife movement between Carver Road and SR 104, and development in the western portion of the site could limit species movement to natural areas to the west. Wildlife movement along creeks and shorelines would not be altered by development.</p>	<p>Impacts to wildlife networks and corridors from operation would generally occur as described in Alternative 1.</p>	<p>No redevelopment would occur and there would be no new temporary or permanent impacts to existing wildlife networks and corridors.</p>	<p>Piecemeal development of the site by different property owners could result in a greater loss of natural areas than Alternatives 1 and 2, and greater fragmentation of these areas, impacting wildlife movement. Carver Road would not be extended under this scenario, however, retaining the wildlife network in this area.</p>	<p>Piecemeal development of the upland portion of the site by different property owners would result in a greater loss of upland habitat (+20 acres) than alternatives 1 and 2, and greater fragmentation of natural areas. Carver Road would not be extended under this scenario, however, retaining the wildlife network in this area.</p>
3.4 ENVIRONMENTAL HEALTH				
Construction				
<p><i>Soil Management</i> Impacts to subsurface soils across the Mill Site would be extremely minor, because excavation would largely occur within the new fill material being used to raise surface grades. Only excavation for deep foundations or deep utilities (if any) would extend into existing Mill Site soils. Grading, infrastructure construction, and development utilizing deep foundations could disturb contaminated soils at the site. This would be mitigated by compliance with safety protocols and control measures.</p>	<p>Impacts from soil management issues would generally occur as described for Alternative 1.</p>	<p>No redevelopment would occur and existing land uses would remain.</p>	<p>The impacts to environmental health and mitigation measures would be similar to those generally described under Alternatives 1 and 2.</p>	<p>Because the Mill Site would be restored to a more natural condition and no new development would occur at the Mill Site the potential for contamination from previously undisturbed soils would be less.</p>
<p><i>Worker Health & Safety</i> Subsurface construction activities in some areas of the site after cleanup could result in exposure of workers to contaminated soils that may require special training, monitoring, or work practices. This would be mitigated by compliance with safety protocols and control measures.</p>	<p>Impacts from worker health and safety issues would generally occur as described for Alternative 1.</p>	<p>No redevelopment would occur and existing land uses would remain.</p>	<p>The impacts to environmental health and mitigation measures would be similar to those generally described under Alternatives 1 and 2.</p>	<p>Because the Mill Site would be restored to a more natural condition and no new development would occur at the Mill Site, the potential for contamination from previously undisturbed soils would be less.</p>
<p><i>Stormwater Quality</i> Construction activities involving deep foundations or deep utilities could disturb previously undisturbed contaminated soils, and pollutants could be entrained in stormwater runoff. Cover soil over contaminated soils would be maintained and stormwater treatment could be implemented if necessary.</p>	<p>Impacts from stormwater quality issues would generally occur as described for Alternative 1.</p>	<p>No redevelopment would occur and existing land uses would remain.</p>	<p>The impacts to environmental health and mitigation measures would be similar to those generally described under Alternatives 1 and 2.</p>	<p>Because the Mill Site would be restored to a more natural condition and no new development would occur at the Mill Site the potential for contamination from previously undisturbed soils would be less.</p>

Alternative 1	Alternative 2	No Action Alternative Scenario A	No Action Alternative Scenario B	No Action Alternative Scenario C
<p><i>Groundwater Quality</i> Cleanup at the Mill Site could include activities to contain, treat, monitor, or divert groundwater to comply with applicable cleanup levels and requirements. Construction activities could interfere with cleanup actions and monitoring. Strong compliance with site-specific control plans would occur during cleanup and construction.</p>	<p>Impacts from groundwater quality issues would generally occur as described for Alternative 1.</p>	<p>No redevelopment would occur and existing land uses would remain.</p>	<p>The impacts to environmental health and mitigation measures would be similar to those generally described under Alternatives 1 and 2.</p>	<p>Because the Mill Site would be restored to a more natural condition and no new development would occur at the Mill Site the potential for contamination from previously undisturbed soils would be less.</p>
<p><i>Facility/Land Use Siting</i> Some redevelopment could be relocated or restricted as part of cleanup plans in certain portions of the Mill Site. Improper siting of infrastructure and redevelopment could result in non-compliance with site cleanup requirements. A review of use restrictions would occur as part of the building permit review process, and conflicts would be addressed through modification of the redevelopment plan or implementation of additional removals.</p>	<p>Impacts from facility/land use siting issues would generally occur as described for Alternative 1.</p>	<p>No redevelopment would occur and existing land uses would remain.</p>	<p>The impacts to environmental health and mitigation measures would be similar to those generally described under Alternatives 1 and 2.</p>	<p>Because the Mill Site would be restored to a more natural condition and no new development would occur at the Mill Site the potential for contamination from previously undisturbed soils would be less.</p>
<p><i>Discovery of New Cleanup Issues</i> Previously undocumented environmental contamination issues could be discovered at the Mill Site. Should this occur, mitigation of hazards would be conducted by complying with release reporting investigation and cleanup provisions of applicable MTCA regulations.</p>	<p>Impacts from the discovery of new cleanup issues would generally occur as described for Alternative 1.</p>	<p>No redevelopment would occur and existing land uses would remain.</p>	<p>The impacts to environmental health and mitigation measures would be similar to those generally described under Alternatives 1 and 2.</p>	<p>Because the Mill Site would be restored to a more natural condition and no new development would occur at the Mill Site the potential for contamination from previously undisturbed soils would be less.</p>
<p>Beneficial Impacts</p>				
<p>The extent of cleanup required would be more stringent than the cleanup required for other industrial uses supported under the No Action Alternative, Existing Zone Scenario, due to proposed residential uses on the Mill Site under Alternative 1. Coordination of the cleanup would be completed in a shorter timeframe for redevelopment than without redevelopment.</p>	<p>The extent of cleanup required would be more stringent than the cleanup required for other industrial uses supported under the No Action Alternative, Existing Zone Scenario, due to proposed residential uses on the Mill Site under Alternative 2. Coordination of the cleanup would be completed in a shorter timeframe for redevelopment than without redevelopment.</p>	<p>N/A</p>	<p>The benefits of a more stringent cleanup to support mixed-use redevelopment on the Mill Site would not occur; similarly, the potential for a more rapid time frame for cleanup may not be actualized.</p>	<p>N/A</p>
<p>Operation</p>				

Alternative 1	Alternative 2	No Action Alternative Scenario A	No Action Alternative Scenario B	No Action Alternative Scenario C
<p>Soil Management and Worker Safety During maintenance and repair of subsurface utilities, soil management and worker safety requirements could be triggered, and would be mitigated through development of utility corridors in clean backfill where practicable and use of soil management and worker safety provisions in other areas.</p>	Impacts from soil management and worker safety issues would generally occur as described for Alternative 1.	No redevelopment would occur and existing land uses would remain.	The impacts to environmental health and mitigation measures would be similar to those generally described under Alternatives 1 and 2.	Because the Mill Site would be restored to a more natural condition and no new development would occur at the Mill Site, the potential for contamination from previously undisturbed soils would be less.
<p>Future Hazardous Materials Use Commercial uses in the RHTW, RHTC, RR, and RW areas could use, store, or process certain hazardous materials. If not properly stored, used, or disposed of these materials could result in impacts to the environment. Mitigation would involve compliance with applicable regulations for these hazardous materials.</p>	Impacts from future hazardous materials would generally occur as described for Alternative 1.	No redevelopment would occur and existing land uses would remain.	The assumed level of use of industrial use under the Existing Zoning Scenario would allow more businesses to use, store, or process hazardous materials at the site, increasing potential risks and impacts. Compliance with applicable regulations would mitigate this increased use	Because the Mill Site would be restored to a more natural condition and no new development would occur at the Mill Site, the potential for contamination from previously undisturbed soils would be less.
Cumulative or Indirect Impacts				
<p>Sediment Disturbance During Construction Construction associated with future in-water work associated with separate projects (i.e. the dock) in areas of capped contaminated sediments could result in disturbance of buried sediment, which could impact sediment and water quality. Impacts would be mitigated by integrating the design, permitting, and construction of in-water work and proposed cleanup and redevelopment activities.</p>	Impacts from sediment disturbance during construction would generally occur as described for Alternative 1.	No redevelopment would occur and existing land uses would remain.	Impacts from sediment disturbance during construction would generally occur as described for Alternatives 1 and 2.	Impacts from sediment disturbance during construction would generally occur as described for Alternatives 1 and 2.
<p>Navigation Disturbance to Capped Sediment Areas Cleanup activities in Port Gamble Bay and associated areas as part of separate projects (i.e. the dock) could include containment of subsurface impacted sediments. This work was designed and constructed in a manner that ensures protection of environmental quality, but future in-water uses could result in sediment disturbance and recontamination. Mitigation would occur through making sure future navigation uses are consistent with designed uses and site control plans.</p>	Impacts from navigation disturbance to the capped sediment area would generally occur as described for Alternative 1.	No redevelopment would occur and existing land uses would remain.	Impacts from navigation disturbance to the capped sediment area would generally occur as described for Alternatives 1 and 2.	Impacts from navigation disturbance to the capped sediment area would generally occur as described for Alternatives 1 and 2.
3.5 CULTURAL RESOURCES				

Alternative 1	Alternative 2	No Action Alternative Scenario A	No Action Alternative Scenario B	No Action Alternative Scenario C
Ground disturbance from construction has the potential to impact recorded and unrecorded archaeological material.	Potential for impacts similar to Alternative 1, although lower potential at the Mill Site (RHTW) given conservation of the portion of this area.	No redevelopment would occur and existing cultural resources would not be impacted by construction ground disturbance. There is a potential for impacts associated with maintenance or other activities associated with existing uses.	Potential for impacts would be similar to those under Alternatives 1 and 2.	Potential for impacts would be similar to those under Alternatives 1 and 2.
Potential to impact Buena Vista Cemetery considered low.	Potential for impact to the Buena Vista Cemetery similar to Alternative 1.	Potential for impact to Buena Vista Cemetery considered low.	Potential for impacts would be similar to those under Alternatives 1 and 2.	Potential for impacts would be similar to those under Alternatives 1 and 2.
Excavations below approximately 6 feet in the vicinity of the pre-contact shell midden has the potential to impact this resource. If construction in this area is not avoided and excavations below 6 feet are proposed, DAHP and other concerned parties would be consulted to develop ways to mitigate impacts.	Given conservation of a portion of the Mill Site (RHTW), potential for impact lower than under Alternative 1.	No redevelopment would occur with less potential for impact than under Alternatives 1 and 2.	Potential for impact would be similar to Alternatives 1 and 2.	Potential for impact would be similar to Alternatives 1 and 2.
Given the low level of development in the vicinity of the Babcock Dairy and Dance hall sites, avoidance of this resources is anticipated.	Potential for impact similar to Alternative 1.	Potential for impact similar to or less than under Alternative 1 and 2.	Potential for impact would be similar to Alternatives 1 and 2.	Potential for impact would be similar to Alternatives 1 and 2.
The Port Gamble Chinese Laundry and Residence site is primarily within wetland area and extends towards proposed Talbot Street NE. Alternative 1 avoids locating new uses in this area.	Potential for impact similar to Alternative 1.	Potential for impact similar to or less than under Alternative 1 and 2.	Potential for impact would be similar to Alternatives 1 and 2.	Potential for impact would be similar to Alternatives 1 and 2.
Excavations below approximately 2 feet at the Port Gamble Workers Housing Debris Scatter site at the base of the bluff in the RHTW area has the potential to impact this resource. If construction in this area is not avoided and excavation below 2 feet is proposed, DAHP and other concerned parties would be consulted to develop ways to mitigate impacts.	Given conservation of a portion of the Mill Site (RHTW), potential for impact lower than under Alternative 1.	Potential for impact less than under Alternative 1 and 2.	Potential for impact similar to Alternative 1.	Potential for impact less than Alternative 1 and similar to Alternative 2.
Construction in the area of the two culturally modified cedar trees would be avoided and no construction related impacts are anticipated.	Potential for impact similar to Alternative 1.	Potential for impact similar to Alternative 1.	Potential for impact similar to Alternative 1.	Potential for impact similar to Alternative 1.
Operational impacts to recorded archaeological properties as well as undiscovered properties in sensitive areas are possible due to increased site population, increased recreational use of the site and a potentially associated increase in vandalism. With implementation of identified mitigation measures, including an archaeological resources management plan, no significant operational impacts are anticipated.	Potential for operational impact similar to Alternative 1.	Potential for operational impact less than under Alternative 1 and 2.	Potential for operational impact similar to Alternatives 1 and 2.	Potential for operational impact similar to Alternative 1 and 2.

Alternative 1	Alternative 2	No Action Alternative Scenario A	No Action Alternative Scenario B	No Action Alternative Scenario C
3.6 HISTORIC RESOURCES				
Construction				
<p>All 78 structures on the site that are considered historic and contributing to the Port Gamble Historic District would be retained. Retained structures include 28 structures in the RHTR area and 21 structures in the RHTC area. The RHTW (Mill Site), RR and RW areas do not contain any historic properties.</p> <p>Approximately 12 ancillary structures (i.e. sheds and garages) that are considered secondary, contributing resources are proposed to be demolished. These structures, many of which are considered to be in poor condition, would be reviewed and documented by a qualified consultant prior to demolition.</p>	<p>Retention of existing historic structures would be as under Alternative 1.</p> <p>Demolition of existing ancillary structures would be as under Alternative 1.</p>	<p>No redevelopment would occur and existing historic resources would remain. These resources would experience gradual deterioration. Multiple owners of the site could include the potential for individual building rehabilitation as needed over time, but a unified vision for a historic company town would be lost.</p> <p>Existing ancillary structures would remain.</p>	<p>Impacts to historic resources would generally be similar to those under Alternative 1, but less commercial development would occur in the RHTC area, and additional housing would be included, which would require careful siting and landscaping to avoid inappropriate visual impacts to some historic resources.</p> <p>Demolition of existing ancillary structures would generally be as described for Alternative 1.</p>	<p>Impacts of Scenario C on historic resources would be as generally described for Scenario B, but with the exception of proposed development at the Mill Site. Restoration of the Mill Site to a natural state would not reflect the historic character of the Mill Site.</p> <p>Demolition of existing ancillary structures would generally be as described for Alternative 1.</p>
<p>The integrity of the existing historic trees that contribute to the historic district would be retained (removal would only occur for safety considerations and/or to accommodate street improvements).</p>	<p>Retention of existing trees would be as under Alternative 1.</p>	<p>Existing trees on the site would remain. The potential for multiple owners of the site could result in the loss of coordinated tree maintenance.</p>	<p>Existing trees on the site would remain. The potential for multiple owners of the site could result in the loss of coordinated tree maintenance.</p>	<p>Existing trees on the site would remain. The potential for multiple owners of the site could result in the loss of coordinated tree maintenance.</p>
Operation				
<p>The proposed redevelopment plan is intended to reflect regulations applicable to the Port Gamble National Historic Landmark District, including Kitsap County Town Development Objectives. Primary areas of historic considerations include: site design, lot orientation, rehabilitation and adaptive reuse, infill development, open space, and circulation.</p>	<p>Alternative 2 would also reflect historic regulations.</p>	<p>No redevelopment would occur and existing historic resources would remain.</p>	<p>Potential for historic impacts would be similar to Alternative 1. However, this scenario would include larger lot sizes, which could be incompatible with historic precedent.</p>	<p>Potential for historic impacts would be similar to Alternative 1 and Alternative 2.</p>
<p><i>Site Design</i></p> <p>The site plan maintains and reflects the historic street grid. Deviations from the historic grid, including curvilinear streets, are proposed in portions of the RHTR area to avoid direct impacts to critical areas.</p> <p>The site plan is intended to reestablish historic uses (commercial and residential) and public character by introducing new uses and infill buildings in appropriate portions of the RHTR, RHTC, and RHTW areas of the site.</p>	<p>Although the site design is slightly modified under Alternative 2, these modifications would not have any additional impacts on historic resources, which would be as generally described for Alternative 1.</p>	<p>No redevelopment would occur and existing historic resources would remain. These resources would experience gradual deterioration. Multiple owners of the site could include the potential for individual building rehabilitation over time, but a unified vision for a historic company town would be lost.</p>	<p>Impacts to historic resources would generally be similar to those under Alternative 1, but would include larger lot sizes in the RHTR, which could be incompatible with the historic presence and alter development patterns of certain lots. Additional housing would be included in the RHTC, which would require careful siting and landscaping to avoid inappropriate visual impacts to some historic resources.</p>	<p>Impacts of Scenario C on historic resources would be as generally described for Scenario B. However, restoration of the Mill Site to a natural condition would not reflect the historic nature of the Mill Site.</p>

Alternative 1	Alternative 2	No Action Alternative Scenario A	No Action Alternative Scenario B	No Action Alternative Scenario C
<p><i>Lot Orientation, Size, and Setbacks</i> Alternative 1 would generally maintain historic lot patterns, although some lot orientations would be adjusted to better reflect the proposed street/alley layout in portions of the RHTR area. Setbacks would generally reflect the historic development patterns of varying setbacks in different neighborhoods.</p>	<p>Although there would be fewer lots under Alternative 2, these modifications would not have any additional impacts on historic resources, and impacts would be as generally described for Alternative 1.</p>	<p>No redevelopment would occur and existing historic resources would remain in their current condition. Existing lot orientation and size conditions would remain..</p>	<p>Impacts to historic resources would generally be similar to those under Alternative 1, but would include larger lot sizes in the RHTR, which could be incompatible with the historic presence and alter development patterns of certain lots.</p>	<p>Impacts of Scenario C on historic resources regarding lot orientation, size and setbacks would be as generally described for Scenario B. However, restoration of the Mill Site to a natural condition would not reflect the historic nature of the Mill Site.</p>
<p><i>Rehabilitation and Adaptive Reuse</i> All 78 structures on the site that are considered historic and contributing to the Port Gamble Historic District would be retained. Retained historic structures would primarily be used for residential and commercial uses, which generally reflect historic uses. Any rehabilitation of existing structures would be completed in accordance with SOI standards and other applicable design guidelines.</p>	<p>Impacts of Alternative 2 on historic resources would be as generally described for Alternative 1.</p>	<p>No redevelopment would occur and existing historic resources would remain. These resources would experience gradual deterioration. Multiple owners of the site could include the potential for individual building rehabilitation over time, but a unified vision for a historic company town would be lost.</p>	<p>Impacts to historic resources regarding rehabilitation and adaptive reuse would generally be similar to those under Alternative 1.</p>	<p>Impacts of Scenario C on historic resources regarding rehabilitation and adaptive reuse would be as generally described for Scenario B, except for the Mill Site. No historic resources exist on the Mill Site. However, restoration of the Mill Site to a natural condition would not reflect the historic nature of the Mill Site.</p>
<p><i>Infill Development</i> Alternative 1 proposes significant new residential and commercial construction, including 144 new historically appropriate residences. Design guidelines would be carefully flowed for additional direction of infill development. New construction would include contemporary designs that respect the siting, scale, massing, and materials of historic structures but do not mimic those structures.</p>	<p>Although the overall number of new residential units would be less, the overall infill conditions would be similar to Alternative 1.</p>	<p>No redevelopment would occur and existing historic resources would remain. These resources would experience gradual deterioration. Multiple owners of the site could reduce the potential for a unified vision for a historic company town, including infill development to better reflect historic conditions.</p>	<p>Impacts to historic resources regarding infill would generally be similar to those under Alternative 1, but would include larger lot sizes in the RHTR, which could be incompatible with the historic presence and alter development patterns of certain lots. Less commercial development is proposed for the RHTC zone than alternative 1, and additional housing would be included, which would require careful siting and landscaping to avoid inappropriate visual impacts to some historic resources. The scale of buildings on the Mill Site would be greater than those under Alternatives 1 and 2, but would be consistent with historic levels of development.</p>	<p>Impacts of Scenario C on historic resources regarding infill would be as generally described for Scenario B. However, restoration of the Mill Site to a natural condition would not reflect the historic scale of development.</p>
<p><i>Open Space, View Corridors, and Landscaping</i> Alternative 1 would preserve the bluff areas and create small neighborhood parks and recreation areas, which would adhere with design guidelines and regulations. This would also reaffirm important vistas to and from the Mill Site, view corridors to the water, and corridors in to town. Therefore there would be no expected significant impact on open space.</p>	<p>The retention of bluff areas and provision of parks would be similar to that described for Alternative 1.</p>	<p>The existing open space at the site reflects a historic removal of prior residential buildings. No redevelopment would occur and existing historic resources and open space would remain. The potential for multiple owners of the site could result in the loss of coordinated landscape maintenance.</p>	<p>Impacts to open space and view corridors would generally be similar to those under Alternative 1, but would include larger lot sizes in the RHTR, which could be incompatible with the historic presence and alter development patterns of certain lots. Less commercial development is proposed in the RHTC, and additional housing would be included, which would require careful siting and landscaping to avoid inappropriate visual impacts to some historic resources.</p>	<p>Impacts of Scenario C on historic resources regarding open space and view corridors would be as generally described for Scenario B. The restoration of the Mill Site to a natural condition would provide additional open space, but this open space would not reflect the historic scale of development.</p>

Alternative 1	Alternative 2	No Action Alternative Scenario A	No Action Alternative Scenario B	No Action Alternative Scenario C
<p>The integrity of the existing historic trees that contribute to the historic district would be retained (removal would only occur for safety considerations and/or to accommodate street improvements), and new street trees, landscaping, and screening would be provided in some areas consistent with the design guidelines.</p>	<p>The retention of historic trees would be similar to that described for Alternative 1.</p>	<p>Existing trees on the site would remain. The potential for multiple owners of the site could result in the loss of coordinated tree maintenance.</p>	<p>Existing trees on the site would remain. The potential for multiple owners of the site could result in the loss of coordinated tree maintenance.</p>	<p>Existing trees on the site would remain. The potential for multiple owners of the site could result in the loss of coordinated tree maintenance.</p>
<p><i>Circulation</i> Alternative 1 would generally maintain the historic circulation pattern in this area. Changes would be undertaken to reduce speed in the area, including a roundabout (which would require an additional access road), the closure of vehicular traffic in some areas. Alternative 1 would also include new alleys and proposed parking lots, as well as a sidewalk and trail system. These features would not adversely affect primary features of the Port Gamble NHL district and would meet SOI and other design standards. Historic road names should be retained with redevelopment, and parking lots would be screened with appropriate landscaping.</p>	<p>Circulation conditions under Alternative 2 as they relate to historic resources would be as generally described for Alternative 1.</p>	<p>No redevelopment would occur and existing circulation patterns would remain.</p>	<p>Impacts to circulation would generally be similar to those under Alternative 1, but would not include the Carver Drive extension to Olympian Drive nor alley extensions. Less commercial development is proposed in the RHTC zone, and additional housing would be included, which would require careful siting to avoid impacts to circulation.</p>	<p>Impacts of Scenario C on historic resources would be as generally described for Scenario B.</p>
<p>3.7 AIR QUALITY/GREENHOUSE GAS EMISSIONS</p>				
<p>Construction</p>				
<p>Air quality impacts from construction would be temporary and mitigation measures would be implemented to provide controls of dust, odor, and exhaust. Construction activities would not significantly impact air quality.</p>	<p>Impacts from construction would generally occur as described for Alternative 1.</p>	<p>No redevelopment would occur and existing air quality would remain at current levels.</p>	<p>Impacts from construction would generally occur as described for Alternative 1.</p>	<p>Impacts from construction would generally be less than described for Alternatives 1 and 2, as no development would occur at the Mill Site.</p>
<p>Operation</p>				
<p><i>Air Quality</i> Activities associated with operation of the redevelopment plan would result in the emission of air pollutants from traffic to and from the site, as well as from heating, ventilation systems, and cooling. Analysis of traffic intersections indicates that, with mitigation measures, traffic at all intersections would not rise to the level of requiring a quantitative analysis of possible CO levels.</p>	<p>Impacts to air quality would generally occur as described for Alternative 1.</p>	<p>Existing levels of air quality impacts would continue on the site.</p>	<p>Air quality impacts could be greater than those identified under Alternatives 1 and 2, due to more intensive industrial development at the Mill Site.</p>	<p>Air quality impacts would be greater than existing conditions but less than impacts identified under Alternatives 1 and 2, as no development would occur at the Mill Site.</p>

Alternative 1	Alternative 2	No Action Alternative Scenario A	No Action Alternative Scenario B	No Action Alternative Scenario C
<p><i>Greenhouse Gas Emissions</i></p> <p>Development under Alternative 1 would produce approximately 10,017 MTCO₂e, mainly from emissions related to transportation, and not accounting for potential mitigation measures related to GHG emissions. This amount does not exceed the threshold for potential significance as identified by Ecology, which is 25,000 MTCO₂e.</p>	<p>Alternative 2 would result in approximately 7,386 MTCO₂e, not accounting for mitigation measures, which does not exceed the threshold for potential significance.</p>	<p>Existing conditions, levels of energy use and GHG emissions would continue on the site.</p>	<p>Energy use and GHG emissions could be greater than those identified under Alternatives 1 and 2, due to more energy intensive, industrial development at the Mill Site.</p>	<p>Energy use and GHG emissions would be greater than existing conditions but less than impacts identified under Alternatives 1 and 2, as no development would occur at the Mill Site.</p>
3.8 LAND USE				
Construction				
<p>Site preparation and construction could result in periodic, temporary impacts to adjacent land uses near the boundary of the site or in close proximity to the existing residential uses within the site boundary.</p>	<p>Impacts from construction would generally occur as described for Alternative 1.</p>	<p>No redevelopment would occur and existing land uses would remain.</p>	<p>Impacts from construction would generally occur as described for Alternative 1.</p>	<p>Impacts from construction would generally occur as described for Alternative 1.</p>
<p><i>Relationship to Existing Onsite Uses</i></p> <p>Except for the Mill Site, existing uses at the Port Gamble site are anticipated to continue to be in active use during construction. Construction could introduce new sources of noise, dust, and equipment emissions, and truck traffic that could affect operations on a temporary basis. However construction impacts would be temporary.</p>	<p>Impacts on existing site uses would generally occur as described for Alternative 1.</p>	<p>No development would occur at the site, and existing uses would not be disrupted.</p>	<p>Impacts on existing site uses would generally occur as described for Alternative 1.</p>	<p>Impacts on existing site uses would generally occur as described for Alternative 1.</p>
Operation				
<p><i>Displacement of Existing Uses</i></p> <p>Existing residential and town uses in the RHTR and RHTC zones would be retained under Alternative 1. The Newfields Laboratory would remain in the RHTW zone. OPG's Hood Canal Nursery would remain in the RR zone, and the recreational trails in the RW zone would also remain. Alternative 1 is not expected to result in significant adverse land use displacement impacts.</p>	<p>Impacts from the displacement of existing uses would generally occur as described for Alternative 1.</p>	<p>No development would occur at the site, and existing land uses would not be displaced.</p>	<p>Piecemeal development of individual sites by multiple owners could result in a greater displacement of existing uses, and less remaining open space.</p>	<p>Piecemeal development of individual sites by multiple owners could result in a greater displacement of existing uses, though the restoration of the Mill Site to natural conditions would provide additional open space.</p>
<p><i>Transition in Land Use Patterns</i></p> <p>The range of proposed land uses and densities could result in potential land use impacts, but it is assumed that the implementation of proposed project features would adhere to applicable development regulations.</p>	<p>Impacts from the transition in land use patterns would generally occur as described for Alternative 1.</p>	<p>No development would occur at the site, and no transition in land use patterns would occur.</p>	<p>Impacts from the transition in land use patterns would generally occur as described for Alternative 1.</p>	<p>Impacts from the transition in land use patterns would generally occur as described for Alternative 1.</p>

Alternative 1	Alternative 2	No Action Alternative Scenario A	No Action Alternative Scenario B	No Action Alternative Scenario C
<p><i>Conversion of Land Uses</i> Over the 15-year buildout period, redevelopment would change the type, character, and pattern of land uses on the site, particularly on the Mill Site (RHTW zoned area). Land uses within the five zoning areas would be converted as follows:</p>	<p>Over the 15-year buildout period, redevelopment would change the type, character, and pattern of land uses on the site. Land uses within the five zoning areas would be converted as follows:</p>	<p>No redevelopment would occur and existing land uses would remain.</p>	<p>Over the 15-year buildout period, redevelopment would change the type, character, and pattern of land uses on the site. Land uses within the five zoning areas would be converted as follows:</p>	<p>Over the 15-year buildout period, redevelopment would change the type, character, and pattern of land uses on the site. Land uses within the five zoning areas would be converted as follows:</p>
<ul style="list-style-type: none"> • <u>RHTW</u>—converted to 78 multifamily housing units, 121,000 sq. ft. of commercial uses, and a 100-room hotel. • <u>RHTR</u>—converted to 144 new residential units, integrated with existing uses that would be retained. • <u>RHTC</u>—converted to 33 new multifamily homes and approximately 35,000 sq. ft. of new commercial uses. • <u>RR</u>—converted to a new West Sound Wildlife Shelter and active open space uses, including agricultural activities and associated structures. • <u>RW</u>—converted to ten single family homes and larger agricultural uses that could include a vineyard, demonstration hops growing, equine facilities, beer brewery, barns, outdoor recreation, and open space. 	<ul style="list-style-type: none"> • <u>RHTW</u>—converted to 38 multifamily housing units, 15,000 sq. ft. of restaurant uses, and a 100-room hotel. • <u>RHTR</u>—Overall, new development within the RHTR-zoned areas of the site would be as described for Alternative 1. • <u>RHTC</u>— Overall, new development within the RHTC-zoned areas of the site would be as described for Alternative 1. • <u>RR</u>— New development within the RR-zoned areas of the site would be similar to Alternative 1. • <u>RW</u>—New development within the RW-zoned area of the site would be as described for Alternative 1. 	<ul style="list-style-type: none"> • <u>RHTW</u>--No redevelopment would occur and existing land uses would remain. • <u>RHTR</u>--No redevelopment would occur and existing land uses would remain. • <u>RHTC</u>--No redevelopment would occur and existing land uses would remain. • <u>RR</u>--No redevelopment would occur and existing land uses would remain. • <u>RW</u>--No redevelopment would occur and existing land uses would remain. 	<ul style="list-style-type: none"> • <u>RHTW</u>--New uses would include approximately 200,000 sq. ft. of industrial use, including 7 large warehouse buildings on the Mill Site, and parking lots and a material stockpile area. • <u>RHTR</u>--New development within the RHTR-zoned areas of the site would be similar to Alternative 1. • <u>RHTC</u>--New development within the RHTC-zoned areas of the site would be similar to Alternative 1. • <u>RR</u>--New development within the RR-zoned areas of the site would be similar to Alternative 1. • <u>RW</u>--New development within the RW-zoned areas of the site would be similar to Alternative 1, except that no agricultural-related uses would be built in this area and residential lots would not be clustered. 	<ul style="list-style-type: none"> • <u>RHTW</u>--The Mill Site would be restored to a natural condition and no new development would occur in this area. • <u>RHTR</u>--New development within the RHTR-zoned areas of the site would be similar to Alternative 1, but with slightly larger lots. • <u>RHTC</u>--New development within the RHTC-zoned areas of the site would be similar to Alternative 1. • <u>RR</u>--New development within the RR-zoned areas of the site would be similar to Alternative 1. • <u>RW</u>--New development within the RW-zoned areas of the site would be similar to Alternative 1, except that no agricultural-related uses would be built in this area and residential lots would not be clustered.
<p><i>Relationship to Surrounding Uses</i> The proposed land uses for Alternative 1 would reflect existing uses on the site and would be similar to surrounding land uses, but building density and land use intensity would be greater than existing densities. Land uses at the site would, however, reflect historic densities. New activity on the site could be considered an extension and intensification of existing commercial and residential uses.</p>	<p>The relationship to surrounding areas would be as generally described for Alternative 1.</p>	<p>No new development would occur, and the relationship to surrounding areas would remain unchanged.</p>	<p>The relationship to surrounding areas would be as generally described for Alternative 1.</p>	<p>The relationship to surrounding areas would be as generally described for Alternative 1.</p>

Alternative 1	Alternative 2	No Action Alternative Scenario A	No Action Alternative Scenario B	No Action Alternative Scenario C
<p><i>Building Height/Bulk/Scale</i> The proposed redevelopment would add new one to three-story buildings, with a maximum height of 35 ft. (30 ft. within 200 ft. of the shoreline in the RHTW area). Overall, buildings associated with the Port Gamble redevelopment would be compatible with the bulk/height and scale of buildings on the site and in the vicinity.</p>	<p>The building height, bulk, and scale would be as generally described for Alternative 1.</p>	<p>No new development would occur, and the bulk, height, and scale of existing buildings would remain in the current condition.</p>	<p>Development would occur in a piecemeal manner, with individual buildings being developed by multiple owners, and industrial uses would be more intensive. The development of these sites would be consistent with existing zoning designation.</p>	<p>Development of the upland area would be similar to Scenario B, but would include slightly larger lots, and the restoration of the Mill Site to natural conditions, with no development on this portion of the site.</p>
<p><i>Relationship to Existing Onsite Uses</i> Except for the Mill Site, existing uses at the Port Gamble site are anticipated to continue to be in active use through construction and full occupancy. Existing uses on the Mill Site would be discontinued, with the exception of the Newfields Laboratory. The design and layout of the new development proposed under Alternative 1 is intended to be compatible with existing land uses, and to reflect and respect the historic patterns of the Port Gamble Community.</p>	<p>Impacts from the displacement of existing uses would generally occur as described for Alternative 1, but could provide slightly fewer residential and employment opportunities than Alternative 1.</p>	<p>No development would occur at the site, and existing uses would not be disrupted.</p>	<p>Impacts from the relationship of existing uses would likely occur as described for Alternative 1. Although a more industrial use of the Mill Site would be historically consistent with existing land uses, it could be perceived as incompatible with current commercial and residential uses on the Port Gamble site.</p>	<p>Impacts from the relationship of existing uses would likely occur as described for Alternative 1. Without redevelopment of the Mill Site, there would not be enough new development to sustain the existing town economically.</p>
<p><i>Indirect Impacts</i> Redevelopment would contribute to the cumulative residential growth and employment in the community and county, which could increase vehicular traffic, the demand for goods and services, and other development. However, new development would be controlled by existing zoning, and no significant indirect/cumulative impacts on land uses would be anticipated.</p>	<p>Alternative 2 would contribute to the cumulative and indirect impacts on land uses in a manner similar to Alternative 1.</p>	<p>No new development would occur at the site, and there would be no indirect or cumulative impacts on land use.</p>	<p>Scenario B would likely contribute to the cumulative and indirect impacts on land uses in a manner similar to Alternative 1.</p>	<p>Scenario C would likely contribute to the cumulative and indirect impacts on land uses in a manner similar to Alternative 1, but to a lesser extent due to the restoration of the Mill Site to a natural condition.</p>
3.10 AESTHETICS/LIGHT AND GLARE				
Construction				
<p><i>Light and Glare</i> Alternative 1 would introduce new temporary sources of light during construction activities from infrastructure, building construction, trucks and other equipment, and improvements to building interiors. However construction could be limited by county regulations, which could limit construction lighting.</p>	<p>The light and glare from Alternative 2 would be as generally described for Alternative 1.</p>	<p>No new development would occur on the site and light and glare conditions would remain the same.</p>	<p>Light and glare under Scenario B would be similar to Alternatives 1 and 2 in the RHTR, RHTC, RR, and RW zone areas. In the RHTW-zone, industrial development at the Mill Site could result in greater glare generation than Alternatives 1 and 2, depending on the materials used for the buildings.</p>	<p>Light and glare under Scenario C would be similar to Alternatives 1 and 2 in the RHTR, RHTC, RR, and RW zone areas. In the RHTW-zone, the Mill Site would be restored to a natural condition, and minimal new generators of light and glare would occur in this area.</p>
Operations				

Alternative 1	Alternative 2	No Action Alternative Scenario A	No Action Alternative Scenario B	No Action Alternative Scenario C
<p><i>Aesthetics</i></p> <p>Although the exact design of the redevelopment cannot be provided, the design and scale is intended to respect the historic character of the site, but not mimic structures present at the site. At full buildout Alternative 1 would change the aesthetic character of the site by increasing the overall level of building development. The aesthetic character of the site would reflect that of a small town in the RHTR, RHTR, and RHTW zones, and would reflect historic densities.</p>	<p>The visual character of the Mill Site would be similar to that under Alternative 1, with the exception of the southern portion of the site that would be restored to a natural condition. Similar to Alternative 1, Alternative 2 would change the aesthetic character of the site by increasing the overall building development. Changes to the RHTR, RHTC, RR and RW zones would be similar to changes described under Alternative 1.</p>	<p>No new development would occur on the site, and visual conditions would remain the same.</p>	<p>The visual character of the site would be determined by the development of individual sites by multiple owners, and thus would likely have a less unified visual character in the RHTW zone. Assumed redevelopment would result in a similar change in aesthetic character as Alternative 1 in the RHTR, RHTC, RR and RW zones. Industrial development consistent with existing zoning would occur on the Mill Site, but building modulation and design details would be less than under Alternative 1.</p>	<p>The visual character of the site would be determined by the development of individual sites by multiple owners, and thus would likely have a less unified visual character. This scenario would also include the restoration of the Mill Site to a natural condition.</p>
<p><i>Light and Glare</i></p> <p>Alternative 1 would introduce temporary light sources during the long-term buildout of the site from infrastructure and interior building lighting. Light sources would primarily occur in the RHTR, RHTC, and RHTW zones and would be brighter than the surrounding areas, while light sources in the RR and RW would be similar to the surrounding areas.</p>	<p>The light and glare from Alternative 2 would be as generally described for Alternative 1.</p>	<p>No new development would occur on the site and light and glare conditions would remain the same.</p>	<p>Light and glare under Scenario B would be similar to Alternatives 1 and 2 in the RHTR, RHTC, RR, and RW zone areas. In the RHTW-zone, industrial development at the Mill Site could result in greater glare generation than Alternatives 1 and 2, depending on the materials used for the buildings.</p>	<p>Light and glare under Scenario C would be similar to Alternatives 1 and 2 in the RHTR, RHTC, RR, and RW zone areas. In the RHTW-zone, the Mill Site would be restored to a natural condition, and minimal new generators of light and glare would occur in this area.</p>
3.11 PARKS AND RECREATION				
Construction				
<p>Use of existing trails within the site area would be disrupted during construction, and impacts could include partial or full blockage of trails. Signage, detours, and safety measures would ensure safe travel to mitigate these impacts. Existing recreation areas would also be removed during construction, including two small play areas (east of Puget Way and Olympian Avenue) and the baseball/soccer field west of North Teekalet Avenue.</p>	<p>Impacts from construction would generally occur as described for Alternative 1.</p>	<p>No redevelopment would occur and existing land uses and open spaces would remain.</p>	<p>The impacts to parks and recreation would be similar to those generally described under Alternatives 1 and 2.</p>	<p>Impacts from construction would generally occur as described for Alternative 1.</p>
Operation				
<p>Redevelopment would result in a net loss of open space by approximately 15 percent compared to existing conditions. However, redevelopment would include approximately 165 acres of open space and 1.67 acres of community parks. Open space within the Mill Site would include public access to the shoreline and a shoreline trail; a total of approximately three miles of new trails would also be provided on the site.</p>	<p>Impacts from operation would generally occur as described for Alternative 1, but Alternative 2 would include the conservation of approximately 16 acres of shoreline area, with limited trails and access. Therefore Alternative 2 would provide additional trails when compared to Alternative 1.</p>	<p>No redevelopment would occur and existing land uses and open spaces would remain.</p>	<p>The impacts to parks and recreation would be similar to those generally described under alternatives 1 and 2. The development of approximately 200,000 sq. ft. of industrial uses at the Mill Site would result in no parks or trails being constructed in the Mill Site, and no public access to the shoreline.</p>	<p>The impacts to parks and recreation in the upland area would be similar to those generally described under Alternatives 1 and 2. Under this alternative, the Mill Site would be restored to a natural condition, and public access would be dependent on the restoration plans for the site. This would result in additional open space for the site.</p>

Alternative 1	Alternative 2	No Action Alternative Scenario A	No Action Alternative Scenario B	No Action Alternative Scenario C
3.12 PUBLIC SERVICES				
Construction				
<p><i>Law Enforcement</i> Service calls to the Kitsap County Sheriff's Office could increase during construction due to potential construction site theft or vandalism. Existing Kitsap County Sheriff's Office staff are anticipated to be sufficient to respond to the potential increase in service calls.</p>	<p>Law enforcement construction-related impacts would be generally similar to those described for Alternative 1.</p>	<p>No redevelopment would occur and demands for law enforcement services would remain as under existing conditions.</p>	<p>Law enforcement construction-related impacts would be generally similar to those described for Alternative 1.</p>	<p>Law enforcement construction-related impacts would be generally similar to those described for Alternative 1.</p>
<p><i>Fire and EMS</i> Fire Department service calls related to inspection of specific construction projects and response to potential construction-related accidents and injuries and fires could increase. Existing staff are anticipated to be sufficient to respond to potential increase in service calls.</p>	<p>Fire and EMS construction-related impacts would be generally similar to those described for Alternative 1.</p>	<p>No redevelopment would occur and demands for fire and EMS services would remain as under existing conditions.</p>	<p>Fire and EMS construction-related impacts would be generally similar to those described for Alternative 1.</p>	<p>Fire and EMS construction-related impacts would be generally similar to those described for Alternative 1.</p>
Operation				
<p><i>Law Enforcement</i> Redevelopment would generate an increased demand for services. The additional demand could exacerbate pre-existing service issues and could contribute to negatively impacting response times in the north area of the County. It is anticipated that tax revenues generated from redevelopment of the site would accrue to Kitsap County and would help to offset the increased demands for law enforcement services.</p>	<p>Law enforcement impacts would be generally similar to those described for Alternative 1.</p>	<p>No redevelopment would occur. No increases in employment or the residential population would occur. Demands for law enforcement services would remain as under existing conditions.</p>	<p>Calls for law enforcement service would increase, but likely at a lower level than Alternatives 1 and 2.</p>	<p>Law enforcement impacts would be generally similar to those described for Scenario B.</p>
<p><i>Fire and EMS</i> At full buildout, Alternative 1 could result in an estimated increase of approximately 135 calls for service per year. In order to effectively handle the increased number of calls, the Poulsbo Fire Department would need to ensure full time staffing of Station 72. It is anticipated that tax revenues generated from redevelopment of the site would accrue to Kitsap County and would help to offset the increased calls for fire and EMS services.</p>	<p>Alternative 2 could result in an estimated increase of approximately 115 calls for service per year. As noted for Alternative 1, in order to effectively handle the increased number of calls, the Poulsbo Fire Department would need to ensure full time staffing of Station 72.</p>	<p>No redevelopment would occur. No increases in employment or the residential population would occur. Demands for fire and EMS services would remain as under existing conditions.</p>	<p>The Poulsbo Fire Department estimates that approximately 62 calls per year could result under No Action Scenario B. As with Alternatives 1 and 2, in order to effectively handle the increased number of calls resulting from No Action Scenario B, the Poulsbo Fire Department would need to ensure full time staffing of Station 72.</p>	<p>It is assumed that the same amount of residential development would occur on the Port Gamble site as No Action Scenario B. Impacts to fire and EMS services would be similar to or somewhat less than those described for No Action Scenario B due to the lesser amount of commercial development.</p>

Alternative 1	Alternative 2	No Action Alternative Scenario A	No Action Alternative Scenario B	No Action Alternative Scenario C
<p><i>Public Schools</i></p> <p>Alternative 1 could result in approximately 113 new students at full buildout of the site. It is anticipated that the potential projects identified as part of the District's capital facilities process (including new elementary schools, a new middle school, and additions to the comprehensive high schools) could accommodate projected students generated under Alternative 1.</p>	<p>Alternative 2 could result in approximately 99 new students at full buildout of the site.</p>	<p>No redevelopment would occur. No increases in employment or the residential population would occur. Demands for public school services would remain as under existing conditions.</p>	<p>Approximately 83 new students could be generated by Scenario B of the No Action Alternative. Since the resulting projected student generation would be less than what is generated under Alternatives 1 and 2, no significant impacts would be anticipated to result to public schools.</p>	<p>School impacts would generally be similar to those described for Scenario B.</p>
3.13 TRANSPORTATION				
Construction				
<p><i>Construction Truck Trips</i></p> <p>Truck trips to the site would result from the importation of fill for the Mill Site. No significant impact on weekday peak hour traffic operations would be anticipated.</p>	<p>Construction truck trip traffic would occur generally as described for Alternative 1.</p>	<p>No redevelopment would occur and no transportation impacts would result from construction.</p>	<p>Due to staggered development and potentially several different property owners/developers, this scenario could include a lack of coordination for residential construction. As a result, construction related impacts throughout the wider transportation system are likely to be less concentrated during any particular time period, and generally would be somewhat less than those identified for Alternatives 1 or 2.</p>	<p>Construction truck trip traffic would occur generally as described for No Action Scenario B.</p>
<p><i>Construction Employee Traffic</i></p> <p>Construction employees would travel to the site, however, overall construction traffic is anticipated to be less than traffic generated by build-out of the planned uses.</p>	<p>Construction employee traffic would occur generally as described for Alternative 1.</p>	<p>No redevelopment would occur and no construction employee traffic would be generated.</p>	<p>Construction employee traffic would occur generally as described for Alternative 1.</p>	<p>Construction employee traffic would occur generally as described for Alternative 1.</p>
<p><i>Street System</i></p> <p>Changes to the street system would include changes to street alignments and intersection control devices at certain intersections including realignment of Puget Way and construction of a roundabout at Puget Way.SR 104.</p>	<p>Changes to the street system would occur generally as described for Alternative 1.</p>	<p>No on-site redevelopment or changes to the existing street system would occur.</p>	<p>The on-site street system would be similar to that under Alternative 1. Several internal street connections would not be provided compared to Alternative 1, including a roadway connection between the Town Site (RHTR and RHTC-zoned areas) and the agricultural uses in the RR-zoned area.</p>	<p>The on-site street system would be similar to that under No Action Scenario B, with the exception of no new roadways on the Mill Site.</p>
<p><i>Non-Motorized Transportation System</i></p> <p>A network of sidewalks, trails, and shared use paths that accommodate pedestrian and bicycle activities would be provided throughout the site.</p>	<p>Sidewalks, trails, and shared use paths would be provided generally as described for Alternative 1.</p>	<p>No changes to the pedestrian and bicycle system would occur.</p>	<p>Redevelopment would be sponsored by different developers and would occur on a case-by-case basis and changes or additions to the non-motorized transportation system would occur in conjunction with each individual redevelopment proposal.</p>	<p>Changes or additions to the non-motorized system would occur similarly to those described for No Action Scenario B.</p>

Alternative 1	Alternative 2	No Action Alternative Scenario A	No Action Alternative Scenario B	No Action Alternative Scenario C
<p><i>Parking</i></p> <p>The existing on-street parking supply would remain, and additional on-street parking would be formalized or added with new construction. Parking would be subject to County code requirements to ensure adequate parking supply.</p>	<p>The existing parking supply would remain and additional parking would be formalized or added generally as described for Alternative 1.</p>	<p>No changes to existing parking conditions would occur.</p>	<p>The existing parking supply would remain and additional parking would be formalized or added generally as described for Alternative 1.</p>	<p>The existing parking supply would remain and additional parking would be formalized or added generally as described for Alternative 1.</p>
<p><i>Transit</i></p> <p>Given the relatively modest transit facilities in the site vicinity Alternative 1 is not anticipated to noticeably impact transit operations or performance within the study area</p>	<p>Transit impact would be generally as described for Alternative 1.</p>	<p>No increase in transit ridership would be anticipated as no redevelopment would occur on the site.</p>	<p>Similar to Alternatives 1 and 2, no impact to Kitsap Transit's service or operations would be anticipated.</p>	<p>Similar to Alternatives 1 and 2, no impact to Kitsap Transit's service or operations would be anticipated.</p>
<p><i>Safety</i></p> <p>Traffic generated under Alternative 1 would be anticipated to result in a proportionate increase in the probability of collisions. However, no safety hazards or significant increases in the number of collisions would be anticipated. The proposed roundabout would provide a safer form of traffic control for the SR 104/ Puget Way intersection.</p>	<p>Safety impacts would occur generally as described for Alternative 1.</p>	<p>With the forecasted increase in background traffic volumes of 1.5 percent per year, a proportionate increase in the probability of collisions would likely occur. However, no safety hazards or significantly increased collisions would be anticipated to result.</p>	<p>Safety impacts would occur generally as described for Alternative 1.</p>	<p>Safety impacts would occur generally as described for Alternative 1.</p>
<p><i>Trip Generation</i></p> <p>Alternative 1 is anticipated to generate 675 weekday PM peak hour trips. An estimated additional 196 weekday PM peak hour trips would be pass-by trips attracted from background traffic volumes.</p>	<p>Alternative 2 is anticipated to generate 449 weekday PM peak hour trips. An estimated additional 90 weekday PM peak hour trips would be pass-by trips attracted from background traffic volumes.</p>	<p>Because no redevelopment would occur under this scenario no new trips would be generated within the Port Gamble site under No Action Scenario A.</p>	<p>No Action Scenario B is estimated to generate approximately 391 weekday PM peak hour trips. An estimated additional 50 weekday PM peak hour trips would be pass-by trips attracted from background traffic volumes.</p>	<p>No Action Scenario B is estimated to generate approximately 231 occurring during the PM peak hour. An estimated additional 50 weekday PM peak hour trips would be pass-by trips attracted from background traffic volumes.</p>
<p><i>Traffic Operations</i></p> <p>All of the study area intersections would operate at LOS C or better with trips generated under Alternative 1, with the exception of the signalized SR 3/SR 104 and SR 307/SR 104 intersections which would fall to LOS D and R, respectively.</p>	<p>All of the study area intersections would operate at LOS C or better with trips generated under Alternative 2, with the exception of the NE Carver Drive extension and the SR 307/SR 104 intersection.</p>	<p>All study area intersections are anticipated to operate at LOS C or better and meet WSDOT's LOS C standard, under the No Action Scenario A forecasted (2027) conditions.</p>	<p>All study area intersections are anticipated to operate at LOS C with trips generated under the No Action Scenario B, with the exception of the intersection of SR 104/Puget Way (LOS C to LOS F) and SR 307/SR 104 (LOS C to LOS E).</p>	<p>All study area intersections are anticipated to operate at LOS C with trips generated under the No Action Scenario C, with the exception of the SR 307 / SR 104 and SR 104/Puget Way intersections, which would fall below the LOS C standard to LOS D.</p>

Alternative 1	Alternative 2	No Action Alternative Scenario A	No Action Alternative Scenario B	No Action Alternative Scenario C
3.14 UTILITIES				
Construction				
<p><i>Water Service</i> Construction of proposed water service infrastructure would not substantially interrupt water service to existing users, and would occur during ongoing construction. The existing system would be phased out to allow continued water service and fire protection as the new system was constructed.</p>	Water service impacts would occur generally as described for Alternative 1.	No redevelopment would occur and the existing infrastructure would remain.	Water service impacts would occur generally as described for Alternatives 1 and 2.	Water service impacts would occur generally as described for Alternatives 1 and 2.
<p><i>Sewer Service</i> Construction of the proposed sanitary sewer infrastructure would occur with phased development and would likely be scheduled with other infrastructure improvements. Construction would not substantially interrupt sanitary sewer service.</p>	Sewer service impacts would occur generally as described for Alternative 1.	No redevelopment would occur and the existing infrastructure would remain.	Sewer service impacts would be similar to Alternatives 1 and 2.	Sewer service impacts would be similar to Alternatives 1 and 2.
Operation				
<p><i>Water Service</i> A new system for potable water and fire flow would connect to the KPUD system, and a new reservoir would be constructed for fire flow storage. Water demand would be anticipated to be less than expected due to water conservation measures, with an estimated use of 360-500 ERUs, and 65,000-90,000 gpd.</p>	Water service impacts would occur generally as described for Alternative 1, but the estimated use would be 304-415 ERUs, and 55,000-75,000 gpd.	No redevelopment would occur and the existing infrastructure would remain, and would continue to age and degrade over time.	Impacts would be similar to Alternative 1, but development in the Mill Site could include industrial uses that generate a high water demand, and could exceed proposed uses under Alternatives 1 and 2. These users would not impact the planned water system improvements, however, without some other separate mitigating action, they may be prevented from occupying the site if their water use resulted in a high sewer discharge that exceeded the capacity of the LOSS.	As a result of the restoration of the Mill Site to natural conditions under Scenario C, water demand would be less than Alternatives 1 and 2. Existing water systems would be replaced with a new water system, similar to Scenario B.
<p><i>Sewer Service</i> The recently constructed LOSS has been permitted to receive a peak flow of 55,800 gpd, allowing for a service of 207 ERUs. The new LOSS system would have adequate capacity to accommodate increased demand under Alternative 1, and no significant impacts would be anticipated. The 55,800 gallon per day limit could be increased if additional studies validate drainfield capacity or if expanded facilities are provided in the future under separate approvals, if needed.</p>	Sewer service impacts would occur generally as described for Alternative 1.	No redevelopment would occur and the existing infrastructure would remain, and would continue to age and degrade over time. Water quality issues in Hood Canal would continue to exist.	Impacts would be similar to Alternative 1, but development in the Mill Site could include industrial uses that generate a high water demand. Without some other separate mitigating action, these users may be prevented from occupying the site if their water use resulted in a high sewer discharge that exceeded the LOSS.	As a result of the restoration of the Mill Site to natural conditions under Scenario C, sewer demand would be less than Alternatives 1 and 2. Existing sewer systems would be replaced with a new LOSS system.

Alternative 1	Alternative 2	No Action Alternative Scenario A	No Action Alternative Scenario B	No Action Alternative Scenario C
<p><i>Electrical and Natural Gas Service</i> Natural gas would not be extended to the Port Gamble site for proposed development, and use of private propane tanks could continue. The available electric supply would be adequate to support future uses, though it is possible that some infrastructure upgrades would be needed.</p>	<p>Electrical and natural gas service impacts would occur generally as described for Alternative 1.</p>	<p>No redevelopment would occur and the existing infrastructure would remain, and would continue to age and degrade over time.</p>	<p>Impacts would be similar to Alternative 1, but development in the Mill Site could include industrial uses that have a high electric consumption, and on-site electrical may not be adequate for this use, resulting in the need for upgrades to on-site facilities.</p>	<p>As a result of the restoration of the Mill Site to natural conditions under Scenario C, utility demand would be less than Alternatives 1 and 2.</p>

1.5 MITIGATION MEASURES AND SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

The following list highlights the mitigation measures and significant unavoidable adverse impacts that would potentially result from the alternatives analyzed in this DEIS. This list is not intended to be a substitute for the complete discussion of mitigation measures within each element that is contained in **Chapter 3**.

Required/Proposed mitigation measures are those actions which the applicant has proposed at this point in time, and/or that are required by code, laws, or local, state, and federal regulations.

Possible mitigation measures are additional actions that could be undertaken, but are not necessary to mitigate significant impacts, and are above and beyond those proposed by the applicant.

Earth

Required/Proposed Mitigation Measures

The following required/proposed mitigation measures would address potential impacts to soils and geologic conditions associated with Port Gamble Redevelopment under Alternatives 1 and 2.

Prior to and During Construction

- The Mill Site surface grades would be raised above the flood plain, which would provide protection for structures on the site.³ Future excavations for footings, utilities and other development-related features would occur primarily within new fill soils; which would minimize excavations into existing Mill Site soils.
- All utility excavations would be immediately backfilled with suitable fill soils, and all fill soils would be compacted to achieve a dense condition.
- During the appropriate dry seasons, wherever possible, soils excavated from the site would be reused as on-site structural fill.
- If construction work is performed immediately adjacent to an existing structure, conventional smaller equipment would be used to address the potential for vibration and settlement.
- Site soils would be over excavated and replaced with granular structural fill, or intermediate-depth foundations would be installed in the depression in the center of the Town Site and in other localized zones of compressible soils to prevent long-term static settlement.

³ Based on compliance with FEMA standards for floodplain development.

- If pile-driving or other heavy construction must be performed here (such as for a new boardwalk or wharf), work would be completed before building any settlement-sensitive structures nearby. Pile-driving vibrations would be significantly reduced by using low-displacement pile types (such as H piles) instead of high displacement piles (such as pipe piles).
- Mitigation factors related to erosion, liquefaction, and settlement hazards are summarized below.
 - A Temporary Erosion and Sedimentation Control Plan (TESCP) would be prepared and implemented, per the Kitsap County Stormwater Design Manual and would include any or all of the following:
 - Earthwork would be scheduled for the drier summer months, whenever possible, especially in the case of construction sites on sloping terrain.
 - Disturbance of existing trees and undergrowth on sloping terrain would be minimized.
 - Best-management practices would be applied on all construction sites, such as silt fences, bioswales, check dams, stockpile covers, and grate filters.
 - Trees and groundcover vegetation would be replanted as soon as feasible in areas that are necessarily disturbed by earthwork activities.
 - Temporary erosion-control blankets or permanent rock armoring on steep terrain would be provided where vegetation is slow to get established.
 - Temporary or permanent tightline pipes installed, where practical, to convey stormwater from steep areas to appropriate downslope facilities on flatter terrain to prevent erosion (see **Section 3.2, Water Resources**, for details).
 - The permanent stormwater control system would include runoff diversion systems, such as swales, curbs, berms, or pipes, to prevent flow directly over steep slopes (see **Section 3.2, Water Resources**, for details).
- Development would generally adhere to Kitsap County requirements for buffers and setbacks adjacent to landslide hazard areas. Actual setbacks and buffers would comply with the following criteria:
 - **Northern Bluff:** The northern bluff and a 25-ft.-wide strip of ground immediately behind the brink (the intersection of the slope face and the upland surface) would be protected from disturbance of any native vegetation and would be free from construction of any impervious surfaces. All buildings would be setback a minimum horizontal distance equal to 1.3 times the vertical height of the slope or equal to the vertical slope height plus 25 ft., whichever is greater.
 - **Eastern Bluff:** The slope itself and a 25-ft.-wide strip of ground immediately behind the brink (the intersection of the slope face and the upland surface) would be protected from disturbance of any native vegetation and would be free from construction of any impervious surfaces. All buildings would be setback a minimum horizontal distance of 40 ft. from the top of slope.

- Conventional geotechnical foundation designs, such as drilled or driven piles, mat foundations and aggregate bearing pads would be used along the peripheral margin of the Mill Site to address liquefaction hazards during earthquakes. The actual foundation designs would depend on several variables, including the specific structure location, the structure type and the risk-tolerance.

Significant Unavoidable Adverse Impacts

With the implementation of the required/proposed mitigation measures listed above, no significant unavoidable adverse earth-related impacts are anticipated with development of the Port Gamble site.

Water Resources

Required/Proposed Mitigation Measures

The following required/proposed mitigation measures would address potential impacts to water resources associated with Port Gamble Redevelopment under Alternatives 1 and 2.

Prior to and During Construction

- Construction would be conducted in accordance with the conditions of all applicable permits issued by regulatory agencies (Kitsap County, DFW, DOE, Washington Department of Health, Corps). In particular, Site Development Activity Permits issued by Kitsap County will be required for all clearing, grading, construction of utilities and infrastructure to support the ultimate built development.
- Construction equipment would be stationed above the OHWM of Hood Canal and Port Gamble Bay whenever possible, and would operate as far from the water's edge as possible. Construction equipment would not enter any waterbody without authorization from appropriate agencies.
- Debris and sediments would be disposed of outside water resources (wetlands, streams, shorelines) and associated buffers in accordance with Kitsap Health District rules.
- Waste materials would be transported offsite and disposed of in accordance with applicable regulations.
- A spill prevention, control and containment (SPCC) plan would be developed to ensure that all pollutants and products are controlled and contained.
- A TESC plan and a source control plan would be developed and implemented, including BMPs.
- BMPs would be implemented to ensure that no foreign material such as oil or fuel from construction equipment enters marine waters and that sedimentation is minimized.
- Adequate material and procedures to respond to unanticipated weather conditions or accidental release of materials would be available onsite.

- Contract documents would specify that equipment used for this project would be free of external petroleum-based products while work is performed around the water.
- Equipment staging and/or materials storage would be restricted to existing un-vegetated surfaces.
- Daily inspections of the erosion control measures would be conducted throughout the construction period. This would ensure the effectiveness of the measures and determine the need for maintenance, repairs, or additional measures.
- All construction debris would be removed on a daily basis before workers leave the construction area for the work day.
- Disturbance would be limited to those areas necessary for construction, which would be identified in on-site plans and marked on the site before construction begins.
- Additional site-specific engineering studies of water resources could be required during permitting to evaluate potential impacts associated with any utility work below the OHWM.
- A permanent stormwater control system would be installed in accordance with the 2010 Kitsap County Stormwater Design Manual to avoid erosion, sedimentation and pollutant impacts on water resources (see Appendix E for details).
- Groundwater recharge across the Mill Site would be maintained closer to current levels by using granular fill soils to raise Mill Site surface grades, and by using pervious hardscapes where practical.
- No deep subsurface excavations or structures would be used, which would prevent impacts to deep aquifers.

During Operation

- Interpretive or educational materials would be developed and made available in order to foster an understanding and appreciation of the primary natural features (e.g. shoreline, wetlands and creeks) of the Port Gamble site and vicinity by future residents, employees, and visitors.
- The permanent stormwater control system would not incorporate any stormwater infiltration, which would prevent impacts to shallow groundwater.
- Stormwater runoff from parking lots and other possible contaminant sources would be treated by facilities included in the permanent stormwater control system in order to protect CARAs onsite (see **Appendix B** for details).

Significant Unavoidable Adverse Impacts

No significant unavoidable adverse impacts to water resources, including wetlands, streams, and adjacent water bodies such as Port Gamble Bay and Hood Canal, are anticipated with implementation of the mitigation measures listed above.

Plants and Animals

Required/Proposed Mitigation Measures

The following required/proposed mitigation measures would address potential impacts to plants and animals that could result from the construction and long-term use of Alternatives 1 and 2.

Prior to and During Construction

- Construction would be conducted in accordance with the conditions of all applicable permits issued by regulatory agencies (Kitsap County, WDFW, Ecology, U.S. Army Corps of Engineers).
- All work below the MHW level would be conducted during the approved work windows for fish species that may occur in the project area.
- A forage fish survey may be required along the Hood Canal and Port Gamble Bay shorelines prior to construction, consistent with WDFW requirements.
- Forage fish monitoring may be required during construction.
- Construction equipment would be stationed above the OHWM of Hood Canal and Port Gamble Bay, and would operate as far from the water's edge as possible. Construction equipment would not enter any waterbody without authorization from appropriate agencies.
- Debris and sediments would be disposed of outside all critical areas and associated buffers.
- Waste materials would be transported off-site and disposed of in accordance with all applicable regulations.
- A spill prevention, control and containment (SPCC) plan would be developed to ensure that all pollutants and products are controlled and contained.
- A TESC plan and source control plan would be developed and implemented, including BMPs.
- BMPs would be implemented to ensure that no foreign materials such as oil or fuel from construction equipment enters marine waters and that sedimentation is minimized.
- Adequate material and procedures to respond to unanticipated weather conditions or accidental release of materials would be available onsite.
- Contract documents would specify that equipment used shall be free of external petroleum-based products while works is performed around water.
- Equipment staging and/or materials storage would be restricted to existing un-vegetated surfaces.

- Daily inspections of the erosion control measures would be conducted throughout the construction period to ensure the effectiveness of the measures and determine the need for maintenance, repairs or additional measures.
- All construction debris would be removed or contained on a daily basis before leaving the construction area for the work day.
- Disturbance would be limited to those areas necessary for construction, which will be identified on site plans and marked on site before construction begins.
- The project would comply with KCC Title 19, Kitsap County Critical Area regulations, including:
 - Preparation of a detailed Habitat Management Plan addressing potential impacts to species regulated under County Code, including the bald eagle; this may include a nesting survey.
- Shoreline and shoreline buffer enhancement would be provided, including:
 - Removal and restoration of existing rip/rap in areas in areas of stormwater outfall improvements, and
 - Installation of native vegetation (planting trees in the shoreline environment could contribute to habitat benefits for birds of prey, such as bald eagles and osprey, as well as herons, which use shoreline trees for rookeries).
- Additional site-specific critical area and engineering studies would be prepared during permitting to evaluate potential impacts associated with any utility work below OHWM, as necessary.
- Native plants would be incorporated into the landscaping in commercial areas, multifamily residential areas and parks. Residents in single family residential areas would also be encouraged to incorporate native plants into their landscaping.
- A permanent stormwater control system would be installed as approved by Kitsap County to avoid erosion, sedimentation and pollutant impacts on water resources and their associated habitat on and in the vicinity of the site.
- If development is proposed in the vicinity of an eagle nest, USFWS guidelines would be implemented during the local permitting process and a HMP would be developed.

During Operation

- Interpretive or educational materials would be developed and made available in order to foster an understanding and appreciation of the primary natural features (e.g. shoreline, wetlands and creeks) of the Port Gamble site and vicinity by future residents, employees, and visitors.

Significant Unavoidable Adverse Impacts

Permanent loss of habitat would occur, similar to any major development project on a partially undeveloped site. However, with the implementation of the required/proposed mitigation measures listed above, no significant unavoidable adverse plants and animal impacts would be anticipated.

Environmental Health

Required/Proposed Mitigation Measures

The following required/proposed mitigation measures would be implemented to preclude significant impacts on environmental health.

Prior to and During Construction

- **Demolition Activities:** Completion of pre-demolition surveys and applicable asbestos and/or lead abatement activities where required by local, state and federal air quality or worker safety regulations.
- **Soil Management:** Compliance with the soil management provisions of cleanup site institutional controls, and ensuring compliance of all future site construction activities with these control measures.
- **Worker Health & Safety:** Compliance with construction worker safety protocols defined as part of cleanup site institutional controls, and ensuring compliance of all future site construction activities with these control measures.
- **Stormwater Quality Impacts:** Maintenance of cover soil over contaminated soils where practicable and/or implementation of stormwater treatment and monitoring during construction activities that could disturb contaminated soils.
- **Groundwater Quality:** Ensuring compliance with the site-specific institutional controls during site cleanup and redevelopment construction activities.
- **Facility/Land Use Siting:** Incorporating a review of use restrictions associated with institutional control plans as part of future building permit reviews, and either 1) ensuring that all proposed uses comply with these use restrictions, or 2) conducting additional removals of the contained hazardous materials in coordination with Ecology, as necessary, to remove the use restrictions.
- **Discovery of New Cleanup Issues:** Complying with release reporting, investigation and applicable cleanup provisions of the MTCA and SMS regulations.

During Operation

- **Soil Management and Worker Safety:** Initial development of utility corridors in clean backfill material where practicable; where this is not practicable, the same soil management and worker safety provisions applicable to construction activities (e.g., compliance with worker training, monitoring and work practice requirements defined in

site institutional control plans) would apply to utility maintenance or other subsurface maintenance activities.

- **Future Hazardous Materials Use:** Compliance with local (e.g., fire department hazardous materials regulations), state (e.g., Washington underground storage tank regulations) and federal regulations (e.g., federal spill prevention control and counter-measures requirements) relating to the use, storage or processing of hazardous materials.

Significant Unavoidable Adverse Impacts

No adverse environmental impacts that could not be mitigated would result under either redevelopment Alternatives 1 or 2, or under the No Action Alternative.

Cultural Resources

Required/Proposed Mitigation Measures

At this time only the *Buena Vista Cemetery*, is eligible for the NRHP. Mitigation measures that follow assume evaluation of the archaeological properties is completed and that all sites in **Table 3.5-1** indicated as “considered eligible for NRHP” are determined eligible for listing in the NRHP. In addition, the Port Gamble Historic District is assumed to delineate an area of high sensitivity for future discovery of additional archaeological sites.

- **Avoidance.** Impacts to an archaeological site can be avoided by re-designing elements of the proposal to by-pass the archaeological site boundaries and a buffer area. Avoidance requires delineation of archaeological site boundaries and project impacts, and agreement on appropriate site buffers.

Buena Vista Cemetery - impacts (the potential to encounter unmarked interments) can be avoided by establishing a sufficient buffer zone through consultation with DAHP around the existing fence at the base of the slopes on the east and west, at the north edge of the road along the south boundary, and between the fence and the bluff scarp on the north edge.

Pre-Contact Shell Midden - impacts can be avoided by limiting the depth of excavation on the Mill Site to six feet or less, or by raising the elevation of the existing ground surface and thereby the depth of excavation relative to the site location.

Port Gamble Workers Housing - impacts can be avoided by establishing a buffer to prevent excavation below existing grade that is 15 meters (50-feet) wide around the boundary. Increased protection would be provided by adding fill to the site to increase the distance below proposed surface to the site. Data recovery would be provided where it is determined that avoidance cannot be fully observed.

- **Data Recovery.** Recovery of the information that makes a site significant can be implemented through consultation among the County, DAHP, affected Tribes, and other

appropriate consulting parties. A research design guides excavation under permit from DAHP.

The *Port Gamble Dance House and Babcock Dairy*, the *Port Gamble Chinese Laundry and Residences*, and the *Port Gamble Workers' Housing* sites could require data recovery of all or part of each site, depending on final project design.

- **Inadvertent Discovery Plan.** A plan to be implemented on the discovery of archaeological deposits or human remains at any time within the redevelopment area would minimize impacts over the life of the redevelopment and beyond.
- **Monitor.** Ground disturbance related to infrastructure development would be monitored by a qualified archaeologist under the guidance of a Monitoring and Discovery Plan (MDP) approved by DAHP, the County and other consulting parties. The MDP would provide notification protocols to be followed upon discovery.
- **Archaeological Resources Management Plan.** The Port Gamble Redevelopment Project assumes a long period of development. Given the identified archaeological sites and indication of the correlation of buried remains with historic maps in the *Port Gamble Historic District*, development of an archaeological resource management plan (ARMP) for the entire redevelopment area is the best way to guide identification, evaluation, and treatment of archaeological properties through the course of future development. The ARMP would be developed by a professional archaeologist in consultation with Kitsap County, OPG, DAHP, and affected tribes at a minimum. The ARMP would include a long-term research design based on an historic context expanded from HAER documentation prepared by Eakins 1997a, the overview of Sharley et al. 2010, and the technical investigations of Rinck et al. 2013. The research design would identify significant gaps in current understanding and would pose research questions to fill those gaps which archaeological research could help to answer. Also included would be methodologies for survey, testing, and data recovery and thresholds for their implementation. Provisions for curation, reporting, and continued consultation would also be included as would a comprehensive guide to existing archival resources, including those kept by the Puget Mill Company and its successors.

The ARMP would provide GIS-based management tools at various scales related to archaeological potential to ensure that cultural resources are protected during the extended development. GIS would indicate the sensitivity level of a parcel, tract, or alignment and might recommend: 1) additional cultural resource investigation; 2) investigation to identify boundaries or establish buffers for a known site; 3) archaeological monitoring during construction or; 4) guidelines for development of mitigation measures, like data recovery. The plan would also provide an inadvertent discovery protocol that would guide consultation with DAHP, the Tribes, and other consulting parties in the event of unplanned discovery of human remains or

archaeological deposits. Such a management plan would be adjusted through the life of the project as data was collected.

- In the case of inadvertent discovery of cultural resources within the RHTR, RHTC and RHTW areas, the proposed use resulting in the discovery could be moved to the “reserve lots” to avoid disturbance of the discovered resources.

Significant Unavoidable Adverse Impacts

No significant unavoidable adverse impacts on archaeological resources are anticipated with implementation of the required/proposed mitigation measures listed above.

Historic Resources

Required/Proposed Mitigation Measures

The following required/proposed mitigation measures would address potential impacts to historic resources that could result from the construction and long-term use of Alternatives 1 and 2.

- All 78 of the on-site structures that are considered historic and contributing to the historic Port Gamble district would be retained with proposed redevelopment.
- Secondary, contributing structures (i.e., garages and sheds) that are identified for demolition would be documented and their removal would be reviewed by a qualified consultant prior to demolition.
- The historic circulation network (i.e., roads, alleys and sidewalks) and grid alignment would largely be maintained with proposed redevelopment.
- The majority of the remaining historic trees that contribute to the historic district would be retained (removal would only occur for safety consideration and/or street improvements). Additional street trees would be planted to help maintain the historic character of the town.
- Wherever possible, existing historic-contributing landscape features (i.e., lawns around buildings and sidewalks, low picket fences and the tennis court) would be maintained.
- Design guidelines would be included in the proposed future Development Agreement between the applicant and Kitsap County to ensure that proposed development would meet the standards outlined in the County Town Development Objectives (TDOs) for the site’s RHT zones.
- Further evaluation of any above-grade utility, data, communication, and underground water, sewer and other infrastructure construction would occur during project permitting to ensure no significant impacts on historic resources.

Other Possible Mitigation Measures

Demolition

- If feasible, ancillary structures that are secondary, contributing resources and proposed for demolition could be deconstructed and relocated.

Lot Layout and Orientation

- The proposed site plans under Alternatives 1 and 2 largely maintain the historic street grid pattern. Potential modifications to the Alternative 1 and 2 site plans to further reinforce the historic grid pattern could include:
 - South of Pope Street, along Olympian Avenue, and along Talbot Street, the historic grid could be simulated by slightly re-configuring Lots 46 and 50-53, as possible, avoiding the curve and aligning structures on Lots 50-53 to provide visual reinforcement of the grid from Pope Street. Appropriate landscaping south of the Olympian Avenue NE and Talbot Street NE intersection could also help to disguise the new curved roads in this area.
 - Lots 113 and 114 could be re-oriented in an east-west orientation to reflect the historic platting pattern and help to reinforce the historic grid along Puget Way. If possible, roof lines should align with the existing structures in the area.
 - Structures on Lots 83, 97 and 109 could strive for continuous building line and possible secondary facades along Pope Street to recreate a sense of the original plat in this area.

Driveways and Garages

- Where alley access is not available and shared driveways or ganged garages are proposed, driveways directly off of streets would not be preferred and street parking could be provided as an alternative.

Circulation Pattern, Street Names and Parking

- Landscaping, road markings or interpretive signage/markers could be considered as part of the proposed Pope Street roundabout.
- Retention of the Kitsap Avenue-Pope Street could be investigated further to retain the historic grid and roadway system; however, retention may not be feasible due to safety issues associated with intersection spacing.
- Alley C between N Talbot Street and Pope Street could be renamed as Olympia Avenue as it was historically known and the proposed Olympian Avenue could be renamed Pacific Avenue as it lies on the approximate location of that historic roadway.
- The proposed parking lot in the RHTC should be screened with landscaping as tall fencing would not be appropriate for the Port Gamble NHL District.

- Access to proposed parking areas could be provided through a minimal opening to the street to minimize impacts from the street, cemetery and other historic buildings in the area; landscaping could also be provide to lessen impacts.

Trees

- Street trees along Rainier Avenue and Pope Street are historically significant and should be maintained if possible. If trees are required to be removed from these streets, new plantings should be provided.

Interpretation

- An interpretive plan could be developed to provide historic information for visitors, residents and employees. Elements could include story boards, interpretive exhibits, smart phone applications, the trail system and design elements in new construction projects.

Historic Resource Protection

- A qualified consultant currently provides and will continue to provide recommendations on proposed development in the RHT zone. Additional resources for County staff (e.g. training) could provide the expertise and processes to encourage and direct appropriate redevelopment on the site.
- Covenants, Conditions and Restrictions (CC&Rs) could be provided to address specific design issues.
- Kitsap County could become a Certified Local Government (CLG) to boost its overall capacity to work effectively with historic properties and take advantage of funding, training and expertise provided by the National Park Service and the Washington State Historic Preservation Office.

Significant Unavoidable Adverse Impacts

No significant unavoidable adverse impacts on historic resources are anticipated with implementation of the required/proposed mitigation measures listed above. Implementation of the other possible mitigation measures above would further reduce other potential impacts on historic resources, but are not required to avoid significant unavoidable adverse impacts.

Air Quality/Greenhouse Gas (GHG) Emissions

Required/Proposed Mitigation Measures

The following required/proposed mitigation measures would be implemented to preclude significant impacts on air quality and greenhouse gas emissions.

Prior to and During Construction

- Site development and construction activities would comply with applicable Puget Sound Clean Air Agency (PSCAA) regulations regarding construction-related emissions.

During Operation

- Emissions related to building operations would be required to meet all applicable standards, including PSCAA regulations.

Significant Unavoidable Adverse Impacts

Development of the Port Gamble site under Alternatives 1 and 2 would result in increased energy usage and increased levels of GHG emissions, similar to any major development project. However, with the implementation of the required/proposed mitigation measures listed above, no significant unavoidable adverse air quality, energy or GHG-related impacts would be anticipated.

Land Use

Required/Proposed Mitigation Measures

The following required/proposed mitigation measures would address the potential land use impacts associated with the redevelopment of Port Gamble site under Alternatives 1 and 2.

Prior to and During Construction

- The proposed Development Agreement would be negotiated and approved between Kitsap County and the applicant, either as part of the Proposed Actions. It is currently anticipated that the Development Agreement would be adopted concurrently or soon after the issuance of land use approvals for the Port Gamble site redevelopment. The Development Agreement would identify implementing land use regulations for the project that would include regulations and design guidelines related to building height, bulk, and design, consistent with standards in the Kitsap County Code. Future development would be reviewed for conformance with those regulations and design guidelines to ensure that new land uses are compatible with existing uses in the site and in the vicinity.
- Redevelopment would be phased over time, consistent with market demand, as well as the Development Agreement and applicable regulations and standards.
- Approximately 75 to 77 percent of the site would be retained in some form of open space area.

Additional mitigation measures related to construction, aesthetics, transportation, public services and utilities would be provided to minimize overall impacts from development of the site (see **Section 3.1, Earth**; **Section 3.9, Aesthetics**; **Section 3.13, Transportation**; **Section 3.12, Public Services**; and **Section 3.14, Utilities** for further details).

Significant Unavoidable Adverse Impacts

Development under Alternatives 1 and 2 would increase density on the Port Gamble site from its existing condition with new mixed-use development, resulting in an intensification of uses onsite and an associated increase in on-site activity levels. It is assumed that proposed redevelopment would occur consistent with adopted standards, design guidelines, and regulations for the site, including the Development Agreement between Kitsap County and the applicant. Therefore, with the implementation of the required/proposed mitigation measures listed above, and the Development Agreement, no significant unavoidable adverse land use impacts would be anticipated.

Aesthetics/Light and Glare

Required/Proposed Mitigation Measures

The following measures have been incorporated into the proposal and/or identified in the DEIS to minimize the potential for aesthetic/light and glare impacts.

- Consistent with Kitsap County Town Development Objectives, proposed new buildings would include the use of natural materials, architectural detailing and modulation within the RHTC and RHTR zones and would be intended to respect the historic character of the site. In conformance with Town Development Objective 5, within the RHTW zone, the proposal could provide greater massing and a more industrial style in keeping with the historic industrial use of the Mill Site. Adherence to the Town Development Objectives would result in a cohesive design theme throughout the site.
- A substantial portion of the site would be retained in open space, parks and landscaping to soften the aesthetic character of overall site redevelopment.

Other Possible Mitigation Measures

- Lighting standards and design guidelines could be developed and included in the Development Agreement, such as :
 - Lighting for building and circulation routes could be designed with sensitivity to surrounding areas and fixtures could be located in a manner to avoid glare into surrounding land uses.
 - Exterior lighting features and security lighting near the perimeter of the site could use appropriate shields and could be directed away from adjacent areas to reduce light spillage.
 - All streets would be well lit for safety and security purposes to meet the standards of Kitsap County.
 - Informal path and trail lighting could be designed to not exceed a certain maximum height.

Significant Unavoidable Adverse Impacts

Portions of the site contain various forms of existing development, including development in the Town Site (RHTR and RHTC zoned areas) and on the Mill Site (RHTW zoned area) – thus, these portions of the site do not reflect the aesthetic character of an undeveloped site. Redevelopment under Alternatives 1 and 2 would change the aesthetic character of the Town Site by continuing and expanding upon the existing development pattern as allowed by the Comprehensive Plan and current development regulations. On the Mill Site, redevelopment under Alternatives 1 and 2 would change the aesthetic character of this portion of the site from a developed but mostly vacant area to a more dense mixed-use development. Changes in visual character would occur incrementally over the 15-year buildout period. Under the No Action Alternative Scenario B, redevelopment on the Mill Site would reflect a change in visual character to a more densely developed industrial area.

As noted previously, this assessment of aesthetic conditions does not indicate if a particular change in visual character would be adverse. The determination as to whether a particular change could be adverse is often defined by the subjective reaction of an individual viewer.

Redevelopment of the site would result in an increase in light and glare on the site and in the surrounding area. With implementation of mitigation measures, no significant unavoidable adverse impacts would be anticipated for light and glare.

Parks and Recreation

Required/Proposed Mitigation Measures

The following required/proposed mitigation measures would address the potential parks and recreation impacts associated with redevelopment of the Port Gamble site under Alternatives 1 and 2.

Prior to and During Construction

- Potential increased demand for parks and recreation facilities would be mitigated, through the provision of new on-site parks, recreational facilities, trails and open space, and payment of park impact fees. Approximately 75 to 77 percent of the site would be retained in some form of open space area and 2.5 to 3 miles of trails would be provided.

Significant Unavoidable Adverse Impacts

Development under Alternatives 1 and 2 would result in increased demand for parks and recreational facilities from new uses and on-site population. With implementation of the required/proposed mitigation measures listed above, no significant unavoidable adverse impacts to parks and recreational facilities would be anticipated.

Public Services

Required/Proposed Mitigation Measures

The following required/proposed mitigation measures would address the potential public services impacts associated with development of the Port Gamble Redevelopment Plan under Alternatives 1 and 2.

- A portion of the tax revenues generated from development of the site (including construction sales tax, retail sales tax, business and occupation tax, property tax, utilities tax, and other fees, licenses and permits) would accrue to Kitsap County and would help to offset the increased demands for law enforcement, fire and EMS and public school services.
- All new buildings would be constructed in compliance with the International Building Code (as amended by Kitsap County) and the International Fire Code (as amended by Kitsap County).
- Adequate fire flow would be provided for all new development on the Port Gamble site in accordance with Kitsap County requirements.
- Automatic fire sprinkler systems would be provided in accordance with Kitsap County requirements for buildings greater than 10,000 sq. ft. or for certain types of building uses or occupants.
- Kitsap County has adopted impact fee requirements for new single family and multi-family residential development within the District in order to mitigate potential impacts on public schools from new residential uses within the North Kitsap School District. Payment of impact fees (\$206.95 per single family residential unit and \$108.29 per multi family unit) would provide additional revenue to help offset potential development-related impacts. Further, it is anticipated that incremental increases in on-site population, along with general growth in the area, would be planned for through the North Kitsap School District's capital facilities planning process to ensure that the District would have adequate capacity in the future.

Significant Unavoidable Adverse Impacts

Redevelopment of the Port Gamble site under Alternatives 1 and 2 would result in increased demand for law enforcement, fire and EMS and public school services from the Kitsap County Sheriff's Office, Poulsbo Fire Department and North Kitsap School District due to increased on-site population and employment. With implementation of the required/proposed mitigation measures listed above, no significant unavoidable adverse impacts to public services would be anticipated.

Transportation

Transportation improvements are proposed to mitigate impacts at the intersections of Puget Way/SR 104 and SR 104/SR 307 under full buildout under Alternatives 1 and 2.

Because development under Alternatives 1 and 2 would occur in phases, an evaluation was conducted to identify at what point mitigation measures would be triggered (see **Appendix K** for a listing of the mitigation trigger points).

- **Puget Way/SR 104** - A roundabout is proposed to provide traffic control at this intersection given operations are projected to degrade to LOS F under full build out conditions for both Alternative 1 and 2. A roundabout would improve operations to LOS A and provide safe and efficient vehicular, bicycle, and pedestrian traffic flow. In addition, it would calm traffic and provide a new gateway for the site. The intersection would degrade to LOS F after approximately 195-200 project trips are generated. The range is due to the slight differences in traffic distribution between the with and without the Carver Drive extension (see **Appendix K** for detail).
- **SR 104/SR 307** - At this intersection, the installation of a westbound right-turn lane with an overlap signal phase is proposed to improve operations from LOS F under Alternative 1 and LOS E under Alternative 2 to LOS C under Alternative 1 and Alternative 2 conditions. These improvements would provide additional capacity for the more heavily used westbound right turn movement. The intersection would degrade to LOS E early in Phase 1 under both Alternatives 1 and 2 after approximately 8 trips are generated (see **Appendix K** for detail)

No specific mitigation measures were identified for the No Action Alternative scenarios.

Required/Proposed Mitigation Measures

The following required/proposed mitigation measures would address the potential transportation impacts associated with development of the Port Gamble Redevelopment Plan under Alternatives 1 and 2.

Prior to and During Construction

- At the SR 307 / SR 104 intersection the installation of a westbound right-turn lane with an overlap signal phase would improve traffic operations to acceptable LOS standards and increase the available intersection capacity such that intersection overall traffic volumes would be less than the improved capacity.

Significant Unavoidable Adverse Impacts

With the implementation of the required/proposed mitigation measures listed above, no significant unavoidable adverse transportation-related impacts are anticipated with redevelopment of the Port Gamble site.

Utilities

Required/Proposed Mitigation Measures

The following required/proposed mitigation measures would address the potential utility impacts associated with redevelopment of the Port Gamble site under Alternatives 1 and 2.

During Construction

- Methods such as higher densities, common irrigation areas, and efficient plumbing and fixtures would be used to keep water usage in the range of 150 to 200 gallons per day per ERU.
- Monitoring would be performed to confirm that actual sewer flows fall within the 55,800 gpd limit of the proposed sewer system. After 150 building permits have been issued, additional building permits would be approved only after confirmation that sufficient capacity is available based on monitoring of actual flows.

Significant Unavoidable Adverse Impacts

Development of the Port Gamble site under Alternatives 1 and 2 would result in increased demand for utilities from proposed uses and on-site population. With implementation of the required/proposed mitigation measures listed above, no significant unavoidable adverse impacts to utilities are anticipated.

Description of Proposed Action and Alternatives

CHAPTER 2

DESCRIPTION OF PROPOSED ACTION(S) AND ALTERNATIVES

This chapter of the Draft Environmental Impact Statement (DEIS) describes the Proposed Action(s) and Alternatives for the Port Gamble Redevelopment Project. Background information and a summary of historic site activities are also presented. Please see **Chapter 1** of this document for a summary of the findings of this DEIS and **Chapter 3** for a detailed presentation of the affected environment and probable significant environmental impacts of the Proposed Action(s) and alternatives.

2.1 INTRODUCTION

Olympic Property Group (OPG), the Applicant, is proposing redevelopment of the approximately 318.3-acre Port Gamble site (see **Figure 2-1**, Regional Map). For DEIS descriptive purposes, the site is comprised of four main areas including a Mill Site along the waterfront, a Town Site on the bluffs above the Mill Site, a residential area to the west and south of the Town Site, and an agricultural and wooded area which lies to the south (see **Figure 2-2**, Vicinity Map and **Figure 2-3**, Existing Site Conditions).

The Port Gamble site is owned by Pope Resources, as a successor to Pope and Talbot, who previously owned and operated the mill. The property is currently managed by OPG, a wholly owned subsidiary of Pope Resources. The existing commercial and residential buildings are leased from Pope Resources.

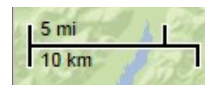
The proposal would redevelop the site with a mix of residential, commercial, agricultural and open space uses intended to complement the historic character of the site and create an economically sustainable community. Proposed redevelopment of the Port Gamble site could ultimately contain between 226 and 265 new residential units¹, a 100-room hotel/visitor accommodations, 50,000 to 171,000 sq. ft. of commercial space², and 239 to 245 acres of open space. Buildout of the proposed redevelopment is assumed to occur by 2028, although actual buildout would depend on market conditions.

The environmental impacts of three alternatives are analyzed in this DEIS, and include Alternative 1 (Full Buildout), Alternative 2 (Lesser Development) and the No Action Alternative.

¹ 28 existing residences would also be retained on the site for a total of 254 to 293 units.

² Includes up to 15,000 gsf of restaurant use.

Port Gamble Redevelopment Plan Draft EIS



Source: EA, Google Maps, 2018.



Figure 2-1
Regional Map

Port Gamble Redevelopment Plan
Draft EIS



Source: EA, 2018.



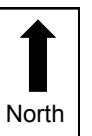
Figure 2-2
Vicinity Map

Port Gamble Redevelopment Plan
Draft EIS



— Site Boundary

Note: This aerial photo includes some site features that have since been removed as part of the cleanup activities for the Port Gamble site such as the former wharf and dock.



Not to Scale

Source: David Evans and Associates, 2018.



Figure 2-3

Port Gamble - Existing Site Conditions

The No Action Alternative includes three scenarios: a) continuation of existing conditions, b) redevelopment under existing zoning, and c) redevelopment of the upland area under existing zoning and purchase of the entire Mill Site for conservation (assumes that purchase of any portion of the Mill Site for conservation and any funding for conservation activity would be accomplished by others).

Subsequent to the submittal of their application in 2013, several changes have occurred within and adjacent to the Port Gamble Redevelopment Project site area, including the following:

- In 2016-2017, OPG constructed a new lift station, Membrane Bio-Reactor (MBR) and drainfield, and waste water treatment system (MBR System) to provide sewer service for the site; the former sewage treatment plant and sewer outfall to Hood Canal were decommissioned. Kitsap Public Utility District (KPUD) water mains were also connected to the existing water reservoir and potable water system.
- In 2017, OPG completed the in-water cleanup within Port Gamble Bay in accordance with a Consent Decree with Ecology. As part of the cleanup, OPG removed 8,592 piling, 1.3 acres of over-water structures and docks, dredged 110,000 CY of wood waste and sediments, placed 200,000 tons of clean cap materials and in total cleaned up over 106 acres of Port Gamble Bay. As part of the cleanup, the area of the Mill site was reduced by approximately 0.4 acres and the overall area of the site was reduced to 318.3 acres.
- In 2018, the Kitsap Forest and Bay Partnership was completed with the establishment of Kitsap County's Port Gamble Forest Heritage Park (approximately 3,500 acres and 1.5 miles of shoreline) which is located immediately south of the Port Gamble site.

2.2 ENVIRONMENTAL REVIEW PROCESS AND PURPOSE

SEPA EIS and Lead Agency

For purposes of the Port Gamble Redevelopment Project, Kitsap County is responsible for performing the duties of a lead agency, as required by the State Environmental Policy Act (SEPA). The County's Department of Community Development, Planning and Environmental Programs Division, serves in the lead agency role, and the Community Development Director serves as the Responsible Official for the SEPA review. The Washington State Department of Ecology (Ecology) is the responsible entity for all cleanup/remediation plans and actions on the site.

Determination of Significance and EIS Scoping

On January 17, 2013, the Applicant submitted a Performance Based Development/ Preliminary Plat application for the Port Gamble Redevelopment Project. Kitsap County, as SEPA lead agency, determined that the project may have a significant impact on the

environment. As a result, an EIS is required, per WAC 43.21C.030(2)(c) and must be prepared consistent with WAC 197-11-400 through 460. On February 22, 2013, the County issued a Determination of Significance (DS) and Request for Comments on the Scope of the EIS. The DS indicated that a public meeting would be held to provide an opportunity for the public to learn more about the Proposed Actions and to provide input into the environmental review process, and that the EIS scoping period would end on March 20, 2013.

The EIS public scoping meeting was held on March 18, 2013, to provide the public with opportunities to comment on the range of environmental issues, alternatives and actions that should be considered in the EIS. During the EIS scoping meeting, the public was encouraged to provide both written and/or oral comments on the scope of the EIS. A total of 34 people signed in and a total of 8 people spoke about the EIS scope at the public meeting.

During the EIS scoping comment period, a total of 32 comment letters/emails were received, including: six comment letters from local agencies and organizations, two comment letters from tribes, one letter from a state agency, and 25 comment letters from individuals. All of the comment letters/emails are available for review at the Kitsap County Department of Community Development. See **Appendix A** for further information on the scoping process and a summary of the scoping comments.

Following EIS scoping, the County identified the following elements to be analyzed in this DEIS:

- Earth
- Water Resources
- Plants and Animals
- Environmental Health
- Historic and Cultural Resources
- Air Quality/Greenhouse Gas Emissions
- Land Use and Plans and Policies
- Aesthetics/Light and Glare
- Recreation
- Traffic
- Public Services
- Utilities

Purpose of EIS Analysis

Per WAC 197-11-400, an EIS is an objective, impartial evaluation of the environmental consequences of a proposed project. It is a tool that will be used by Kitsap County, other agencies, and the public in the decision-making process. An EIS does not recommend for or against a particular course of action.

The DEIS is the County’s initial analysis of probable significant environmental impacts of the Proposed Actions and alternatives for a range of topics, such as: earth, water resources, land use, historic/cultural resources, transportation, etc. The DEIS has been issued and distributed to agencies, tribes, organizations, and the public for review as part of a public comment period. A public meeting will be held following issuance of the DEIS to gather comments regarding the DEIS (see the **Fact Sheet** for date and location). Comments on the DEIS can be given verbally at the public meeting or in writing at any time during the 30-day comment period.

Based on the comments received on the DEIS, a Final EIS (FEIS) will be prepared as the final step in the EIS process. The FEIS will provide responses to comments received on the DEIS from agencies, organizations, and the public, and may contain clarifications to the analysis of environmental impacts. The DEIS and FEIS together will comprise the document that the County will use – along with other analyses and public input – regarding decisions on the proposed redevelopment project.

After the FEIS is issued, County staff will make recommendations to the decision-makers on the Port Gamble Redevelopment Project. A public hearing will be held as part of the decision-making process on the project. Ongoing opportunities for public input will occur as part of the process.

2.3 SITE DESCRIPTION

The Port Gamble Redevelopment site encompasses approximately 318.3 acres of land that includes waterfront property and is bordered by Port Gamble Bay to the east, Hood Canal to the north, and primarily forested land to the south and west (refer to **Figure 2-1** for a regional map and **Figure 2-2** for a vicinity map). The existing development on the site is a mix of residential and commercial uses. The north portion of the site includes the historic town of Port Gamble (a designated National Historic Landmark District) and consists of single family residences, open space, a cemetery, and a downtown area with shops, commercial businesses, and restaurants. Along the waterfront in the northeastern corner of the site is the location of the former lumber yard and several docks, referred to as the “Mill Site”. The Mill Site is a flat, low-lying area of approximately 28 acres that was once used as a lumber mill and port. Pope Resources/Olympic Property Group completed the Cleanup of Port Gamble Bay in early 2017 and during the two-year project, removed 8,592 piling, 1.3 acres of over-water structures and docks, dredged 110,000 CY of wood waste and sediments, placed 200,000 tons of clean cap materials and in total cleaned up over 106 acres of Port Gamble Bay. Currently (post Cleanup), only an environmental lab, a kayak business, small utility buildings, and concrete slabs use for previous industrial buildings remain (see the discussion below under Site History for additional detail on the history of site development). The south portion of the project site is currently undeveloped and consists of a forested area with a stream, Machias Creek, running north to the Hood Canal, and an open grass field.

2.4 SITE HISTORY

The following provides a brief discussion on the history of the Port Gamble site. Because there are differing accounts regarding Native American history, statements from both the Port Gamble S’Klallam Tribe and the Suquamish Tribe are provided, followed by a summary of site history post-1853. These statements are solely authored by each individual tribe (for inclusion in the 2011 Trail Plan). Please refer to **Section 3.5, Cultural Resources** and **Section 3.6, Historic Resources**, for additional detail on site history.

Statement from the Port Gamble S’Klallam Tribe:

"Port Gamble S’Klallam oral history indicates that a settlement predated the development of the Port Gamble Mill in 1853. Ethnographic and linguistic evidence collected by John Peabody Harrington in the early 1940’s also indicates that the historic S’Klallam name for the place was nəx^wqíy̓t (place of midday sun). Following the establishment of the mill, the community re-established itself on Point Julia. The name nəx^wqíy̓t (place of midday sun) was applied to this re-established community, which grew with the expansion of the mill. Ethnographic evidence indicates that the name nəx^wqíy̓t was applied to the settlement on the west side of Port Gamble Bay below the contemporary town site preceding the development of Port Gamble Mill as well as to the S’Klallam settlement on Point Julia."

Statement from the Suquamish Tribe:

"Port Gamble is within the Adjudicated Usual and Accustomed Fishing Area of the Suquamish Tribe and within the Ancestral Territory of the Tribe. Suquamish Ancestors have occupied the Kitsap Peninsula and surrounding areas of Admiralty Inlet, Hood Canal, and Puget Sound since early post-glacial times, over the past 14,000 years. Ethnographic and historic data demonstrate the Suquamish People were at the north end of Hood Canal, including Port Gamble, until the early 1850s, when the Pope and Talbot lumber operations were established at Port Gamble in 1853.

Hudson’s Bay Company records from the 1820s to the 1840s, United States Exploring Expedition records from 1841, and Catholic Archdiocese records from the 1830s through the 1870s refer to Suquamish villages at Ebey’s Prairie on Whidbey Island, at Point No Point at the north end of the Kitsap Peninsula, at Port Ludlow northwest of the north end of Hood Canal, and at Quilcene Bay on the west side of Hood Canal, and seasonal Suquamish encampments at Hood Head, Termination Point, and Brown’s Point on the west side of Hood Canal. U.S. Exploring Expedition personnel named Suquamish Harbor at the north end of Hood Canal based on the presence of Suquamish fishing and hunting parties and villages in the area. An 1841 map produced by the U.S. Exploring Expedition shows the Suquamish at the north end of the Kitsap Peninsula and the west side of Admiralty Inlet and Hood Canal, from north of Port Ludlow to south of Suquamish Harbor. An 1855 map by the U.S. Army also placed the Suquamish on both sides of the north end of Hood Canal.

Ethnographic data document pre-European contact Suquamish use of the north end of Hood Canal and indicate the S’Klallam families who settled in the Port Gamble vicinity came

from Dungeness Spit on the Strait of Juan de Fuca after the Pope and Talbot lumber mill was established in 1853. Place names recorded by ethnographers between 1910 and 1940 demonstrate Suquamish use of the Port Gamble vicinity.

Intensity of Suquamish use of the Port Gamble area decreased after 1853, as Tribal members focused on economic opportunities afforded by lumber mills on the east side of the Kitsap Peninsula and participated in trading, transportation, lumbering, shellfish gathering, fishing, and other commercial activities at Seattle on the east side of Admiralty Inlet. The large population and marketplace of the greater Seattle area that began in the early 1850s served as an economic magnet, continuing the pre-contact role of the Suquamish People as regional entrepreneurs who controlled trade and other economic commerce throughout Admiralty Inlet, Hood Canal, and Puget Sound.”

General Site History

In 1853, the Port Gamble mill town was founded by Maine businessmen Andrew Pope and William Talbot. With the discovery of gold in California in 1848, the virgin timber stands of the Pacific Northwest served as the source of lumber to build San Francisco. Gold attracted lumbermen from the east coast, including Captain William C. Talbot of Maine and his partner Andrew Pope. In 1853, Talbot traveled to the Kitsap Peninsula in search of a mill site for his newly-formed Puget Mill Company. He settled on a sandy spit along a deep bay near the Native American village of Teekalet for the site of his new Pope & Talbot enterprise.

In September 1853, construction began with labor and materials from the East Coast. By 1860, over 50 percent of the population of Port Gamble hailed from Maine, and Port Gamble was one of the busiest ports on the Pacific Coast. The owners attracted workers and their families in part by re-creating a prototypical New England town, complete with Masonic Hall, library and a school. Forty-two houses were noted in the census that year, and by 1864, the company had acquired over 32,500 acres of timberland. In 1870, the number of houses at Port Gamble had increased to 93 with 246 residents. Five years later, the company was the largest timber land holder in the Washington Territory. In 1900, the site population totaled approximately 831.

Production soared at the mill until rail took over from shipping as the principal means of transport for wood products. Financial panics in the 1890s and early 1900s contributed to the mill’s demise. Port Gamble’s stature as a leading lumber producer then gradually declined through the early decades of the 20th century, and in 1924 it was sold to the Charles R. McCormick Lumber Company, which invested heavily in mill upgrades. By 1927, the company employed over 1,000 people at Port Gamble. The Great Depression caused the McCormick Company to go bankrupt in 1938, and Port Gamble was reacquired and operated under the Pope & Talbot name.

The sawmill was continuously operated in Port Gamble until 1995. Operations during that time included a succession of sawmill buildings, chip loading facilities, a log transfer facility

and log rafting and storage areas. Pope Resources was formed in 1985 when Pope & Talbot spun off its timberland, real estate, and development branch into a separate independent company, and transferred real estate and mortgages including Port Gamble, to Pope Resources.

Over the past two decades, Pope Resources has funded and performed a series of remedial actions at the site, including the excavation of approximately 26,310 tons of soil from the mill site. In December 2013, Pope Resources entered into a consent decree with the Washington Department of Ecology which required Pope Resources to implement a cleanup action in the Bay. From the fall of 2015 through January 2017, Pope Resources completed the in-water and intertidal cleanup of Port Gamble Bay.

The remaining 85 surviving historic buildings and structures at Port Gamble (including 28 residential homes) range in date of construction from 1859 to the 1940s. The mill buildings were dismantled and shipped away after its closure in 1995. As a company town, the Puget Mill Company and Pope & Talbot oversaw its complete development, from platting the land to erecting houses, stores, a church, hotels, a hospital, cottages, theater, and community buildings. This “company town” approach was not uncommon for the time, and was in many ways desirable as the town and mill were relatively isolated. The diversity found in the housing is a result of the company building some rentals, allowing employees to build their own homes and bringing in dwellings from Port Ludlow. The company also hired architects to design the prominent buildings, such as the Community Hall, Puget Hotel Stables and the Walker-Ames mansion.

Port Gamble is recognized as the longest continuing operation mill town in North America. However, throughout the 20th Century, town buildings experienced physical losses, including the school, hospital, the Puget Hotel, the Puget Hotel Annex (accommodating 150 men), the mill, the majority of homes, and all the cottages. Still, the company (Pope Resources with management provided by subsidiary OPG) continued to strive to maintain the existing structures, sought to sustain the town by investing in tourism activities and recognized its historic significance. In 1966, the town was designated a National Historic Landmark District (NHL) and placed on the National Register of Historic Places. See **Section 3.5, Historic and Cultural Resources**, for more information on the town’s history and historic designation.

2.5 EXISTING SITE CONDITIONS

As indicated in Section 2.1, the Port Gamble site includes approximately 318.3 acres of contiguous waterfront and upland property. The site is located in the north end of Kitsap County in the community of Port Gamble, approximately one mile east of the Hood Canal Bridge adjacent to Hood Canal and Port Gamble Bay. The site is located within Sections 5, 6, 7 and 8 of Township 27 North and Range 02 East of the Willamette Meridian (refer to **Figure 2-1** for a Regional Map).

Information on existing site topography, vegetation, natural features, uses, vehicular/ pedestrian access and utilities is provided below.

Topography

The site's topography consists of flat to moderate slopes throughout the Town Site with steep slopes at the northern and eastern edge of the Town Site sloping down 40 ft. to the Mill Site and waterfront. There are also steep slopes along the banks of Machias Creek. The Mill Site portion of the site is relatively level and is partially within the 100 year floodplain (see **Figure 2-4**).

Vegetation

Existing vegetation on the site varies from large tracts of evergreen and deciduous trees and undergrowth, to large open grassy areas to landscaped developed areas. The Town Site includes large grassy areas interspersed with a few trees and landscaped gardens. The Mill Site has been heavily developed and is free of vegetation, and is comprised of firmly compacted bare earth or pavement. See **Section 3.3, Plants and Animals**, for additional information regarding plants and vegetation located on the Port Gamble site.

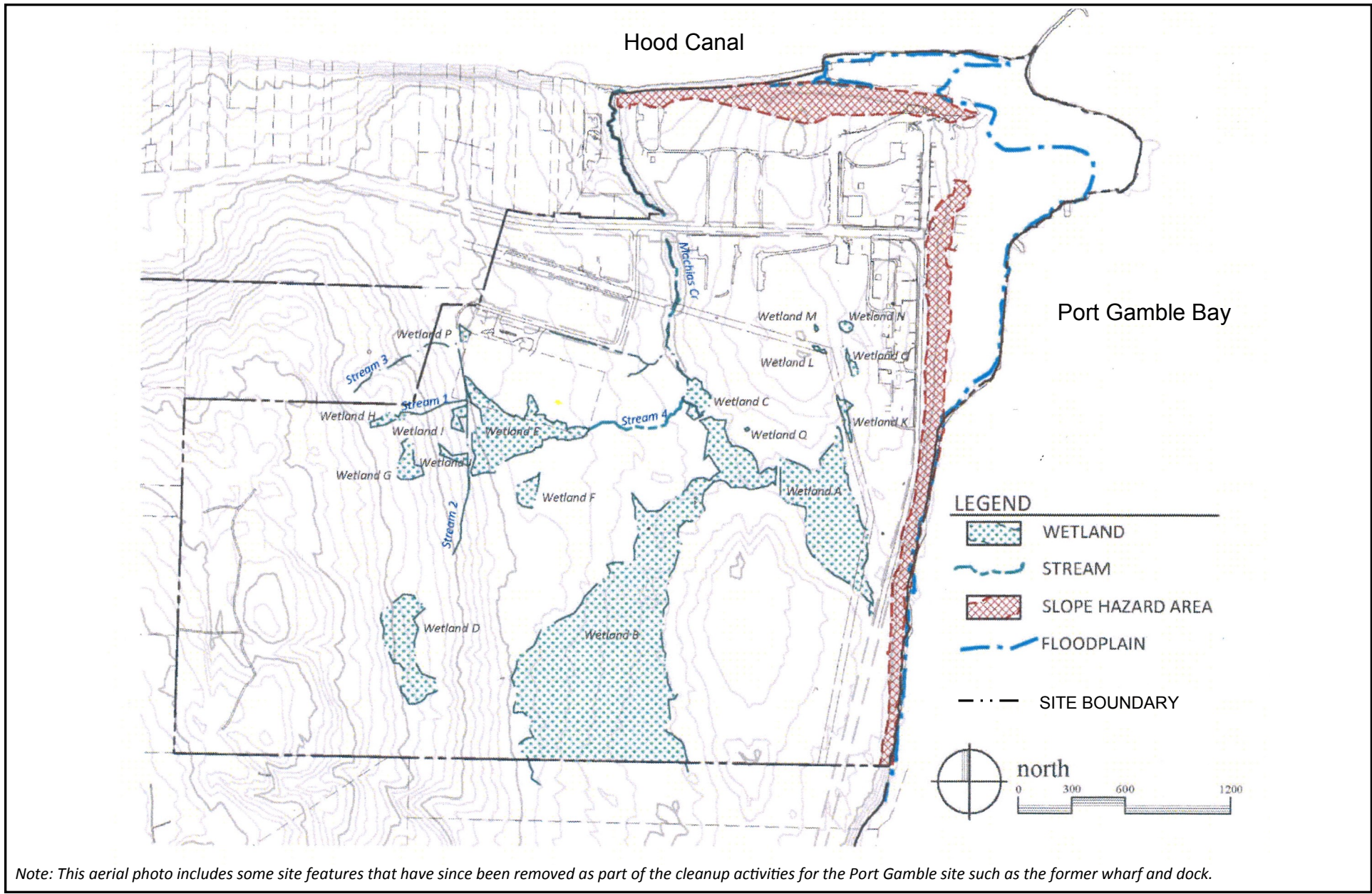
Natural Features (Wetlands and Streams)

A total of 17 wetlands (Wetlands A through Q) and five streams (Machias Creek, and Streams 1 through 4) are located on the Port Gamble site; the majority of these features are located in the southern and central portions of the site (see **Figure 2-4**). Wetlands range from Category II to Category IV; no Category I wetlands are present. Buffers for the wetlands vary from 25 ft. (Category IV) to 150 ft. (Category II and III). Machias Creek is a fish-bearing, Type F stream with a required buffer of 150 ft. Streams 1 and 2 are non-fish seasonal streams (type NS), and Streams 3 and 4 are non-fish perennial streams (type NP); these non-fish-bearing streams require a 50 ft. buffer. See **Section 3.2, Water Resources**, for additional information on existing wetlands and streams located on the Port Gamble site.

Existing Uses

As noted previously, the Port Gamble Redevelopment site includes approximately 318.3 acres of land. Of that area, approximately 113.4 acres lie within an area designated as a Type-1 Limited Area of More Intensive Rural Development (Type-1 LAMIRD) in the Kitsap County Comprehensive Plan. The remaining 204.9 acres outside the Type-1 LAMIRD area are zoned Rural Residential (RR) and Rural Wooded (RW). **Table 2-1**, below, presents a breakdown of the existing site conditions.

**Port Gamble Redevelopment Plan
Draft EIS**



Note: This aerial photo includes some site features that have since been removed as part of the cleanup activities for the Port Gamble site such as the former wharf and dock.

Source: GeoEngineers, 2018.



Figure 2-4
Port Gamble - Critical Areas

**Table 2-1
EXISTING SITE CONDITIONS – IMPERVIOUS AND PERVIOUS AREA**

	Type-1 LAMIRD			RR Area (Acres)	RW Area (Acres)	Total Site (Acres)
	RHTR Area (Acres)	RHTC Area (Acres)	RHTW Area (Acres)			
Built Area (Impervious Area)						
Building Footprint	1.07	1.12	0.10	1.32	0	3.64
Paved Parking/ Roadway	7.20	1.77	24.3	0.06	1.29	34.62
Open Space Area (Pervious Area)						
Landscape/Lawn Area	39.94	10.35	0	2.03	1.11	53.43
Natural/Wooded Area	4.57	0.06	0	0	117.75	122.38
Critical Areas and Buffers ¹	14.30	0.44	7.00	3.58	77.80	103.12
Other Pervious Areas						
Cemetery	1.11	0	0	0	0	1.11
Total	68.19	13.74	31.40	6.99	197.91	318.24

Source: David Evans and Associates, 2018.

Note: Slight differences in sums due to rounding.

¹ Wetlands and buffers, streams and buffers, and steep slope areas

As indicated in **Table 2-1**, approximately 10 percent of the site is in built area such as buildings and paved area, and approximately 90 percent of the site is in natural area such as critical areas (steep slopes, wetlands/buffers, etc.) and vegetated area.

Existing land uses in each of the site’s five zones are described more specifically below and are summarized in **Table 2-2** (see **Figure 2-5** for the boundaries of each zoning area).

**Table 2-2
EXISTING SITE USES**

	Residential Dwelling Units	General Commercial (sq. ft.)	Community/ Education (sq. ft.)	Other
RHTR	27 du	--	3,781 sq. ft.	--
RHTC	1 du	28,000 sq. ft.	3,000 sq. ft.	17,800 sq. ft. ¹
RHTW	--	--	4,000 sq. ft.	--
RW	--	--	--	--
RR	--	57,449 sq. ft. ³	--	--
Total	28 du	85,449 sq. ft.	10,781 sq. ft.	17,800 sq. ft.

Source: David Evans and Associates, 2018.

¹ ‘Other’ in the RHTC-zoned portion of the site includes land uses such as water tanks, storage buildings, garages, etc.

² ‘Other’ in the RHTW-zoned portion of the site includes sheds, storage buildings and former mill structures.

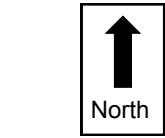
³ Commercial uses in RR-zoned portion of the site include the Hood Canal Nursery and associated buildings.

Port Gamble Redevelopment Plan
Draft EIS



Note: This aerial photo includes some site features that have since been removed as part of the cleanup activities for the Port Gamble site such as the former wharf and dock.

Source: David Evans and Associates, 2018.



Not to Scale

Figure 2-5
Port Gamble - Site Zoning

Rural Historic Town Residential (RHTR)

The approximately 68.2-acre RHTR zone includes 27 single family homes, the Buena Vista Cemetery on the north edge of the bluff overlooking the water, and St. Paul's Episcopal Church (which is also used as a wedding venue). This portion of the site also contains open space in the form of grassy fields and forested area. Several parcels of land surrounded by the RHTR zoned portion of the site, along Power Drive, are not owned by the Applicant and are not part of the proposal. These parcels contain five single family homes plus accessory structures.

Rural Historic Town Commercial (RHTC) Town Site

The RHTC area, also referred to as the Town Site, is approximately 13.8 acres and is primarily located to the north of SR 104, surrounding S. Rainer Avenue. Land uses within the RHTC zone include retail/commercial, office and residential uses. Other uses include the Port Gamble Historic Museum (originally the Pope and Talbot Office), the Walker-Ames House (which is currently vacant and in need of refurbishing), water tanks, community hall and garage, an event pavilion and accessory structures, and surface parking.

Rural Historic Town Waterfront (RHTW) Mill Site

The approximately 31.4-acre RHTW area, also referred to as the Mill Site, encompasses the land along the waterfront, including the small spit at the juncture between Gamble Bay and Hood Canal. This is a flat, low-lying area with an elevation 10 to 14 ft. above Hood Canal and Port Gamble Bay. The landward edges of the Mill Site slope steeply up approximately 40 ft. to the town of Port Gamble. The Mill Site is accessed by an asphalt road that runs down the bluff from the town site. Formerly used as a lumber mill and port with a lumber yard and docks, and after completion of the remediation, the Mill Site is currently used by a kayak business, with a large area of remaining concrete foundations and slabs from the mill. A number of older structures, such as docks and old lumber mill structures, were previously removed as described above. Newfield's Laboratory, an environmental lab that conducts advanced biological testing, is also located on this portion of the Port Gamble site in the northwestern corner of this zone.

Rural Residential (RR)

The approximately 7-acre RR-zoned area includes the Hood Canal Nursery greenhouses. The rest of this area is primarily in open space in the form of critical area buffers.

Rural Wooded (RW)

The approximately 197.9-acre RW area is primarily wooded natural area containing trails and second growth forest. This area also contains a former farm and its associated fields which are currently used to graze cattle, as well as several abandoned farm buildings to the south/southwest of the greenhouses in the RR zone. Additional fields/cleared area are located in the southeast corner of this area.

Existing Recreational Uses

Existing recreational uses on the site primarily consist of a network of formal and informal trails that are mostly located in the southern portion of the site, within the RW area. These trails are used for hiking, running, horseback riding and biking. The Port Gamble trails have surged in popularity and host events year-round (including the largest mountain bike race in Washington). Through the diverse Kitsap Forest and Bay Partnership, Pope Resources has teamed with the County, tribes, community and conservation organizations on a unique landscape scale land conservation partnership. The first phase of the Port Gamble Forest Heritage Park began in 2014 with a 534 acre acquisition, grew to 1,890 acres and became Kitsap County's largest park in 2016, and at the end of 2017 became approximately 3,400 acres of park. Most of the park will be managed as a unique partnership where Kitsap County owns the land, Pope Resources owns the timber for one last harvest, and slowly over the next 25 years Pope Resources will harvest the trees, replant and transfer the land to the County. An informal trailhead and fields are also located in the southeastern area of the site, and have been used by a model airplane flyer's club. Organized events occur in this portion of the site and continue into the trails and Town Site including bike races, distance runs, marathons and ironman events. Additional recreational uses on the site include:

- Large open space area that is often used for community fairs and exhibitions and informal recreational purposes; located in the center of the RHTC area.
- Children's play area with a play structure; located near existing commercial uses in the RHTC area.
- Children's play area; located in the RHTR zone area of the site, on Olympian Avenue.
- Passive-use plaza/deck containing benches and a picnic table with views of Hood Canal to the north and Port Gamble Bay to the east; located in the RHTC zone area at the northerly terminus of Rainier Avenue NE.
- Baseball diamond; located in the RHTR zone area of the site, north of SR 104 and south of the former sewer treatment plant.

Vehicular and Pedestrian Access

Primary access to Port Gamble is provided via SR 104, a two-lane State Route that passes through the site and provides regional access between Kingston and Hood Canal. SR 104 is classified by the Washington State Department of Transportation as a Class III principal rural arterial. From the south, SR 104 is aligned north/south along the eastern boundary of the site, then turns west in the middle of the site and continues on to the Hood Canal Bridge.

Circulation within the Type-1 LAMIRD portion of the site currently includes a network of mostly privately owned internal streets for vehicular traffic primarily consisting of two lane roads with intersections controlled with stop signs. Publicly owned streets are present in the southwest portion of the Type-1 LAMIRD and include Gamble Way, Power Drive, and Carver Drive. Alleys also provide access to residential structures.

Pedestrian Access

Existing pedestrian access within the site is through a combination of sidewalks and trails. Sidewalks are currently present along some of the improved roadways today. Other parts of the RHTR area are accessed via informal trails and gravel paths. Approximately 2 miles of trails extend from the RHTR/RHTC-zoned area of the site to the south into the RW-zoned area and are used primarily for recreational purposes.

Existing Utilities

The following provides a brief discussion on existing utilities serving the site. Refer to Section 3.14, **Utilities**, for additional information.

Water

The existing water system service to the Port Gamble site consists of two components: a potable water system and a fire flow system. The potable water system has recently been connected to KPUD water, but the town still has access to groundwater from a well (Well 2) which pumps to an above ground reinforced concrete 46,000 gallon storage tank located to the west of the site (south of SR 104). The potable water system, now served by the new KPUD connection, serves approximately 51 equivalent residential units (ERUs); distribution lines throughout the town are generally six inches or smaller.

The separate fire flow system is served by surface water collected from springs located at the south end of the Town Site, and conveyed to a 400,000-gallon open reservoir, south of the Town Site and east of the Babcock Farm. Water from this reservoir is conveyed to an approximately 500,000-gallon fire pond, located to the east of the Port Gamble Museum and General Store in the northeastern portion of the site. Water is pumped through the fire distribution system by a pump station adjacent to the fire pond. The fire system consists of three to six-inch pipes with standpipe connections throughout the Town Site and fire hydrants on the Mill Site. The separate fire flow system is currently only used to provide fire flow to the General Store due to multiple leaks within the fire distribution system.

A newly constructed (2015) Kitsap Public Utility District (KPUD) 8-inch water main will provide potable water to the proposed project. The KPUD main stretches from south to north within the agrarian site to the southwest of the town site area.

Sewer

Prior to 2017, the sewer system serving Port Gamble consisted of a collection pipe system, two lift stations, an on-site sewage treatment plant located in the northwest area of the RHTR zone and an outfall to Hood Canal. The capacity of the existing collection pipe system and treatment facility was limited due to infiltration and inflow issues.

In 2016-17, Pope Resources built a new lift station, Membrane Bio-Reactor (MBR) and drainfield, waste water treatment system (Large Onsite Septic System [LOSS]). The new lift station, in the vicinity of the abandoned sewage treatment plant, pumps waste water to the new MBR via a newly constructed force main. Treated waste water from the MBR is then

pumped to a drainfield west of the Babcock farm. The Washington State Department of Ecology (DOE) identified the need for the prevention of continuing and future pollution to Port Gamble Bay, and provided a \$2 million grant to fund the LOSS to reduce Port Gamble's community sewer discharge to the Bay. Those funds and an additional \$3.2 million of Pope Resources funds, paid for the LOSS, which is owned and operated by KPUD.

The LOSS utilizes the existing collection pipe system to direct sewage to the MBR. New pipes are planned to gradually replace the current sewer collection pipe system with new pipes.

The LOSS is sized to treat 100,000 gallons per day and will accommodate and treat flows in addition to existing flows.

Stormwater

Stormwater runoff from the site flows into Port Gamble Bay or Hood Canal either directly via surface flow and an existing storm drainage system within the Mill Site, or indirectly through Machias Creek and Ladine-DeCoteau Creek (south of the RW area). A portion of the site's runoff flows to on-site wetlands prior to entering these creeks. The majority of the runoff currently generated by the developed portions of the site (i.e. the Town Site) flows directly into Hood Canal, Port Gamble Bay or Machias Creek without the aid of a stormwater drainage system. In the current condition, a system of ditches and culverts run along SR 104 that collect surface runoff from the state route and minor roads. The ditch flows into Machias Creek and eventually into Hood Canal. Runoff from the Town Site that does not flow into the ditch system flows along the road or overland to the Mill Site where it either sheetflows directly into salt water or is picked up by the Mill Site's stormwater system. The stormwater system in the Mill Site consists of catch basins and pipes that direct flow to five outfalls into Port Gamble Bay or Hood Canal. The stormwater system on the site does not include any water quality treatment facilities.

2.5.1 Comprehensive Plan, Zoning and Shoreline Designations

Comprehensive Plan Designation and Zoning

In 1998, Kitsap County designated Port Gamble as a Type-1 Limited Area of More Intensive Rural Development (Type-1 LAMIRD) in the Comprehensive Plan.³ The intent of the Type-1 LAMIRD designation as it relates to the Port Gamble site is to provide for visually compatible infill development and redevelopment of the existing commercial, industrial and residential areas of Port Gamble, while also containing such development within logical, permanent town boundaries. In conjunction with the Type-1 LAMIRD designation in the Kitsap County Comprehensive Plan, the County adopted the Port Gamble Rural Historic Town (RHT) ordinance that seeks to protect the historic character of the community⁴. The RHT zoning

³ The Kitsap County Code was last updated in June 2017, with Port Gamble continuing as a Type-1 LAMIRD.

⁴ KCC 17.321B; Ordinance 236.

seeks to protect the existing historic character of Port Gamble. The ordinance divides Port Gamble into three district zones: Rural Historic Town Residential (RHTR), Rural Historic Town Commercial (RHTC) and Rural Historic Town Waterfront (RHTW). See **Section 2.5** above for a discussion on existing uses within these zones. The RHT zoning outlines compatible land uses in each zone and also has established Town Development Objectives to guide future development.

Of the total 318.3-acre Port Gamble site area, approximately 113.4 acres lie within the Type-1 LAMIRD area with the remaining 204.9 acres of the site outside the Type-1 LAMIRD area zoned Rural Residential (RR) and Rural Wooded (RW). The acreage of zoning designations on the Port Gamble site are shown in **Table 2-3**.

**Table 2-3
AREAS COMPRISING THE PORT GAMBLE SITE – EXISTING CONDITIONS**

Site Area (Zone)	Acreage
Rural Historic Town Residential (RHTR)	68.21
Rural Historic Town Commercial (RHTC)	13.75
Rural Historic Town Waterfront (RHTW)	31.39
Rural Residential (RR)	6.98
Rural Wooded (RW)	197.91
Total	318.24

Source: David Evans and Associates, 2018.

See **Section 3.9, Relationship to Plans, Policies and Regulations**, for additional information on the site’s Comprehensive Plan designation and zoning.

Shoreline Designation

The Shoreline Management Act (SMA) of 1971 (RCW 90.58) is intended to protect the public interest associated with shorelines of the state while, at the same time, recognizing and protecting private property rights consistent with the public interest. The primary implementing tool of the SMA is the adoption by local jurisdictions of Shoreline Master Programs (SMP), which must also be approved by Ecology. The SMP applies to all shorelines of the state within unincorporated Kitsap County and those areas landward 200 ft. of such shorelines.

Although the updated SMP for Kitsap County was adopted in December 2014, the Port Gamble application is vested under the SMP adopted in 1999, with a shoreline environment of “Urban”.

The SMA establishes two basic categories of shoreline: “Shoreline of State-wide Significance,” which are identified in the SMA; and “shorelines,” which includes all of the water areas of the state and their associated wetlands, together with the lands underlying them. The Port Gamble Redevelopment site includes waterfront property and is bordered by Port Gamble Bay to the east and Hood Canal to the north; Hood Canal is considered a

“Shoreline of State-wide Significance”. See **Section 3.9 Relationship to Plans, Policies and Regulations** for additional information on shoreline regulations.

2.6 DESCRIPTION OF THE PROPOSAL

Over the past decade, OPG has undertaken an outreach process involving the public, county government and stakeholder groups such as the Suquamish and Port Gamble S'Klallam Tribes. The goal of this process was to gather input in order to develop an overall plan for Port Gamble that would create a public benefit and a lasting legacy of open space, trails and shorelines for the public to enjoy while still making economic sense for the company.

OPG hosted its first open house regarding the upcoming redevelopment of Port Gamble on May 24, 2006. Between 2006 and 2012, numerous meetings were held with a variety of constituents, and many ideas for the town of Port Gamble were developed. Numerous development plans were then generated of the Port Gamble Town Site and upland development and were shown and vetted at many community meetings. The plan choices were then narrowed down in accordance with the input OPG received.

The last open house for Port Gamble was held on June 27, 2012, showing the results of six years of input by the community. OPG considered this public input when finalizing site plans that were ultimately submitted to Kitsap County on January 17, 2013. OPG and Kitsap County have continued to engage the public, agencies and tribes, and in part, have adjusted the EIS Alternatives to reflect input received. Since 2014, OPG continued intense discussions with stakeholders the further defined the development alternatives. The purpose for these continued discussions was to formulate alternatives that would be supported by a number of interested groups. These alternatives are described below.

Applicant's Objectives

For the purposes of SEPA review (WAC 197-11-440), the following are the Applicant's objectives for site development:

- Implement an infill redevelopment plan that integrates residential, commercial, agricultural and open space uses and creates an economically sustainable community.
- Provide new/infill development that recognizes and respects the historic pattern of the community while providing flexibility to avoid potentially disturbing historic resources.
- Replace industrial uses with uses geared for a green economy focused on tourism based on outdoor recreation, agritourism, Port Gamble's unique history and promoting Kitsap County as the “Natural Side of Puget Sound”.
- Comply with the regulations of the Type-1 LAMIRD.
- Develop the site to complement Port Gamble's designation as a National Historic Landmark District and placement on the National Register of Historic Places.

- Enhance the community’s economic vitality by creating conditions that will be attractive to a range of employment opportunities and businesses, including commercial, tourism, recreational, and agricultural uses.
- Provide an improved and coordinated network of utility systems, including stormwater and sewage treatment.
- Protect naturally constrained areas on and immediately adjacent to the site, including Hood Canal, Port Gamble Bay, Machias Creek, wetlands, streams and critical recharge areas, to the extent feasible.
- To the best extent possible, preserve forested areas and trails as recreational and ecological amenities.
- Ensure that development is compatible with environmental remediation efforts associated with Port Gamble Bay.
- Continue to coordinate with federal, state, and local agencies, tribes, organizations, and the public and private sectors to facilitate redevelopment planning and implementation that will be successful and an asset to the Port Gamble community.
- Propose new development that is economically feasible for the market and reasonably achievable within a practical time period.

Description of the Proposed Actions

To implement the vision for the site, the Proposed Actions for the Port Gamble Redevelopment proposal include:

- Kitsap County Preliminary Plat approval;
- Performance Based Development approval;
- Conditional Use Permit approvals;
- Administrative Conditional Use Permit approvals;
- Road Standard Technical Deviation;
- Kitsap County Shoreline Substantial Development Permit approval;
- Kitsap County Critical Area Administrative reduction of the 15’ building setback to 5’;
- Legislative Amendments
- Development Agreement between Kitsap County and the applicant;
- Future local permits for construction (see **Fact Sheet**); and
- State permits and approvals including:
 - Department of Transportation for SR 104 improvements
 - Construction Stormwater General Permit
 - NPDES Stormwater Discharge Permit (if required)
 - Section 401 Water Quality Certification Approval (if required)

Development Concept

As indicated in the “Applicant’s Objectives” listed above, objectives for the Port Gamble Redevelopment Project include *“implement an infill redevelopment plan that integrates residential, commercial, agricultural and open space uses that creates an economically sustainable community”* and *“provide new/infill development that recognizes and respects the historic pattern of the community.”*

For purposes of environmental review, a full development alternative (Alternative 1), a lesser development alternative (Alternative 2), and a No Action Alternative have been proposed for consideration. These alternatives are intended to represent a reasonable range of land uses and densities to address the development objectives for the site, the existing regulatory framework, and economic and governmental funding factors. See **Table 2-4** for a summary and comparison of development under Alternatives 1 and 2. Refer to **Tables 2-9** and **2-11** later in this chapter for a summary of assumed redevelopment under the No Action Alternatives.

Under Alternatives 1 and 2, redevelopment on the Port Gamble site is intended to integrate residential, commercial, agricultural and open space uses that create an economically sustainable community. See **Figure 2-6** for the Alternative 1 conceptual site plan and **Figure 2-7** for the Alternative 2 conceptual site plan.

The following provides a general development concept within the Type-1 LAMIRD and RR/RW-zoned areas of the site.

Type-1 LAMIRD Area (Historic Town Site)

In general, within the approximately 113.4-acre Type-1 LAMIRD area (the historic Port Gamble Town Site), the intent is to generally retain the traditional layout of the town, with residential infill development occurring in the RHTR zone, commercial and residential development within the RHTC zone and new commercial, residential, education and waterfront uses developed in the RHTW zone (Mill Site), with recreational uses occurring throughout.

The redevelopment under Alternatives 1 and 2 is intended to strengthen the residential nature of Port Gamble by retaining historic residences and buildings by infilling vacant lots with new single family structures and buildings that are compatible with the size, materials and character of existing residences. In total, between 265 (Alternative 1) to 226 (Alternative 2) new dwelling units are assumed to be located throughout the entire Type-1 LAMIRD area, plus the retention of 28 existing residential units for a total of 293 (Alternative 1) to 254 (Alternative 2) units within the Type-1 LAMIRD. Existing commercial nodes within the RHTC zone would be retained at Rainier Avenue and Walker Street, and some new but compatible construction would occur there. New commercial infill is proposed for the area along Walker Street, between Rainier Avenue and Puget Way, near the existing event pavilion. Historic buildings would be integrated into this commercial node as adaptive reuses. The former automobile repair building along SR 104/Pope Street,

which is now a restaurant (Butcher and Baker), would also be retained. Commercial activity and residential uses are also proposed for the Mill Site, which is an appropriate historic use. Legislative amendments would include expanding allowed uses that will support agricultural, recreation, and tourism industries and the historic nature of Port Gamble.

On the Mill Site, the scale of redevelopment under Alternatives 1 and 2 would reflect that of structures that were traditionally located on this portion of the site, possibly including larger buildings housing a range of commercial, residential, educational and maritime-related uses. Larger, bulkier structures on the Mill Site are anticipated in Kitsap County Code 17.360C. Residential uses in this portion of the site would include single family homes, cottage housing, townhouses, and mixed use residential/commercial. Building heights would be capped at 35 ft. outside the Shoreline designation and only for the hotel/visitor accommodations within the Shoreline designation, and heights are capped at 30 ft. for all other uses within the 200 ft. Shoreline designation.

Rural Residential (RR) and Rural Wooded Area (RW)

The approximately 205 acres of the site adjacent to the southern boundary of the Type-1 LAMIRD area are proposed to be developed consistent with allowed densities under the corresponding zoning designations, with limited, clustered residential development proposed in the RW zone (10 units) and an array of agricultural and agritourism uses. A wildlife rehabilitation facility, to be owned and operated by West Sound Wildlife Shelter, is proposed within the RR and RW zones (a small amount of parking for the facility is located in the RHTR zone). Large amounts of open space would be retained for active agriculture associated with the residential and natural uses. The existing recreational uses which occur in the RW portion of the site are anticipated to expand and continue. Kitsap County is studying the location of the Sound to Olympics Trail (STO), a regional paved shared use path that will come through Port Gamble and is planned to connect Kitsap communities with the Olympic Discovery Trail and via the ferries, with the Burke Gilman Trail, Mountain to Sound Greenway and the Cross State trail.

Historic Concept

As indicated in the Applicant's Objectives, an intent of the Port Gamble Redevelopment Plan is to "provide new/infill development that recognizes and respects the historic pattern of the community" and "develop the site to complement Port Gamble's designation as a National Historic Landmark District and listing in the National Register of Historic Places". The proposal would be developed in accordance with the Town Development Objectives as set forth in the RHT zoning (KCC 17.321B.025). Nearly all existing buildings within the Type-1 LAMIRD area would be retained, and design guidelines would be used to ensure that new development maintains compatibility with existing historic structures. Flexibility would be provided to relocate development away from areas that are discovered to contain sensitive historic resources. This includes creating "reserve" lots in the southwest part of the Type-1 LAMIRD (RHTR zone only; lots 1R – 17R) that would be used in the event cultural resources are identified during construction. Refer to Section 3.5, Historic and Cultural Resources, for further information.

Open Space Concept

As indicated in the “Applicant’s Objectives”, the objectives for the Port Gamble Redevelopment Plan include *“implement an infill redevelopment plan that integrates residential, commercial, agricultural and open space uses that creates an economically sustainable community”* and *“to the best extent possible, preserve forested areas and trails as recreational and ecological amenities.”*

In accordance with the objectives identified above, a large portion of the Port Gamble site (approximately 75 to 77 percent of the total site area) would be retained as open space, including natural/wooded area, critical areas and their buffers (wetlands, streams and steep slopes), the cemetery, area developed as parks and trails and agricultural area under Alternatives 1 and 2. In addition to the large contiguous areas of open space, the redevelopment alternatives would include small parks areas (pocket parks) distributed throughout the site.

As part of site development, approximately three miles of trails, including a new segment to support the Sound to Olympic trail route, would supplement the existing trail network, including a beach access, shoreline trail connecting to the County shoreline park, and waterfront trail system. The beach access and waterfront trail system is intended to provide residents and visitors with safe approaches to the saltwater, views over the water and to the Town Site, and potential interpretive opportunities along the Mill Site. A location on the mill site beach will be signed as a stop on the Kitsap Peninsula Water Trail, which has been designated by the National Park Service as a National Water Trail. Additional trails and/or sidewalks within the site would connect the Mill Site, commercial areas, residential areas, and agrarian areas (refer to the site plans for a conceptual illustration of the proposed trail system, **Figures 2-6** and **2-7**).

Agricultural uses would be located in the southwest portion (RW zone) and central west portion (RR zone) of the site to support and supplement the activities that would occur within the town. Such uses could include demonstration hops growing, animal grazing, greenhouses for agriculture or nursery activities, and agritourism destinations featuring locally produced food, wine and/or a brewery.

The RW zone would also house the remote portions of the West Sound Wildlife Shelter (Shelter). Relocated from the existing location on Bainbridge Island, the Shelter would be located on approximately 10 acres and would provide shelter and care for injured, orphaned and sick wildlife. The Shelter would also provide public outreach, education and involvement opportunities. Due to the need for injured wildlife to recover in quiet and widely spaced locations, the Shelter would include several animal housing and care structures, as well as fenced and caged recovery spaces within open space areas in the RW zone. The north portion would include the eagle flight cage and other larger structures and would not be included in the open space calculations. The most southern portion of the site would only house small, remote wildlife shelters that would be hidden within the forest and

would not require any road access. This portion would be included in open space calculations.

Landscaping Concept

The historic town of Port Gamble did not feature formal landscaping in its design. However, under the development alternatives, parking areas would be landscaped to soften their impact and individual landscaping around homes, community facilities and commercial buildings could be provided and subject to design guidelines. To the extent feasible, the existing, healthy mature trees on the site would be preserved, including all trees along Rainier Avenue and SR 104 (Pope Street), unless they were determined to be a hazard. A large number of additional trees would be planted, either as street trees or as landscape improvements, within open space tracts.

Infrastructure Concept

Streets

Under the redevelopment alternatives, the street grid of the historic town would be retained, anchored by Rainier Avenue – the north/south axis, and SR 104 – the east/west axis. Access to the Mill Site would be improved to reflect new roadway standards and provide emergency access. Streets would retain traditional widths and street trees would be extended into areas of new construction. Alleys would retain their historic use and function for vehicular access, and limited or shared driveways would be provided where necessary, or where alley access is not practical due to site constraints.

A roundabout would be built at the intersection of SR 104 and Puget Way/Olympian Avenue in order to aid traffic turning onto SR 104 from the site, to improve pedestrian and non-motorized safety and connectivity, and to cross SR 104 in a north/south direction (refer to **Figure 2-6**). The roundabout would provide traffic control without requiring significant improvements to SR 104, which would help to preserve the town's historic character. It would also function as a traffic calming element to slow east bound traffic before approaching the 90 degree turn. Primary access to the Mill Site would be provided from NE View Drive, with secondary emergency access connecting back to Rainier Avenue NE. Access to the south portion of the site and the Large On-site Septic System (LOSS) would be provided either:

- Solely from SR 104 to Gamble Way and Carver Drive, or
- Extending Carver Drive from Gamble Way to intersect with the new roundabout of SR 104.

The applicant would retain, in their sole discretion, the option of whether or not to extend Carver Drive.

Utilities

The existing water, sewer⁵ and stormwater systems would be replaced with new, improved systems providing potable water, fire flow, a stormwater conveyance system, water quality treatment facilities, detention facilities and outfalls. As indicated earlier in this chapter, Port Gamble’s sewage discharge has been upgraded to a Membrane Bio Reactor treatment system discharging treated effluent to a Large Onsite Septic System (LOSS) and the existing sewer outfall has been removed as a way to reduce point sources of contamination to Port Gamble Bay. Further descriptions of the proposed utility systems are provided below in **Section 2.6.1.**

2.6.1 Description of EIS Redevelopment Alternatives

In order to conduct a comprehensive environmental review, a range of development alternatives are included in this DEIS that both fulfill the Applicant’s objectives and provide a useful tool for the decision-making process. These alternatives create an envelope of potential development for the analysis of environmental impacts under Alternatives 1 and 2. See **Table 2-4** for a summary and comparison of development under these alternatives, and **Table 2-5** for a comparison of open space under these alternatives. Redevelopment is analyzed for the 2028 time period which is assumed to represent full buildout. The actual buildout period could vary depending on specific economic and market conditions. Likewise, during future permitting, the exact location and number of dwelling units or the specific size and types of commercial uses may vary and be approved so long as the impacts are within the overall project envelope analyzed in this DEIS. Consequently, the summary of proposed development for Alternatives 1 and 2 in Tables 2-4 through 2-8 are representative of the potential development, but actual development may vary; refer to Table 2-2 for a summary of existing site conditions.

**Table 2-4
SUMMARY OF DEVELOPMENT – ALTERNATIVES 1 & 2**

Land Use	Allowed Under Zoning	Alternative 1 ¹	Alternative 2 ¹
RESIDENTIAL USES – TOTAL	294 du.	293 du	254 du
<i>RHTR</i>	<i>171 du</i>	<i>144 du</i>	<i>144 du</i>
<i>RHTC</i>	<i>34 du</i>	<i>33 du</i>	<i>33 du</i>
<i>RHTW</i>	<i>78 du</i>	<i>78 du</i>	<i>39 du</i>
<i>RR</i>	<i>1 du</i>	<i>0 du</i>	<i>0 du</i>
<i>RW</i>	<i>10 du</i>	<i>10 du</i>	<i>10 du</i>
<i>Existing Retained Residences</i>		<i>28 du</i>	<i>28 du</i>
HOTEL		100 rooms	100 rooms
COMMERCIAL/RETAIL		156,000 sq. ft.²	35,000 sq. ft.²
<i>RHTC</i>		<i>35,000 sq. ft.</i>	<i>35,000 sq. ft.</i>
<i>RHTW</i>		<i>121,000 sq. ft.</i>	<i>0 sq. ft.</i>
RESTAURANT (RHTW)		15,000 sq. ft.	15,000 sq. ft.

⁵ A large on-site septic system (LOSS) has been established on the site.

Table 2-4 Continued

Land Use	Allowed Under Zoning	Alternative 1 ¹	Alternative 2 ¹
EDUCATION/INDUSTRIAL (RHTW)		0 sq. ft.	0 sq. ft.
OTHER		30,480 sq. ft.	30,480 sq. ft.
<i>RR (West Sound Wildlife Shelter)</i>		<i>14,300 sq. ft.</i>	<i>14,300 sq. ft.</i>
<i>RW</i>		<i>16,180 sq. ft.</i>	<i>16,180 sq. ft.</i>

Source: David Evans and Associates, 2018.

Note: du = dwelling unit

¹ Only new development is reflected in this column – development under the Existing Conditions column is assumed to remain.

² Exclusive of 100 room hotel and associate meeting rooms and kitchen.

**Table 2-5
SUMMARY OF OPEN SPACE – ALTERNATIVES 1 & 2**

Open Space and Recreational Use	Existing Conditions	Alternative 1	Alternative 2
<i>Parks</i>		1.67 acres	1.67 acres
<i>Agricultural</i>		11.50 acres	11.50 acres
<i>Natural/Wooded Area</i>		37.96 acres	37.96 acres
<i>Critical Areas and Buffers</i>	122.38 acres	100.62 acres	100.62 acres
<i>Landscape/Lawn Area</i>	103.12 acres	72.04 acres	66.28 acres
<i>Other Open Space Areas</i>	53.43 acres	15.61 acres	27.44 acres
Total Open Space Area		239.41 acres	245.47 acres
<i>Trails</i>		~3 miles	~2.5 miles

Source: David Evans and Associates, 2018.

Alternative 1 (Full Buildout)

Alternative 1 assumes site redevelopment reflecting the full amount of development allowed under current zoning (see **Figure 2-6**). Alternative 1 reflects infill development on the entire site, including the Town Site and Mill Site including approximately 293 residential units (including 28 existing residences), approximately 156,000 sq. ft. of commercial uses, 15,000 sq. ft. of restaurant, 30,480 sq.ft. in education/industrial/other use, and a 100-room hotel/visitor accommodations. New parks would be provided throughout the site and open space would be provided to surround retained critical areas. The Mill Site would be developed with both commercial and residential uses in buildings up to 35 ft. in height. Alternative 1 is anticipated to generate approximately 676 residents⁶ and approximately 505 employees.

In general, the majority of the single-family residential units would be located in and around the Town Site in the RHTC and RHTR-zoned portions of the site, but single family residential units may be located within all zones. Cottages are planned for the RHTW and RHTR zones, and are also allowed in the RHTC zone. Condo and mixed use units would also be located in the RHTW and RHTC zones. The majority of the proposed commercial (including

⁶ Based on 2.55 residents per Kitsap County household (2016 American Community Survey).

hotel/visitor accommodations) and multifamily residential uses (townhomes and cottages) would be located on the Mill Site in the RHTW-zoned portion of the site. Rural residential, agritourism, and agricultural uses would generally be located in the RR and RW-zoned portions of the site.

Proposed Development

The specific development that is proposed in each of the site’s five zoning areas is described further below and summarized in **Table 2-6**. See **Figure 2-6** for the site plan. **Table 2-7** portrays the site conditions subsequent to buildout of Alternative 1.

**Table 2-6
PROPOSED NEW SITE USES UNDER ALTERNATIVE 1¹**

Zoning Area	Residential Dwelling Units ¹	General Commercial	Restaurant	Community/ Education/ Industrial/Other
RHTR	144 (104 SF, 40 MF)			
RHTC	33 MF	35,000 sq. ft.		
RHTW	78 MF	121,000 sq. ft. ²	15,000 sq. ft.	
RR	0 SF			14,300 sq. ft.
RW	10 SF			16,180 sq. ft.
Total	265 DU³ (114 SF, 151 MF)	156,000 sq. ft.²	15,000 sq. ft.	30,480 sq. ft.

Source: David Evans and Associates, 2018.

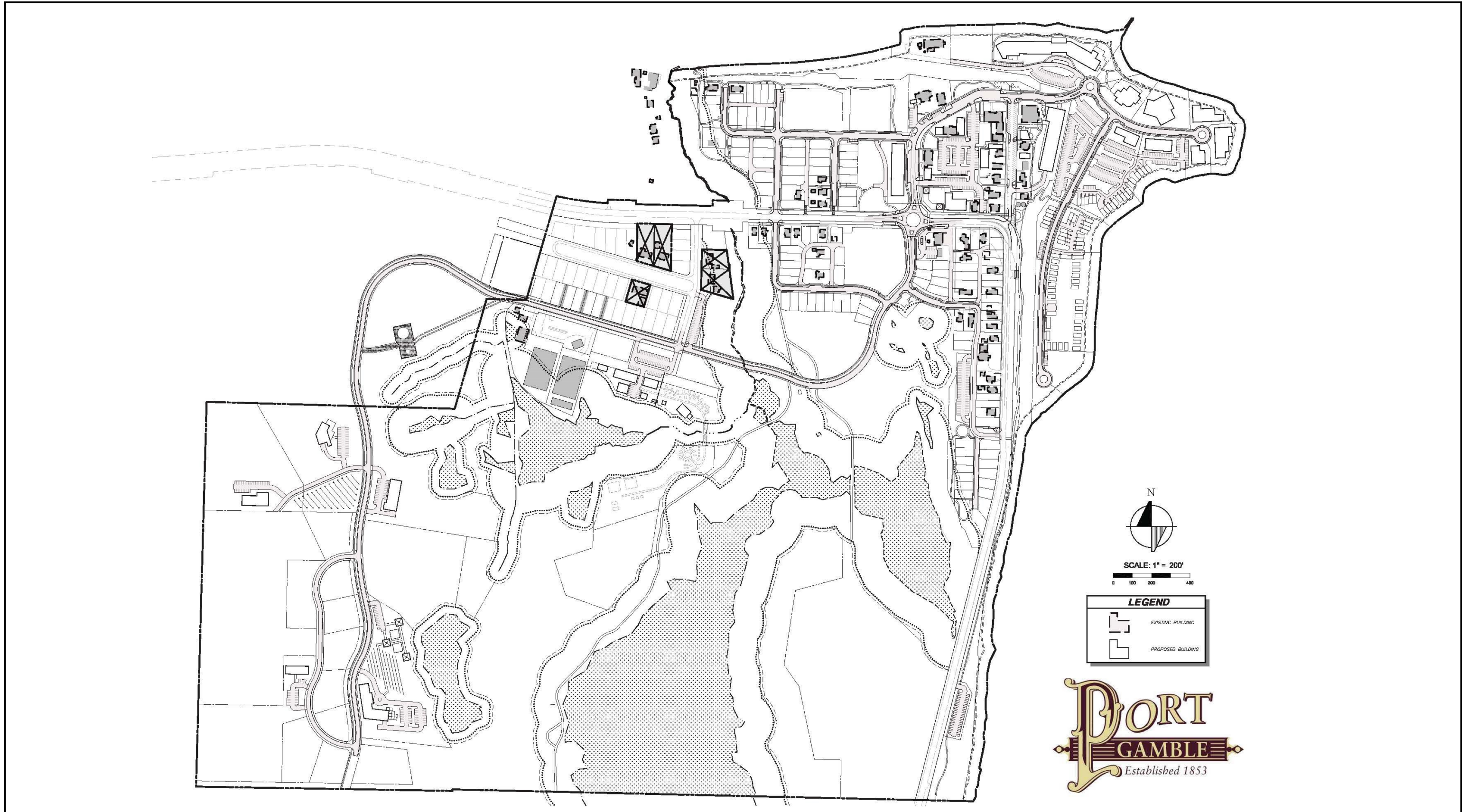
¹ DU – Dwelling Unit; SF – Single Family; MF – Multifamily (cottages, condos, townhomes)

² Does not include 100-room hotel

³ 28 existing residences would also be retained on the site for a total of 293 dwelling units.

Note: Uses reflected in this table include only new development. See **Table 2-2** for existing conditions land uses, all of which would remain onsite.

Port Gamble Redevelopment Plan
Draft EIS



Source: David Evans and Associates, 2018.



Figure 2-6
Alternative 1 - Site Plan

**Table 2-7
PROPOSED SITE CONDITIONS UNDER ALTERNATIVE 1**

	RHTR Area (Acres)	RHTC Area (Acres)	RHTW Area (Acres)	RR Area (Acres)	RW Area (Acres)	Total Site (Acres)
Built Area (Impervious Area)¹						
Building Footprint	8.35	2.28	4.81	1.66	1.68	18.79
Paved Parking/ Roadway	14.54	4.99	7.63	0.26	13.87	41.28
Open Space Area (Pervious Area)						
Landscape/Lawn Area	27.05	5.19	10.71	0	29.09	72.04
Park Area	1.01	0.66	0	0	0	1.67
Agricultural Area	0.69	0	0	1.48	9.34	11.50
Natural/Wooded Area	3.41	0	0	0	34.56	37.96
Critical Areas and Buffers ²	11.53	0.63	7.63	3.58	77.26	100.62
Other Open Space Area ³	0	0	0.63	0	15.00	15.61
Other Pervious Areas						
LOSS Area	0	0	0	0	16.27	16.27
Stormwater Ponds	0.24	0	0	0	0.85	1.40
Cemetery	1.09	0	0	0	0	1.09
Total	68.21	13.75	31.39	6.98	197.91	318.24

Source: David Evans and Associates, 2018.

¹Impervious area includes new development and existing development to remain.

² Includes wetlands, streams, and their associated buffers.

³ Includes waterfront park (RHTW) and airplane field (RW).

RHTR Area

The Rural Historic Town Residential (RHTR) area includes approximately 68 acres of land. The existing 27 homes, church (and accessory structure used for weddings and other uses) and the cemetery would be retained and would be intended to define the character of the area.

Redevelopment in this area of the site would include 144 new dwelling units, with 40 units in multifamily housing (cottages) and 104 new single family homes. The form and layout of single family residences would draw on historic and, to some extent, existing development patterns. Small lots with minimal setbacks are generally proposed. Cottage housing, generally two stories in height, would be contained within two cottage-style housing parcels, including a 24-unit parcel and a 16-unit parcel.

Approximately 14.5 acres of the RHTR area (portions of Tracts 909, 915, and 947)) would be preserved for streams, wetland and steep slopes and their buffers including wetlands, Machias Creek and its buffer and slopes. Several small parks would be provided within the RHTR zone, as well as a larger park that would accommodate a playground. An additional trail link to the RHTW area would be provided in the northwest corner of the RHTR area.

Up to thirty (30) reserve lots would be provided in this area to allow for the relocation of residential units if cultural resources are unexpectedly encountered. If the reserve lots are

not required to be developed to avoid cultural resources, the lots would be left undeveloped as natural/wooded area, or converted to open space.

RHTC Area

The Rural Historic Town Commercial (RHTC) area is approximately 13.8 acres of land. Existing structures within this area would be retained, 21 buildings in total (not including accessory structures such as sheds, etc.), including one existing residential unit.

Consistent with the variety of uses permitted in the RHTC zone, a range of new residential and commercial uses are proposed, including up to approximately 35,000 sq. ft. of new commercial development within proposed commercial buildings, single family residences, and mixed-use buildings with residential units on the top floor and commercial uses at the street level. New infill residential and commercial development proposed in the context of the retained existing buildings would be concentrated in the large lot to the west of Rainer Avenue, to the rear of the existing commercial uses, and new single family residential may be nestled adjacent to some of the existing commercial buildings that are within historic homes. A surface parking lot is also proposed in this area in the center of the block, encircled by commercial and other uses. A market square for farmer's market activities or other seasonal events would be provided at the corner of Pope Street and Puget Way NE. Steep slopes within this area would be maintained as natural areas, and existing trails that link the town area to the Mill Site would be improved for safety and accessibility.

RHTW Area

The Rural Historic Town Waterfront (RHTW) area is approximately 31.4 acres of land and is also referred to as the Mill Site. The existing buildings in this area have been demolished, removed or relocated, with the exception of the Newfield's Laboratory in the northwestern corner of the Mill Site.

The Mill Site would be built out with commercial, mixed use and residential uses including: 78 multifamily residential units with 38 units of cottage housing and 40 townhomes; 121,000 sq. ft. of commercial uses, including office, light industrial, restaurants and retail; 15,000 sq. ft. of restaurant use; a 100-room hotel; surface parking; and, park, trail and open space uses. Buildings on the Mill Site would have a maximum height of 35 feet for buildings outside the shoreline designation and only for the hotel/visitor accommodations within the shoreline designation. All other buildings within the shoreline designation would have a maximum height of 30 feet. Open space could include two waterfront parks that would provide public access to the shoreline, and a shoreline trail or boardwalk in the shoreline buffer area. In addition, the shoreline buffer setback would be administratively reduced from fifteen feet (15') to five feet (5').

RR Area

Development of a new West Sound Wildlife Shelter is proposed in the RR zone portion of the site (with extensions into the RW and RHTR zones) and existing greenhouses (Hood Canal Nursery) would be retained and used for commercial purposes or possibly as pea

patches for residents. The new development would consist of a series of buildings totaling approximately 14,300 sq. ft. in size, along with open-air sheds and enclosures for rehabilitation. Active open space uses are also proposed in this area, including agricultural activities and associated structures such as additional greenhouses.

RW Area

Ten dwelling units are proposed in the RW zone area, to be clustered along a new loop road providing access to this area. Larger agricultural uses associated with residential uses would be developed on several of the bigger lots within the RW area; these uses would support and supplement activities occurring in the town and could include a vineyard, demonstration hops growing, beer brewery, vineyard, barns & equine facilities, outdoor recreation, agricultural uses and open space. Much of the proposed open space area contains some of the oldest second growth forest in the region. Several trails through the area would be retained or improved, connecting the RW zone area and the Port Gamble Town Site (RHTR and RHTC zone areas) to the north, and a section of the Sound to Olympics trail will pass through the area. A portion of the site adjacent to the RR zone would also contain passive uses associate with the West Sound Wildlife Shelter described earlier in this chapter.

Utilities

Water

The existing water system would be replaced and upgraded with a new system providing both potable water and fire flow. The new water source is provided by connecting to the Kitsap Public Utility District (PUD) water main that was extended to the site in 2013/2014. The new distribution system would consist of main lines ranging in size from 8 to 16 inches. From the connection to the Kitsap PUD main at the southwest corner of the site to the proposed intersection of Carver Drive and Talbot Street NE, the proposed main would be 16 inches. Storage for fire flow would be provided in a new 20-ft. tall, 364,000-gallon reservoir adjacent to the existing 46,000-gallon reservoir.

Sewer

In 2012, as part of the Puget Sound Initiative, Ecology identified the need to prevent continuing and future pollution to Port Gamble Bay and Hood Canal by shifting Port Gamble's community sewage discharge from Hood Canal to an on-site disposal system. Accordingly, a new Large Onsite Septic System (LOSS) has been established in the RW zone adjacent to the site. The LOSS includes a collection system, two lift stations, a force main, a membrane bioreactor (MBR) and drainfield, and abandonment of the previous sewage outfall to the Bay. The LOSS utilizes the existing collection pipe system to direct sewage to the MBR. New pipes are planned to gradually replace the current sewer collection pipe system with a combination of new 8-inch gravity main, 6-inch side sewers and 2 to 4-inch low pressure sewer lines. The LOSS system has been permitted to receive a peak flow of a maximum of 55,800 gpd. It is also proposed that after 150 building permits have been issued, additional building permits would be approved only after confirmation that

sufficient capacity is available based on monitoring of actual flows. In addition, the 55,800 gallon per day limit could be increased if additional studies validate drainfield capacity or if expanded facilities are provided in the future under separate approvals, if needed. Reserve areas provided within the RW zone would be utilized to serve the fully developed town.

Stormwater

Stormwater would be managed with a new conveyance system, water quality treatment facilities, detention facilities and outfalls designed in accordance with the 2010 Kitsap County Stormwater Design Manual. Water quality treatment would be achieved through the use of water quality detention ponds, stormfilters located in manholes or vaults and several rain gardens. As under existing conditions, the majority of the site's stormwater would be discharged to Hood Canal or Port Gamble Bay using new or existing stormwater outfalls. The remainder of the site's stormwater would be discharged to Machias Creek, a ditch system at the Education/Recreation tract or to on-site wetlands. Portions of the site, such as open spaces, forested tracts and the existing cemetery, would have no stormwater drainage features, except as required to maintain wetland hydrology.

Access/Parking

Primary access to the Port Gamble site would continue to be provided via SR 104. In general, the existing street grid system would be retained and expanded to reflect the town's historic character, with some streets improved to new standards. One potential major road improvement, if implemented by the applicant, would be the extension of Carver Drive, primarily to the south, to provide access to the proposed residences and open space in the RW zone and the LOSS drainfield. A number of new alleys are also proposed as part of the residential development in the RHTR zone.

A roundabout would be built at the intersection of SR 104 and Puget Way/Olympian Avenue in order to aid traffic turning onto SR 104 from the site, and to cross SR 104 in a north/south direction (refer to **Figure 2-6**). The roundabout would provide traffic control without requiring significant improvements to SR 104, which would help to preserve the town's historic character and improve pedestrian and non-motorized safety. Primary access to the Mill Site would be provided from NE View Drive, with secondary emergency access connecting back to Rainier Avenue NE.

The character of parking would reflect the type of proposed development in different parts of the site. For example, parking in the RHTR zone portion of the site would principally be associated with new residences and would be provided within individual detached or attached garages with alley access. In limited instances where alley access would not be practical, garages may be accessed via shared driveways. Garages would primarily be oriented to the rear of residential lots and front loaded garages would be limited on a case by case basis. Parking for cottage housing would be accommodated either with detached garages accessed by separate drives or uncovered parking areas. Some street parking would also be provided in the RHTR zone. Parking areas for the RHTC zone area would be provided on surface streets in the Town Site at the north end of Rainier Avenue and to the

west, along Walker Street, areas which have long been used for parking. An additional lot would be located behind the historic buildings to the west of Rainier Avenue (see **Figure 2-7**). The surface lots in the RHTC zone area are proposed to be located behind existing and proposed buildings to minimize views to the lots from primary streets and would be screened and landscaped consistent with County code. Surface parking would also be provided within the RHTW zone for the residential units, commercial uses and for public accessing the shoreline parks and trails consistent with the conceptual layout within the submitted application. A surface parking lot is proposed south of the Town Site in the RW zone along SR 104 (Lot 512) in an area with existing asphalt to provide formal parking for recreational uses in the area. Recreational parking will also be accommodated on Tract 948 (formerly the Model Airplane Field), as well as on Tract 930 on Gamble Way. Actual parking provided would be determined with applications for specific uses.

Building Design

As a National Historic Landmark (NHL) District, Port Gamble is recognized as having exceptional national historic significance. Buildings listed as contributing to the NHL are planned to be retained, as would the existing street pattern. New buildings in the Type-1 LAMIRD area would be constructed in compliance with the Town Development Objectives (TDO) as specified in the Rural Historic Town zoning ordinance (KCC 17.321B025). Design guidance would be used to help implement each of the TDOs, and specific Port Gamble design guidelines would be applied to all new construction.

Guidelines would provide direction for individual projects, and assure that the overall development would retain its defining character. The TDO's would allow for:

- New construction that is sympathetic, but does not mimic the existing historic buildings;
- Site design that reflects the evolution of the town over time, but that retains the “sense of historic time and place”;
- The Secretary of the Interior’s Standards for Historic Preservation Projects and the Historic American Engineering Record (HAER) report as the guides for evaluating development proposals; and,
- Review and comment on proposed development by an architectural review committee or a qualified consultant as determined by Kitsap County.

Grading

Under Alternative 1, approximately 175,000 cubic yards of fill would be provided on the Mill Site (within the RHTW portion of the site) to raise the elevation by at least five ft., bringing the ground elevation above the floodplain. It is anticipated that the fill material would be imported onto the site. In addition, up to approximately 10,000 cubic yards of cut could occur, primarily to remove debris not suitable for construction. It is assumed that this material would not be suitable for structural fill and would be exported from the site. See **Section 3.1, Earth**, for additional grading information.

Grading activities in the RHTR and RHTC-zoned portions of the site are anticipated to be less than those anticipated for the Mill Site and would primarily relate to utility trenching, building foundations and road construction. Approximately 15,000 cubic yards of cut and 30,000 cubic yards of fill could be required.

In the RR and RW-zoned portions of the site, grading activities would be primarily limited to roadway construction, and utility trenching. Approximately 35,000 cubic yards of cut and 45,000 cubic yards of fill could be required.

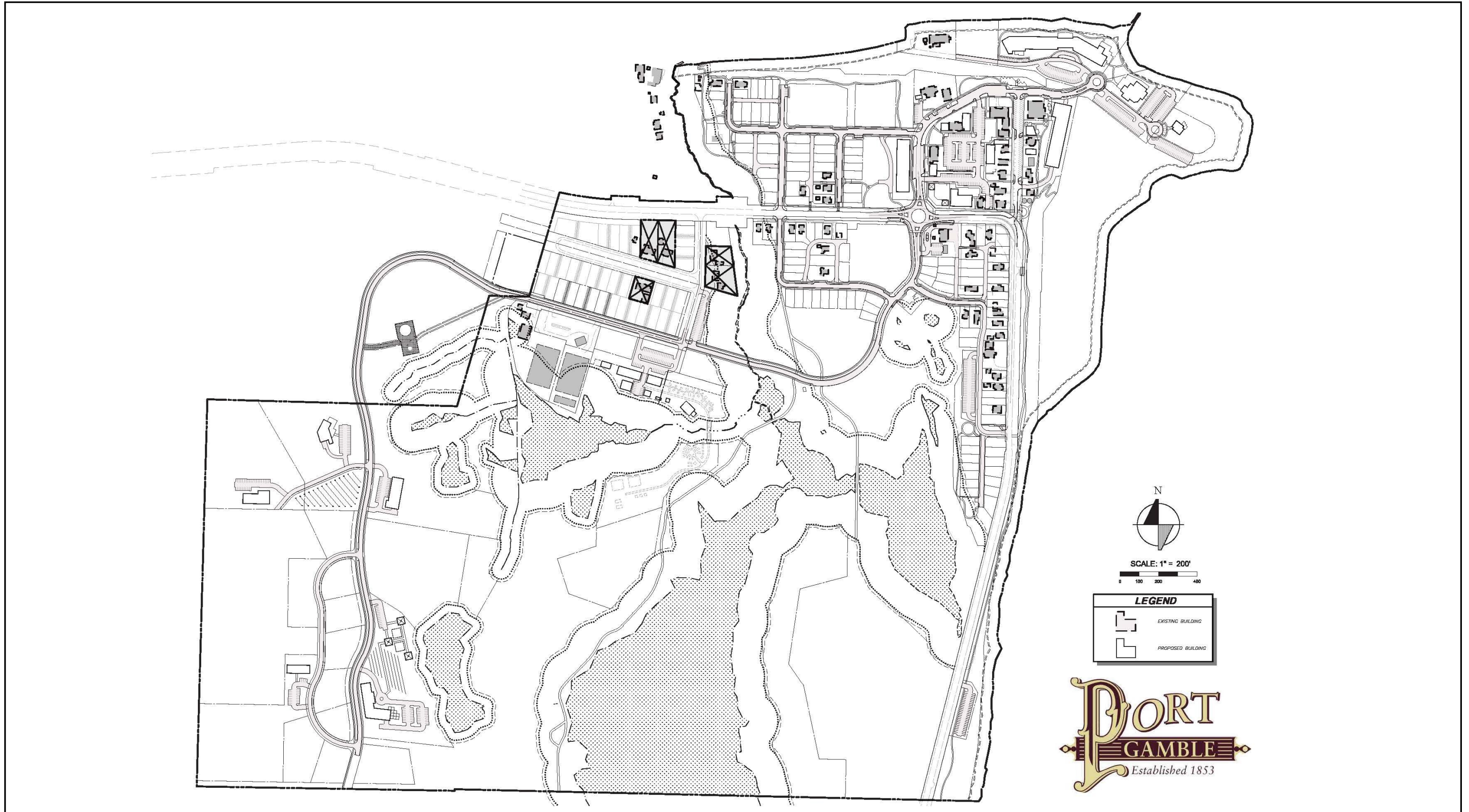
Alternative 2 (Lesser Development)

Alternative 2 assumes site redevelopment reflecting a lesser amount of development than the total allowed under site zoning; development consistent with this alternative would be dependent on others purchasing development rights or a portion of the Mill Site area for open space uses (see **Figure 2-8**). In general, development under Alternative 2 would be similar to that under Alternative 1 for the RHTR, RHTC, RR and RW-zoned portions of the site, with the primary difference relating to development in the RHTW-zoned portion of the site (Mill Site).

Retention of a portion of the Mill Site area for conservation or open space would result in certain differences in site development compared to Alternative 1, including 39 fewer residential units, approximately 121,000 fewer sq. ft. of commercial/retail use, approximately 41,000 less sq. ft. in education/industrial use, and approximately 16 additional acres in open space (primarily Tract 951). Refer to **Table 2-4 and Table 2-5** for a comparison of the development assumptions under Alternatives 1 and 2. Alternative 2 is anticipated to generate approximately 574 residents⁷ and approximately 263 employees.

⁷ Based on 2.55 residents per Kitsap County household (2016 American Community Survey).

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Source: David Evans and Associates, 2018.



Figure 2-8
Alternative 2 - Site Plan

Development in the upland portion of the site (RHTR, RHTC, RR and RW-zoned areas) would be generally similar to Alternative 1. The number of residential units in the upland portion of the site would be the same as under Alternative 1.

As under Alternative 1, Alternative 2 assumes retention of existing structures, retention and use of the LOSS, construction of the SR 104 roundabout, and improved stormwater facilities.

This alternative assumes that purchase of any portion of the Mill Site for open space would be accomplished by others. To meet the Applicant’s objectives under this alternative, purchase of portions of the Mill Site by public agencies, tribes, or other parties would be necessary.

Proposed Development

Development assumed under Alternative 2 for each of the site’s five zoning areas is described further below and summarized in **Table 2-8**. See **Figure 2-8** for a visual representation of this scenario under Alternative 2. **Table 2-9** portrays the site conditions subsequent to buildout of Alternative 2.

**Table 2-8
PROPOSED NEW SITE USES UNDER ALTERNATIVE 2**

	Residential Dwelling Units ¹	General Commercial ²	Restaurant	Educational/Industrial /Other
RHTR	144 (104 SF, 40 MF)			
RHTC	33 MF	35,000 sq. ft.		
RHTW	39 MF		15,000 sq. ft.	
RR	0 SF			14,300 sq. ft.
RW	10 SF			16,180 sq. ft.
Total	226 DU³ (114 SF, 112 MF)	35,000 sq. ft.²	15,000 sq. ft.	30,480 sq. ft.

Source: David Evans and Associates, 2018.

¹ DU – Dwelling Units; SF – Single Family; MF – Multi-family (cottages, condos, townhomes)

² Does not include 100-room hotel

³ 28 existing residences would also be retained on the site for a total of 253 dwelling units.

Note: Uses reflected in this table include only new development. See **Table 2-2** for existing conditions land uses, all of which would remain onsite.

**Table 2-9
PROPOSED SITE CONDITIONS UNDER ALTERNATIVE 2**

	RHTR Area (Acres)	RHTC Area (Acres)	RHTW Area (Acres)	RR Area (Acres)	RW Area (Acres)	Total Site (Acres)
Built Area (Impervious Area)¹						
Building Footprint	8.35	2.28	2.17	1.66	1.68	16.16
Paved Parking/ Roadway	14.54	4.99	4.20	0.26	37.86	37.86
Open Space Area (Pervious Area)						
Landscape/Lawn Area	27.05	5.19	4.95	0	66.28	66.28
Park Area	1.01	0.66	0	0	0	1.67
Agricultural Area	0.69	0	0	1.48	9.34	11.50
Natural/Wooded Area	3.41	0	0	0	34.56	37.96
Critical Areas and Buffers ²	11.53	0.63	7.63	3.58	77.26	100.62
Other Open Space Area ³	0	0	12.44	0	15.00	27.44
Other Pervious Areas						
LOSS Area	0	0	0	0	16.27	16.27
Stormwater Ponds	0.54	0	0	0	0.85	1.40
Cemetery	1.09	0	0	0	0	1.09
Total	68.21	13.75	31.39	6.98	197.91	318.24

Source: David Evans and Associates, 2018.

¹Impervious area includes new development and existing development to remain.

² Critical areas and buffers includes wetlands, streams, and their associated buffers.

³ Includes restoration area outside of buffers (RHTW) and airplane field (RW).

RHTR Area

Under Alternative 2, uses in the RHTR area would be generally as described for Alternative 1.

RHTC Area

Under Alternative 2, uses in the RHTC area would be generally as described for Alternative 1.

RHTW Area

Under Alternative 2, it is assumed that a portion of the Mill Site or its development rights would be purchased by others for conservation. This area would include approximately 16 acres with the preserved land being used primarily for a combination of conservation, park and/or open space with public access. The uses and development of open space in the RHTW Area would still be subject to Covenants, Conditions and Restrictions (CC&Rs) to preserve the open space, conservation and science uses and to ensure that any structures would meet the Kitsap County Town Development Objectives (TDOs) and be designed consistent with the architectural historic character of the overall Port Gamble redevelopment project.

New development on the Mill Site could include up to 39 residential units , a 100-room hotel; surface parking; and, park, trail and open space uses. Buildings on the Mill Site

outside the shoreline designation and only the hotel/visitor accommodations within the shoreline designation would have a maximum height of 35 feet. All other buildings within the shoreline designation would have a maximum height of 30 feet. Alternative 2 would include a 50-ft. buffer and 5-ft. building setback (administratively reduced) in the shoreline area.

Trails, parking, and limited access to the shoreline would be provided throughout the Mill Site. A large park for public access to the waterfront (in addition to the 16-acre open space area) would also be provided, similar to Alternative 1.

RR Area

Under Alternative 2, uses in the RR area would be as described for Alternative 1.

RW Area

Under Alternative 2, uses in the RW area would be as described for Alternative 1.

Utilities

Under Alternative 2, utilities would be provided as described for Alternative 1.

Access/Parking

The access and parking concept under Alternative 2 would generally be as described for Alternative 1. In addition, a planned parking area is proposed on the 16 acre open space area on the Mill Site, and other informal parking may occur from time to time within the large open space tract (Tract 951) located on the Mill Site.

Building Design

The building design concept under Alternative 2 would generally be as described for Alternative 1.

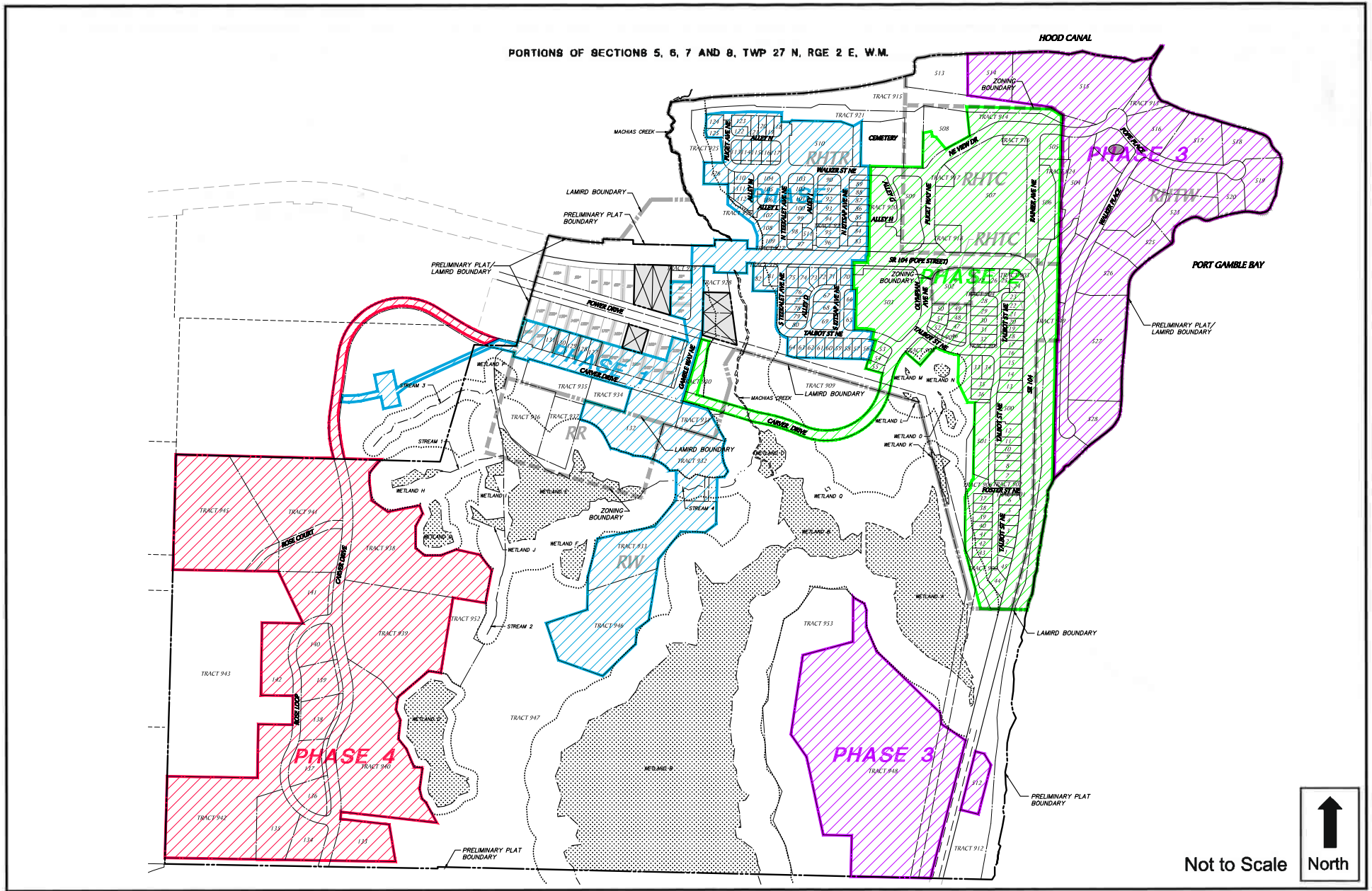
Grading

Grading under Alternative 2 would generally occur as described for Alternative 1. However, overall cut and fill within the RHTW area would decrease due to less area being filled to bring development pads above the flood elevations.

2.6.2 Development Phasing under Alternatives 1 and 2

The phasing set forth is representative of potential development, but the specific timing, sequence and configuration of the phasing of the development and improvements could vary depending on specific economic and market conditions. The development phasing would be similar under Alternatives 1 and 2, with the exception of the Mill Site being a smaller phase in Alternative 2's Phase 3 (see **Figures 2-9** and **2-10** for the phasing maps for Alternative 1 and 2, respectively).

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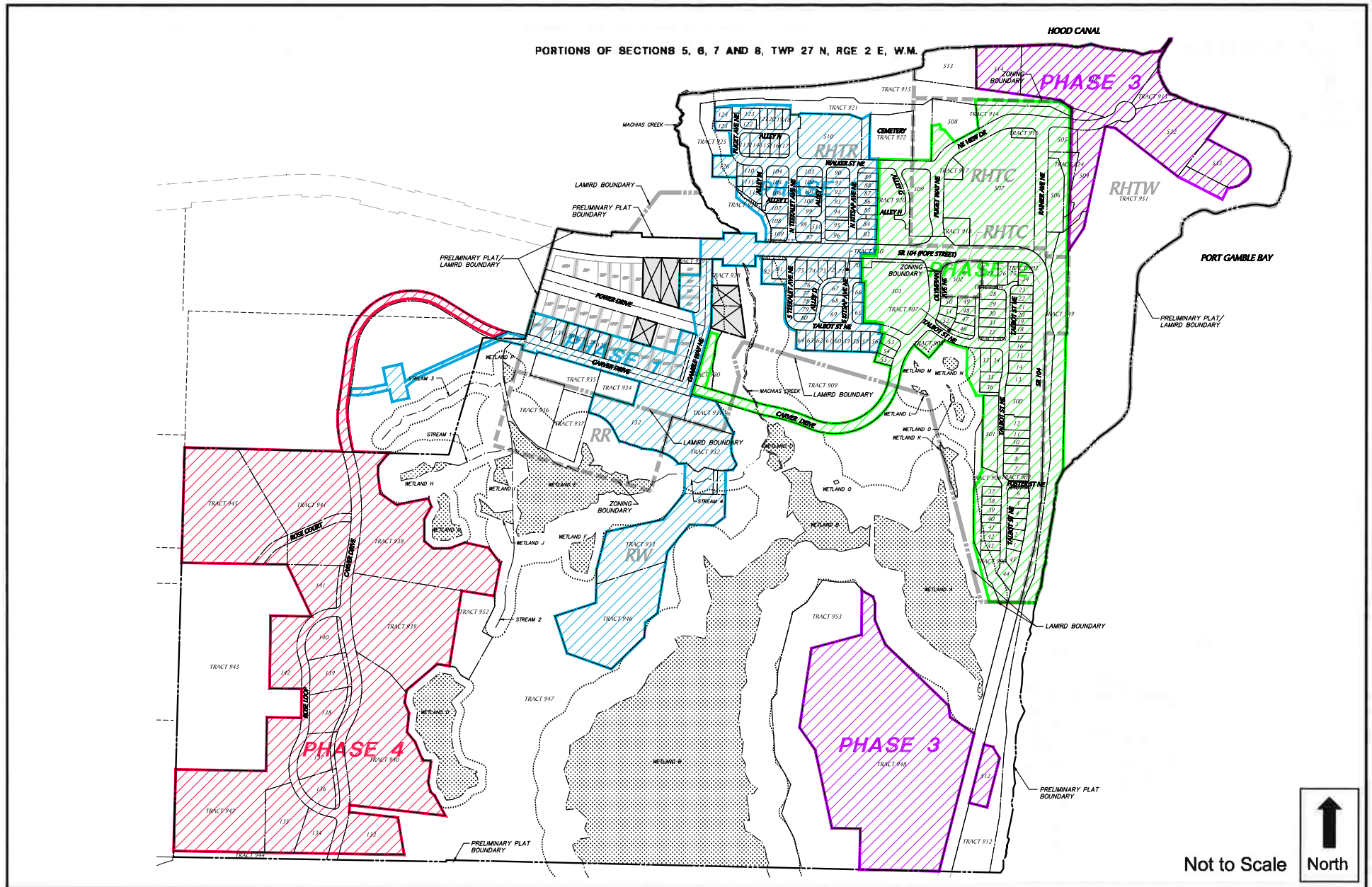
Source: David Evans and Associates, 2018.



Figure 2-9

Alternative 1 - Phasing

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Source: David Evans and Associates, 2018.



Figure 2-10
Alternative 2 - Phasing

Phase 1 (conceptual)

Phase 1 of the Port Gamble project is anticipated to include construction of several "global" infrastructure components including the following:

- Widening to SR 104 by one ft. on either side of the roadway from Gamble Way to the intersection at Teekalet Avenue NE to provide an adequate bicycle lane;
- A new 364,000-gallon reservoir;
- A 16-inch water main from the reservoirs to the intersection of Teekalet and SR 104 (Pope Street – if Carver Drive is not extended), or to the intersection of Carver Drive and Gamble Way NE (if Carver Drive is extended);
- Construction of a new stormwater outfall to Hood Canal near Machias Creek; and,
- A water quality pond located near the intersection of Carver Drive and Gamble Way NE, several StormFilter vaults and rain gardens, and conveyance systems (one for clean or treated stormwater and one for stormwater yet to be treated).

Roadway improvements would include construction of new or replaced private roads to serve the development areas within the phase. Water mains and gravity and low pressure sewer systems to serve the development areas within the phase would also be constructed. Temporary sewer connections to existing uses would be required to provide uninterrupted service.

Phase 1 of the redevelopment is identical for both Alternatives.

Phase 2 (conceptual)

Phase 2 of the Port Gamble project would include the following:

- Construction of a roundabout at the intersection of Olympian NE/Puget Way NE and SR 104 (Pope Street);
- New or replaced private roads where necessary and completion of a bike lane pass-through to North/South SR 104;
- 12 and 8-inch water mains;
- New gravity and low pressure sewer systems to serve the development areas of the project;
- Stormwater improvements include several StormFilter vaults, rain gardens, and conveyance systems. Rooftop runoff from select parcels would be directed to the on-site wetlands to maintain wetland hydrology,
- Upsizing of an existing stormwater outfall to Hood Canal from the Mill Site would also occur, OR a temporary pond in Phase 2 until construction of the outfall, and;

- Permanent sewer connections would be provided to all existing services that were previously connected to the LOSS.

Phase 2 of the redevelopment is identical for both Alternatives.

Phase 3 (conceptual)

Phase 3 is development of the Mill Site. Infrastructure for Phase 3 includes the following:

- New on-site roads;
- Stormwater improvements including several rain gardens and a conveyance system, including improvement of an existing outfall in Port Gamble Bay (not included in Alt. 2) and an improvement of an existing outfall to Hood Canal (both Alternatives 1 and 2);
- Sewer improvements include extension of lot pressure sewer
- A 12 inch water main from Phase 2 would be extended to the south of the Mill Site development area, west to SR 104 and back to a 12 inch main in Phase 2 for completion of the water line loop. The completion of this loop would provide fire flow to the proposed development in both Phase 1 and 2, allowing redevelopment of the existing fire pond.

Phase 3 consists of the entire Mill Site as proposed in Alternative 1 or 2 and development of the rural tract adjoining SR 104 at the south boundary of the site.

Phase 4 (conceptual)

Phase 4 of the Port Gamble project would include construction of infrastructure to serve 10 residential units, plus associated agricultural uses, in the RW zone. This represents the remainder of the built environment of the project.

Infrastructure to support the development of Phase 4 includes:

- New private roads to serve the development areas within the phase;
- Water improvements would include 8-inch water mains within Rose Loop and Rose Court and connections to the existing 16-inch main within Carver Drive;
- Sewer improvements would include construction of gravity or low pressure sewer systems that would connect to the LOSS system at the dosing chamber;
- Stormwater improvements in the RW zone would include roadside conveyance channels to convey runoff to the stormwater treatment pond constructed in Phase 1.

2.6.3 No Action Alternative

The No Action Alternative includes three different scenarios:

- A. Continuation of existing conditions (see **Figure 2-3**).
- B. Redevelopment by others under existing zoning. This scenario assumes that OPG would sell the property and redevelopment would occur in piecemeal fashion by others, including industrial development on the Mill Site (see **Figure 2-11**).
- C. Redevelopment of upland area under existing zoning and purchase of the entire Mill Site for conservation. This scenario would assume that purchase of any portion of the Mill Site for conservation, and any funding of conservation activities, would be accomplished by others (see **Figure 2-12**).

Scenario A - Continuation of Existing Conditions

Under Scenario A, no redevelopment would occur. The existing buildings and infrastructure would continue to age and degrade over time. The uses and site coverage would remain the same as existing conditions. This scenario does not meet the applicant's objectives.

Scenario B - Redevelopment by Others Under Existing Zoning

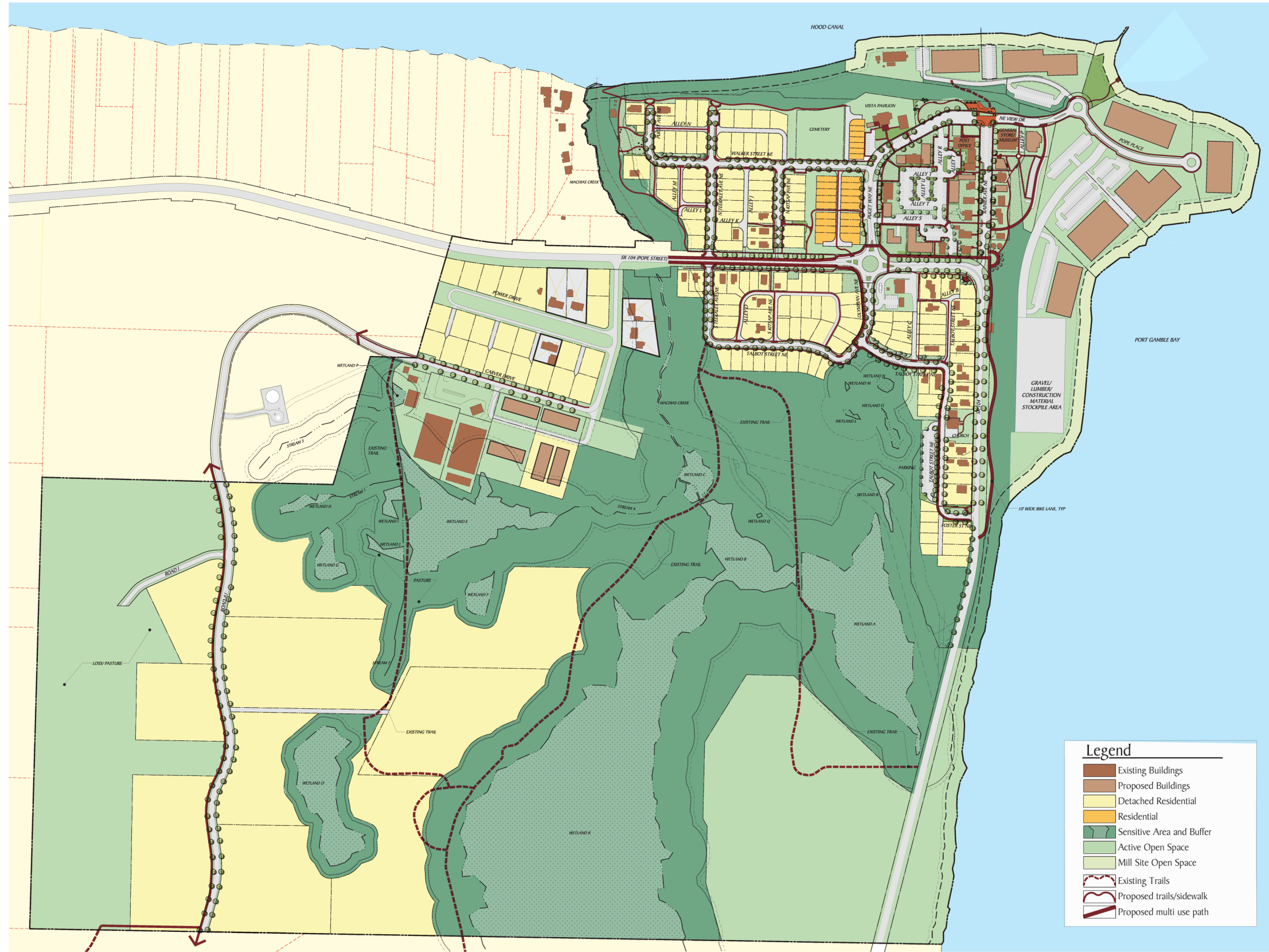
This scenario would not be built by OPG, but would be developed by others over time. Due to staggered development and potentially several different property owners/developers, this scenario could include a lack of coordination for residential construction, less control over architectural standards and less continuity through the town compared to development by a single owner as under Alternatives 1 and 2. Development standards associated with applicable local and state regulations would be met. Subdivision would occur in a piecemeal fashion over time (i.e. numerous plats/short plats).

Under this scenario, residential development within the RHTR zone would occur within slightly larger lots, and full buildout could occur at a slower rate. The upland RW zone would be platted out with 20-acre lots per code. The Mill Site would be industrialized, including large buildings for manufacturing, boat building and/or shellfish/fish processing facilities, plus open storage yards (as allowed per current code). Limited or no open space would be included, resulting in a loss of existing public access and trails, and no resource/educational facilities would be provided except for what exists currently (i.e. Newfields Laboratory).

Assumed Development

The specific development that is assumed in each of the site's five zoning areas is described further below and summarized in **Table 2-10**. See **Figure 2-11** for a site plan of Scenario B under the No Action Alternative. **Table 2-11** portrays the site conditions subsequent to buildout of this scenario.

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Source: David Evans and Associates, 2018.




Not to Scale 

Figure 2-11
No Action Alternative, Scenario B, Redevelopment Under Existing Zoning - Site Plan

Table 2-10
ASSUMED NEW SITE USES UNDER NO ACTION ALTERNATIVE,
SCENARIO B – EXISTING ZONING

	Residential Dwelling Units ¹	General Commercial	Industrial/Manufacturing
RHTR	137 (10 MF/127 SF)	0	0
RHTC	21 MF	34,490 sq. ft.	0
RHTW	0	0	200,000 sq. ft.
RR	1 SF	0	0
RW	10 SF	0	0
Total	169 DU (138 SF, 31 MF)	34,490 sq. ft.	200,000 sq. ft.

Source: David Evans and Associates, 2018

¹ DU – Dwelling Units; SF – Single Family; MF – Multi-family (cottages, condos, townhomes)

Note: Uses reflected in this table include only new development. See Table 2-4 for existing conditions land uses, all of which would remain onsite.

Table 2-11
ASSUMED SITE CONDITIONS UNDER NO ACTION ALTERNATIVE, SCENARIO B – EXISTING ZONING

	RHTR Area (Acres)	RHTC Area (Acres)	RHTW Area (Acres)	RR Area (Acres)	RW Area (Acres)	Total Site (Acres)
Built Area (Impervious Area)¹						
Building Footprint	10.86	1.87	5.88	1.32	1.68	21.61
Paved Parking/ Roadway	21.59	4.29	5.45	0.15	8	39.48
Other Built Area	0	0	2.29	0	0	2.29
Open Space Area (Pervious Area)						
Landscape/Lawn Area	17.3	7.15	10.15	0	59.03	93.63
Park Area	0	0	0	0	0	0
Agricultural Area	1.78	0	0	1.93	0	3.71
Natural/Wooded Area	0.75	0	0	0	25	25.75
Critical Areas and Buffers ²	14.49	0.44	7.65	3.58	77.17	103.33
Other Open Space Area ³	0	0	0	0	9.02	9.02
Other Pervious Areas						
LOSS Area	0	0	0	0	16.28	16.28
Stormwater Ponds	0.32	0	0	0	1.77	2.09
Cemetery	1.11	0	0	0	0	1.11
Total	68.20	13.75	31.42	6.98	197.95	318.24

Source: David Evans and Associates, 2018.

¹ Impervious area includes new development and existing development to remain.

² Critical areas and buffers includes wetlands, streams and associated buffers.

³ Includes airplane field.

The overall number of new residential units under Scenario B of the No Action Alternative would be 96 units less than Alternative 1 and 56 units less than Alternative 2, primarily due to no residential development on the Mill Site under this scenario. Approximately 200,000 sq. ft. of new industrial development is assumed in Scenario B, as allowed under existing zoning on the Mill Site.

Below is a description of assumed development in each of the five zoning areas under development Scenario B.

RHTR Area

Under Scenario B, residential development would occur in the RHTR area with slightly larger lots than under Alternatives 1 and 2, resulting in seven fewer units in the RHTR area than Alternatives 1 and 2.

RHTC Area

Under Scenario B, commercial uses in the RHTC area would generally be as described for Alternatives 1 and 2. Seventeen townhomes would be located west of Puget Way NE within the RHTC-zoned area under this scenario, as compared to commercial uses assumed in this area under Alternatives 1 and 2. Four additional condominium units would be located above ground floor commercial uses in a mixed-use building.

RHTW Area

Under Scenario B, it is assumed that the Mill Site would be developed with industrial uses permitted under existing zoning, such as manufacturing, boat building, and/or shellfish/fish processing facilities. These industrial uses would be located within large buildings and would include open storage yards (as allowed per current code). Limited or no open space would be included. No resource/educational facilities would be provided except for the existing Newfields Laboratory building.

RR Area

Under Scenario B, this area would likely be developed with residential uses under this scenario, and likely with no agricultural uses as assumed under Alternatives 1 and 2.

RW Area

Under Scenario B, the upland RW zone would be platted out with ten 20-acre lots per code. This scenario would not include clustering or a new loop road, as assumed under Alternatives 1 and 2, and access to new lots would be via private gravel roads. Carver Drive would likely not be extended southward under this scenario due to the cost of this extension.

Utilities

Water

The water system under Scenario B of the No Action Alternative would be generally as described for Alternatives 1 and 2, which would include a new system providing both potable water and fire flow.

Sewer

Similar to Alternatives 1 and 2, under Scenario B it is assumed that the existing collection system connecting to the MBR/LOSS would be replaced with a combination of new 8-inch gravity main, 6-inch side sewers and 2 to 4-inch low pressure sewer lines.

Stormwater

Stormwater would be addressed using the existing code in effect at the time of application for development, and would be provided by others. Where detention would be necessary, use of stormwater ponds and/or vaults would be required. Treatment could also occur in ponds, vaults or through other means described for Alternatives 1 and 2. The resulting piecemeal development could result in more of these facilities located throughout the site, rather than fewer consolidated facilities strategically located with less visual impact, as would occur under Alternatives 1 and 2.

Access/Parking

The access concept under Scenario B would generally be as described for Alternatives 1 and 2. Parking would be dealt with on a case-by-case basis. Efforts to consolidate parking behind commercial buildings in the RHTC area could be achieved, but would require coordination between many owners/proposals. Additional parking and access to accommodate recreational users of County park facilities is unlikely to be achieved.

Building Design

While building design would still be required to conform to various aspects of the County's code, the lack of coordination and privately initiated Design Guidelines (that would be provided with one property owner) would result in inconsistent quality building design under Scenario B. Buildings would be designed and built over time by many different owners/entities with little continuity from one project to the next. A lack of CCR's could also result in a lack of maintenance of buildings over time.

Grading

Grading under Scenario B would generally occur as described for Alternatives 1 and 2.

Scenario C - Redevelopment of Upland Area by Others Under Existing Zoning and Purchase of Mill Site by Others for Conservation

Scenario C of the No Action Alternative would include the same assumptions for the upland area as under Scenario B (development by others under existing zoning), including slightly larger lots in the RHTR zone and 20-acre lots in the RW zone. This scenario differs from

Scenario B in relation to the Mill Site. This scenario assumes the Mill Site would be restored to a natural condition and no new development would occur in this area. Purchase of any portion of the Mill Site for conservation, and any funding of conservation activities, would be accomplished by others. The existing Newfield Laboratory would remain.

For purposes of this DEIS, it is assumed for this scenario that the Mill Site would be left as open space, however it is possible that a future purchaser of the Mill Site could establish a complementary use such as picnic shelters, a visitor center or cultural center which would be subject to separate environmental review.

The specific development that is assumed in each of the site’s five zoning areas is further described below and summarized in **Table 2-12**. See **Figure 2-12** for a site plan of Scenario C of the No Action Alternative. **Table 2-13** portrays the site conditions subsequent to buildout of this scenario.

The number of residential units under Scenario C would be the same as Scenario B (Existing Zoning). No new industrial development is assumed in Scenario C, as the Mill Site would be retained as open space.

Table 2-12
ASSUMED NEW SITE USES UNDER NO ACTION ALTERNATIVE, SCENARIO C –
UPLAND EXISTING ZONING, MILL SITE CONSERVATION

	Residential Dwelling Units ¹	General Commercial
RHTR	137 (10 MF/127 SF)	0
RHTC	21 MF	34,490 sq. ft.
RHTW	0	0
RR	1 SF	0
RW	10 SF	0
Total	169 DU (138 SF, 31 MF)	34,490 sq. ft.

Source: David Evans and Associates, 2018.

¹ DU – Dwelling Units; SF – Single Family; MF – Multi-family (cottages, condos, townhomes)

Note: Uses reflected in this table include only new development. See **Table 2-4** for existing conditions land uses, all of which would remain onsite.

**Table 2-13
ASSUMED SITE CONDITIONS UNDER NO ACTION ALTERNATIVE, SCENARIO C –
UPLAND EXISTING ZONING, MILL SITE CONSERVATION**

	RHTR Area (Acres)	RHTC Area (Acres)	RHTW Area (Acres)	RR Area (Acres)	RW Area (Acres)	Total Site (Acres)
Built Area (Impervious Area)¹						
Building Footprint	10.86	1.87	0.13	1.32	1.68	15.86
Paved Parking/ Roadway	21.59	4.29	0.61	0.15	8	34.64
Open Space Area (Pervious Area)						
Landscape/Lawn Area	17.3	7.15	23.03	0	59.03	106.51
Park Area	0	0	0	0	0	0
Agricultural Area	1.78	0	0	1.93	0	3.71
Natural/Wooded Area	0.75	0	0	0	25	25.75
Critical Areas and Buffers ²	14.49	0.44	7.65	3.58	77.17	103.33
Other Open Space Area ³	0	0	0	0	9.02	9.02
Other Pervious Areas						
LOSS Area	0	0	0	0	16.28	16.28
Stormwater Ponds	0.32	0	0	0	1.77	2.09
Cemetery	1.11	0	0	0	0	1.11
Total	68.20	13.75	31.42	6.98	197.95	318.24

Source: David Evans and Associates, 2018.

¹ Impervious area includes new development and existing development to remain.

² Critical areas and buffers includes wetlands, streams, and their associated buffers.

³ Includes airplane field.

RHTR Area

Under this scenario, uses in the RHTR area would be as described under Scenario B (Existing Zoning).

RHTC Area

Under this scenario, uses in the RHTC area would be as described under Scenario B.

RHTW Area

Under this scenario, it is assumed that a portion of the Mill Site would be purchased by others and restored as open space. The Mill Site would be completely left as open space, except that the existing Newfields Laboratory would remain.

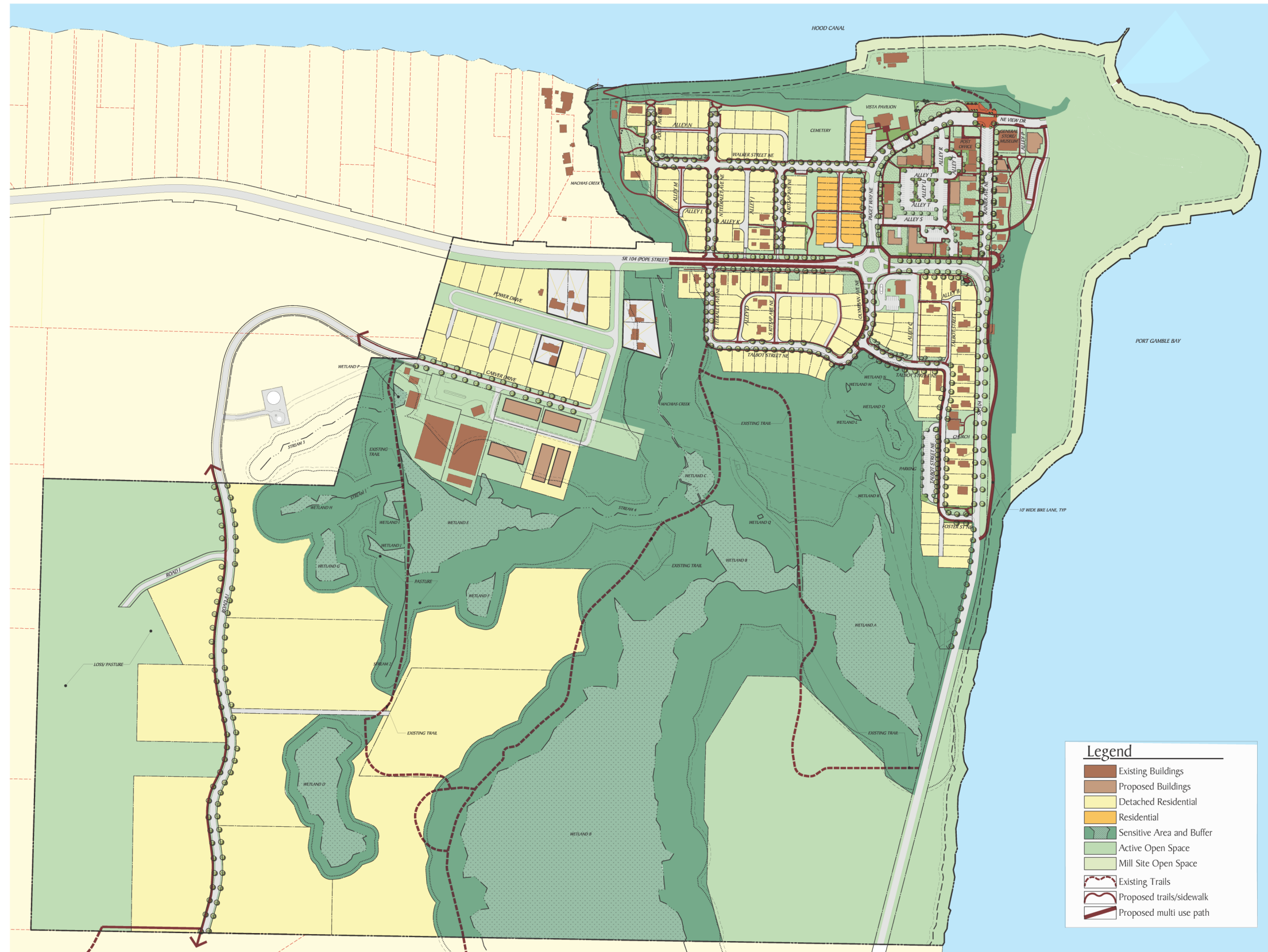
RR Area

Under this scenario, uses in the RR area would be as described under Scenario B.

RW Area

Under this scenario, uses in the RW area would be as described under Scenario B.

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Not to Scale



Source: David Evans and Associates, 2018.



Figure 2-12
No Action Alternative, Scenario C, Mill Site Conservation - Site Plan

Utilities

Water

The water system under this scenario would generally be as described for Alternatives 1 and 2, which includes a new system providing both potable water and fire flow. Under this scenario, however, no new water lines would be extended to the Mill Site.

Sewer

Similar to Alternatives 1 and 2, under Scenario C of the No Action Alternative it is proposed that the existing collection system connecting to the LOSS would be replaced with a combination of new 8-inch gravity main, 6-inch side sewers and 2 to 4-inch low pressure sewer lines. Under this scenario, however, no new sewer lines would be extended to the Mill Site.

Stormwater

The stormwater system under this scenario would generally be as described for the Scenario B No Action Alternative.

Access/Parking

The access and parking concept under Scenario C would generally be as described for the Scenario B No Action Alternative. Additional parking and access to accommodate recreational users of County park facilities, as well as parking on the Mill Site, is unlikely to be achieved.

Building Design

The building design concept under this scenario would generally be as described for the Scenario B No Action Alternative.

Grading

Grading under this scenario would generally occur as described for Alternatives 1 and 2 for the upland area. No grading would be performed in the Mill Site area.

2.7 SEPARATE ACTIONS/BACKGROUND PROJECTS

Separate projects known to be planned on the site and in the site area are analyzed in this DEIS on a cumulative basis together with the EIS Alternatives. These separate projects are independent of the Proposed Actions, and would be subject to agency decisions regarding environmental review under SEPA prior to any applicable permits and approvals.

Separate projects known to be planned or proposed in the Port Gamble site area include:

- Dock Project

Dock Improvements

A separate application was made by the applicant in 2009 for a new dock to be built in Hood Canal. The proposed dock would be located near where a previous dock/pier structure was immediately south of the rock jetty, which was removed as part of the environmental cleanup (part of the 1.3 acres of over water structures that Pope Resources/OPG removed). Approximately 365 ft. in length, the dock would include a pier and truss about 135 ft. in length, an 80 ft. gangway, with the remaining approximately 150 ft. in length for a floating dock. The dock would also include a kayak launching float that would be attached to the floating dock. The dock is proposed to allow use by a variety of commercial and personal boats, as well as kayaks. As a separate and independent action, the dock will be reviewed by Kitsap County and the appropriate agencies with expertise involved in the Joint Aquatic Resource Permit Application (JARPA) process (including Department of Ecology [DOE], U.S. Army Corps of Engineers [Corps], Department of Fish and Wildlife [DFW]) and will undergo separate environmental review as well. While the dock if approved would be available to users on the upland development covered by this DEIS, the dock application is not dependent on the upland redevelopment proposal being analyzed in this DEIS. Likewise, the upland redevelopment proposal is not dependent on the dock. Under the operative SEPA rules, the dock and the upland redevelopment proposal are not required to be analyzed in the same EIS. Proposals must be discussed in the same environmental document only if they (i) cannot or will not proceed unless the other proposals (or parts of proposals) are implemented simultaneous with them; or (ii) are independent parts of a large proposal and depend on the large proposal as their justification or for their implementation. The Port Gamble upland redevelopment Plan will proceed whether or not docks are present. While the dock would potentially serve uses of the upland area, the upland development would proceed whether or not a dock exists. Conversely, the dock application would proceed whether or not the upland redevelopment plan proceeds (the property has always had a dock).

2.8 BENEFITS AND DISADVANTAGES OF DEFERRING PROJECT IMPLEMENTATION

The benefits of deferring approval of the Proposed Actions and implementation of redevelopment of the Port Gamble site include deferral of:

- Potential impacts of the redevelopment on the natural environment (i.e. critical areas) [although there would be impacts from development under Scenarios B and C of the No Action Alternatives]; and,
- Potential impacts of the redevelopment on the manmade environment (i.e. traffic operations, aesthetics/views, historic and cultural resources and public services) [although there would be impacts from development under Scenarios B and C of the No Action Alternatives].

The disadvantages of deferring approval of the Proposed Actions and implementation of redevelopment include deferral of:

- The opportunity to improve stormwater management and treatment on the site;
- The opportunity to improve sewer service collection on the site;
- Tax revenues and other fees (i.e. permit, inspection and utility connection fees) that would accrue to Kitsap County; and
- Lost opportunity for a master plan, to coordinate and develop with a single owner on an historic site.
- Potential lost opportunity for connectivity of trail access, access and parking to support the public's access to the Port Gamble Forest Heritage Park just south of the property and improved recreational facilities available to the public.

**Affected Environment,
Significant Impacts,
Mitigation Measures and
Significant Unavoidable
Adverse Impacts**

CHAPTER 3

AFFECTED ENVIRONMENT, SIGNIFICANT IMPACTS, MITIGATION MEASURES AND SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

This chapter describes the affected environment, impacts of the alternatives, mitigation measures and any significant unavoidable adverse impacts on the environment that would be anticipated from redevelopment of the Port Gamble site under the DEIS alternatives.

3.1 EARTH

This section of the DEIS describes the existing topographic, soils and geologic conditions on the Port Gamble site. Potential impacts from redevelopment of the DEIS alternatives are evaluated and mitigation measures identified. This section is based on the *Geotechnical Overview* (February 2018) prepared by Terracon (see **Appendix B**).

3.1.1 Affected Environment

Information on existing site conditions is based on available geologic information and previous geotechnical work conducted at the site (2005; 2006; 2007, 2012, and 2013). Previous investigations included a variety of exploration and background research, such as review of topographic maps, lidar maps, surface reconnaissance, exploratory borings and test pits and limited geotechnical laboratory testing.

Topography

In general, the Port Gamble site occupies part of a relatively flat upland peninsula that is rimmed by marine bluffs on three sides. These bluffs extend up to approximately 100 ft. high, with inclinations ranging from 2H/1V (horizontal: vertical), to near-vertical. Teekalet Bluff spans the northern end of the peninsula over a distance of about 1 ¼ miles. Specific topographic conditions for various area of the site are detailed below.

Town Site and Agrarian Area

In general, surface grades throughout the Town Site (RHTR and RHTC-zoned areas) are fairly level to gently rolling. One notable feature in this area is a broad, shallow grass-covered depression located near the center of town. The depression is a natural lakebed that was drained in the past and gradually infilled over the past century or more. The Town Site is bordered on both the north and east by natural marine bluffs. In the RR and RW zoned

areas in the agrarian portion of the site to the south and west of the town, surface grades slope upward from Port Gamble Bay at a gentle angle.

The northern town bluff begins near the northeastern portion of town and extends approximately 500 yards westward past the community park, the cemetery and a small residential area, terminating at the outlet of Machias Creek. This bluff ranges from 20 ft. high at each end to approximately 85 ft. high near the middle, at a point directly below the cemetery. Slopes along the bluff generally range from about 1H:1V to 1/4H:1V, with angles generally steepening in an upward direction from Hood Canal; as such, most of the bluff has a slightly concave shape, which is likely due to on-going erosion at the top and associated deposition at the bottom. In many locations, the uppermost 10 to 15 ft. of bluff is nearly vertical.

The eastern town bluff begins near the northeastern corner of town and extends southward along the western side of Port Gamble Bay for more than 500 yards, past the community water tanks and adjacent residential area. Bluff heights along the entire segment range from about 20 to 50 ft., and inclinations range from about 1H:1V to 1/4H:1V. There is no indication of landslide activity along the portion of the bluff between the Town Site and the Mill Site; the presence of the Mill Site between the water and the toe of the bluff reduces the potential for erosion and associated landslide activity. South of the Mill Site, erosion associated with wave action have resulted in areas of oversteepened slopes, fresh outcrops of glacial till, toppled trees, and non-vegetated colluvium blocks; all of which indicate active coastal bluff retreat process.

Mill Site

The Mill Site (RHTW-zoned area) consists of an expansive flat and level area that begins at the base of the northern and eastern town bluffs and extends into the mouth of Port Gamble Bay. This flat area consists of a fill pad that was created in the mid to late 1800s to accommodate the former sawmill. The fill pad surface lies at an elevation approximately 15 ft. above sea level.

Refer to **Figure 2-4** in **Chapter 2** for a graphic showing the site topography.

Subsurface Soil Conditions

General Geology

The Port Gamble site is dominated by Quaternary-age glacially deposited soils of three main types: glacial till, advance outwash and pre-glacial deposits, as described below.

Glacial Till

Glacial till, the most prevalent soil type onsite, ranges from 3 to 80 ft. thick, and is a non-sorted, non-stratified mixture of silt, sand and gravel up to boulder size. Glacial till typically possess a very high density, very high shear strength and very low permeability. This

deposit covers most of the upland area within and surrounding the Town Site, forming a till cap over the older soils beneath it.

Advance Outwash

The glacial till deposit is underlain by a laterally extensive deposit of advance outwash with a thickness that can range from 10 to several hundred ft. Advance outwash is moderately to well-sorted, well stratified gravel, and sand, silt and clay. These soils typically possess a high density, high shear strength and low to moderate permeability. Finer grained varieties (clays and silts) can develop stress fractures that reduce their effective shear strength. Advance outwash exposures have been mapped along the east-facing upland hillslope located southwest of the Town Site.

Pre-Glacial Deposits

Several small-scale exposures of older pre-glacial deposits are present in the Town Site vicinity. Typically, the pre-glacial deposits comprise stratified mixtures of clay, silt, sand, and/or gravel. Because these deposits pre-date the local glaciation, they underlie both the glacial till and advance outwash deposits, and they extend several hundreds of ft. below the ground surface.

Mill Site Soils

The Mill Site is underlain by layered dredge sands containing wood particles and other debris associated with past sawmill operations. These non-native soils are quite variable both vertically and horizontally. Beginning with the uppermost layer, the near-surface Mill Site soils are as follows:

Surficial Granular Fill Soil – Consists of sands, silty sands and gravels with relatively small quantities of extraneous materials, such as wood, concrete, brick and seashell fragments. Densities range from very loose to dense, but are primarily in the loose to medium dense category. The thickness ranges from 5 to 20 ft. This layer is most prevalent near the center of the Mill Site pad, where extensive over-excavation has reportedly been performed in association with a former power plant, as well as at the southern end of the pad.

Wood-Laden Fill Soil – A 5 to 15 ft. thick layer of fill consisting of silty sands with a relatively large amount of wood material. Densities ranged from loose to medium dense. This layer appears most prevalent on the northern and eastern margins of the Mill Site pad.

Upper Marine Sediment – Consists of sands, silty sands and sandy silts, with varying amounts of gravels and seashells. Thicknesses are up to 33 ft. and densities range from loose to medium dense or stiff. This layer appears to consist of native marine sediments, but may include some dredged sediments that were used as fill material.

Town Site Soils

Within most of the Town Site, the uppermost soil unit consists of pre-glacial soils, comprised of very stiff to hard clays and silts with variable amounts of sand and gravel extending to depths of approximately 20 to 40 ft. below existing grades.

Within the large, circular depression near the middle of the Town Site, there is a sequence that appears to be lacustrine (lakebed) sediments transitioning into pre-glacial soils. The central depression is underlain by loose, silty gravelly sands (with brick fragments) overlying approximately four ft. of very soft to medium stiff, clayey silt with variable amounts of sand and organic matter; these are likely fill material and/or disturbed native soils. Underlying these soils are medium stiff to stiff, sandy or clayey lacustrine silts interbedded with 1 to 2-inch thick layers of silty sand.

Geologic Hazards

Chapter 19.400 of the Kitsap County Code, Geologically Hazardous Areas, regulates uses and activities in those areas susceptible to erosion, landslide, and seismic (liquefaction) events. The intent of Chapter 19.400 is to: provide standards to protect human life and property; regulate uses of land to avoid damage to structures and property; control erosion, siltation, and water quality impacts; minimize erosion caused by human activity; and, use innovative site planning by placing geologically hazardous areas and buffers in open space and transferring development density to suitable areas on the site. Kitsap County Code 19.000 includes criteria for identifying “High Geologic Hazard” and “Moderate Geologic Hazard” areas for erosion, landslide and seismic (liquefaction).

Erosion Hazards

The steep marine bluffs extending along the northern and eastern sides of the Town Site (RHTC-zoned area) are inherently prone to surficial erosion. According to the Washington State Department of Ecology (Ecology) Coastal Atlas Map (updated 2013), the eastern bluff has an intermediate stability classification and the northern bluff has an unstable classification (see **Figure 3.1-1**). Both bluffs meet Kitsap County’s criteria for “Areas of Moderate Geological Hazard” and “Areas of High Geologic Hazard”, respectively. Based on published soil mapping and on previous observations of exposed soils, the northern and eastern bluffs possess a risk of erosion. The likely mechanisms for this erosion include surficial raveling, sloughing and creep.

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Source: Terracon, 2018



Figure 3.1-1
Erosion Hazard Areas

Landslide Hazards

The presence of steep marine bluffs extending along the northern and eastern sides of the Town Site (RHTC and RHTR-zoned areas) inherently create a landsliding concern (see **Figure 3.1-2**). As mentioned above, according to the Ecology Coastal Atlas Map, the eastern bluff has an intermediate stability classification and the northern bluff has an unstable classification, and both bluffs meet Kitsap County's criteria for "Areas of Moderate Geologic Hazard" and "Areas of High Geologic Hazard", respectively.

Based on published soil mapping and previous observations of exposed soils, landslides could occur on the northern and eastern bluffs. Over the next several years, the landslide risk is considered to be relatively low, and an imminent risk of landsliding is not expected. Over the next several decades, the landslide risk is considered to be moderate. Over a period of several centuries, the landslide risk is considered to be significantly greater.

The localized portion of the northern bluff adjacent to Buena Vista Cemetery reaches a height of about 85 ft., and the ground behind the bluff face has dropped by as much as four ft. relative to the surrounding ground surface. Based on previous observations, this feature appears to be an active earth slump failure of the upper bluff. This portion of bluff has a moderate to high risk of landsliding in a short (over the next several years) - or medium-term (over the next several decades) scenario.

Seismic (Liquefaction) Hazards

The term liquefaction refers to a sudden loss of shear strength due to earthquake motions. This condition can result in ground subsidence, heaving and/or lateral spreading, along with damage to buildings, slabs, pavements, and other surface elements.

Previous geotechnical analysis of subsurface conditions indicated that a crescent-shaped area forming the eastern margin of the Mill Site is highly susceptible to liquefaction during a moderate or severe earthquake (see **Figure 3.1-3**). This could potentially lead to surface settlements on the order of 3 to 12 inches, depending on the earthquake severity. The crescent-shaped area on the Mill Site meets Kitsap County's criteria for "Areas of Moderate Geologic Hazard". Subsurface conditions throughout other areas of the site are characterized by dense, granular soils or stiff to hard cohesive soils. Such soils are generally not associated with liquefaction, and consequently have a low or negligible potential for liquefaction during a moderate or severe earthquake.

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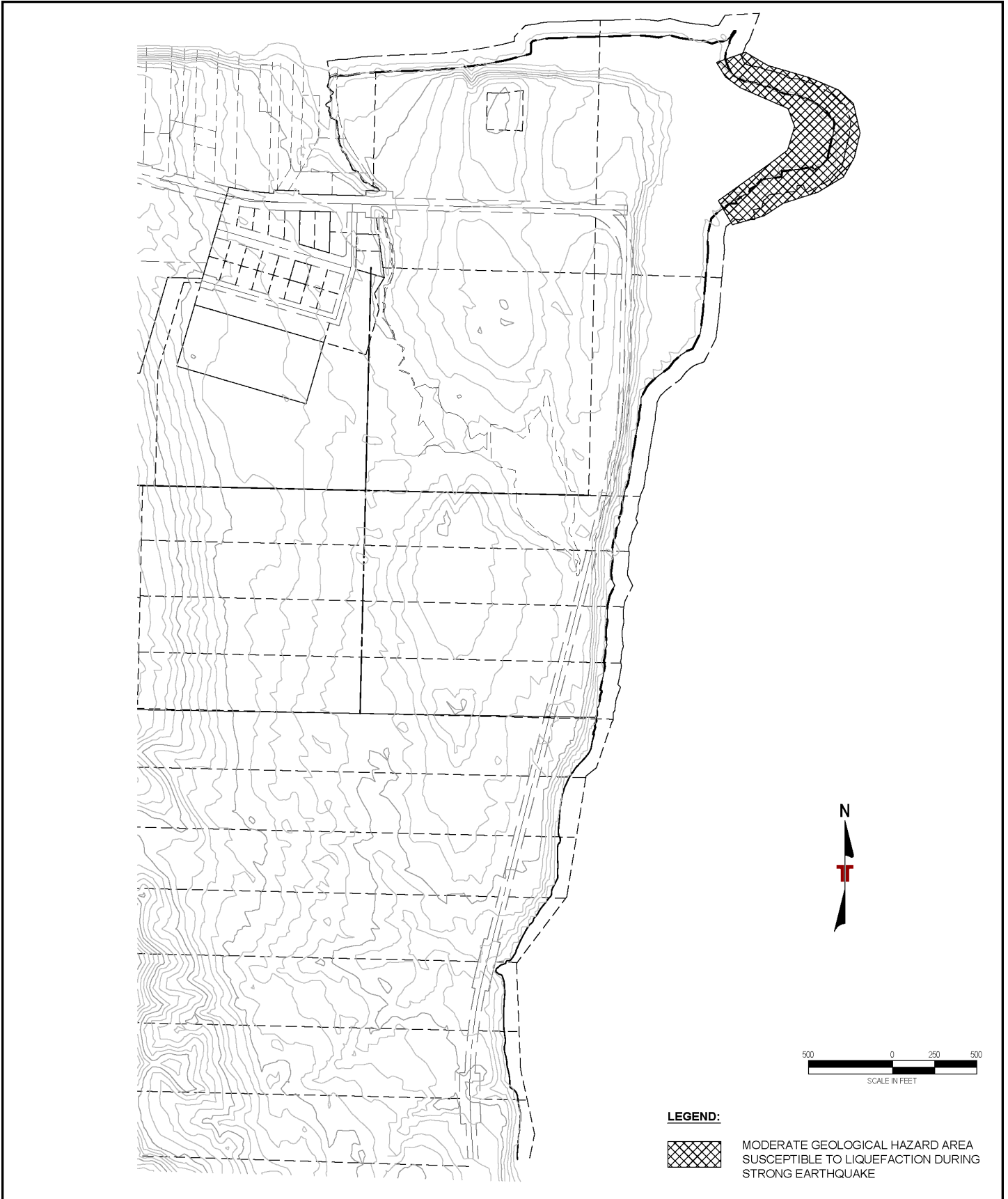


Source: Terracon, 2018



Figure 3.1-2
Landslide Hazard Areas

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Source: Terracon, 2018



Figure 3.1-3
Liquefaction Hazard Areas

Sea Level Rise

The Climate Impacts Group (CIG) -- a Washington-state based interdisciplinary research group that collaborates with federal, state, local, tribal, and private agencies; organizations; and, businesses -- studies impacts of natural climate variability and global climate change on the Pacific Northwest. In 2009, CIG issued the *Washington Climate Change Impacts Assessment*, which included climate change scenarios for Washington State. CIG used those scenarios to assess the potential future impacts of climate change. Key findings for climate change impacts included:

- Average temperature would increase by 2°F by the 2020s, 3.2°F by the 2040s, and 5.3°F by the 2080s.
- The April 1 snowpack is projected to decrease by 28 percent across the state by the 2020s, 40 percent by the 2040s, and 59 percent by the 2080s.
- The timing of peak river flow will shift for Puget Sound water supplies from late spring (driven by snowmelt) to winter (driven by precipitation) and summer and fall storage levels would be reduced as well.
- Sea level rise will shift coastal beaches inland and increase erosion of unstable bluffs.

Predictions regarding sea level rises were developed for very low, medium and very high scenarios for the years 2050 and 2100. For the Puget Sound, by the year 2050, sea level rise is projected to be 3 inches, 5 inches and 18 inches under the very low, medium and very high scenarios, respectively. By the year 2100, sea level rises is estimated at 6 inches, 13 inches and 50 inches, respectively.

For purposes of this DEIS analysis, a conservative estimate of potential sea level rise in Port Gamble Bay by 2100 is assumed to be up to approximately 50 inches over current levels (very high scenario).

3.1.2 Impacts of the Alternatives

This section identifies and analyzes impacts to topography, soils and geologic hazard areas on and in the vicinity of the Port Gamble site with proposed redevelopment. Impacts are expected to be similar for Alternative 1 and Alternative 2; any differences between the alternatives are noted.

Alternatives 1 and 2

Construction

Construction activities associated with redevelopment under Alternatives 1 and 2 would include earthwork activities, primarily on the Mill Site. Under Alternative 1, approximately 175,000 cubic yards of fill would be provided on the Mill Site (within the RHTW portion of the site) to raise the elevation by five to eight feet, bringing the ground elevation above the

floodplain in order to provide protection for new structures.¹ It is anticipated that the fill material would be imported onto the site. In addition, up to approximately 10,000 cubic yards of cut could occur, primarily to remove debris not suitable for construction. It is assumed that this material would not be suitable for structural fill and would be exported from the site.

Grading activities in the RHTR and RHTC-zoned portions of the site are anticipated to be less than those anticipated for the Mill Site and would primarily relate to utility trenching, building foundations and road construction. Approximately 15,000 cubic yards of cut and 30,000 cubic yards of fill could be required. The Town Site and adjacent land would be raised as much as 18 ft. in some areas and lowered as much as 15 ft. in other areas.

These grade changes would generally occur as balanced or near-balanced cut-and-fill operations over the lateral extent of new building pads and improved roadway sections. Fill would be placed in thin wedges on gently inclined subgrades and as thicker wedges on moderate slopes. Generally, these fills would be very localized and would not cover large areas.

In the RR and RW-zoned portions of the site, grading activities would be primarily limited to roadway construction, and utility trenching. Approximately 35,000 cubic yards of cut and 45,000 cubic yards of fill could be required.

Grading under Alternative 2 would generally occur as described for Alternative 1. However, overall cut and fill within the RHTW area would slightly decrease due to less area being filled to bring development pads above the flood elevations.

Subsurface Soils

Impacts to subsurface soils across the Mill Site would be extremely minor with proposed redevelopment under Alternatives 1 and 2, because excavation would largely occur within the new fill material being used to raise surface grades. Only excavation for deep foundations or deep utilities (if any) would extend into existing Mill Site soils.

Impacts to soils across the Town Site and adjacent areas with redevelopment under Alternatives 1 and 2 would include excavations for new building pads, new underground utilities and improved roadways. Excavation depths would range up to 15 ft. Soils in which excavation would occur would primarily consist of variable deposits of silts, sandy silts, clayey silts, sands and silty sands. Nearly all such soils are highly moisture-sensitive and

¹ Based on compliance with FEMA standards for floodplain development (see Section 3.9, **Plans and Policies**, for additional detail).

would not be suitable for reuse as structural fill during the wet season or any extended periods of wet weather.

During the appropriate dry seasons, wherever possible, soils excavated from the site would be reused as on-site structural fill. If development of the upland areas coincides with the proposed development, then soil generated by excavations for the off-site roadways, houses and utilities could be available for reuse at the Town Site or Mill Site. The upland soils are comprised of a sequence of glacial till (silty, gravelly sands) over advance outwash (gravelly sands and sandy gravels), which are generally suitable for reuse as structural fill.

Vibrations

Construction activities associated with redevelopment under Alternatives 1 and 2 would generate a moderate level of vibrations. The greatest vibration sources would likely be oscillating-drum compactors, dump trucks, trackhoes and bulldozers. Given the soil types underlying the Town Site and most of the Mill Site, ground vibrations from such sources would be attenuated over relatively short distances. Therefore, adverse effects from construction vibrations would be expected to be negligible except when equipment is used within several ft. of an existing structure. Where construction must occur immediately adjacent to an existing structure, the vibration risk would be addressed by using conventional smaller equipment. It should be noted that the soils underlying the outer margin of the Mill Site are more sensitive to vibrations, due to their liquefaction potential. However, little or no construction is expected to occur in this area.

Static Settlement

Static settlement is non-earthquake-related settlement. The greatest potential for static settlements with proposed redevelopment under Alternatives 1 and 2 is within the depression near the center of the Town Site. New structures located within this depression would be susceptible to long-term static settlement due to compression of the underlying soft sediments. The static compression of the soft, cohesive sediments in this depression could lead to structural settlements in the range of several inches to one ft. Such settlement would be addressed by conventional methods, such as over excavation and replacement with granular structural fill, or through the use of intermediate-depth foundations.

Geologic Hazards

Erosion

The steep northern and eastern marine bluffs are inherently prone to surficial erosion. Although no development is proposed for either of these bluffs under Alternatives 1 and 2, any stormwater runoff that flows over the bluffs would increase the magnitude of erosion. However, the proposed permanent stormwater control system would redirect runoff away from the bluffs and no significant erosion impacts are anticipated.

Landslide

The steep northern and eastern marine bluffs possess a landslide risk that ranges from low to high, depending on the time frame being considered. Because no development is proposed for these bluffs under Alternatives 1 and 2, a risk of increased landsliding is not expected unless stormwater runoff would be allowed to flow over the bluffs. The localized portion of the northern bluff adjacent to Buena Vista Cemetery represents a greater risk of landsliding due to the active landslide slump set in this area. However, the proposed permanent stormwater control system would direct runoff away from the bluffs, and no significant landslide impacts are anticipated.

Liquefaction

A liquefaction hazard exists within a crescent-shaped area forming the eastern margin of the Mill Site. During a moderate or severe earthquake, any new structures within this area could potentially experience dynamic settlements on the order of 3 to 12 inches, depending on the earthquake severity.

Where new buildings would be located within or near the liquefaction zone, the risk would be effectively addressed through the use of conventional geotechnical foundation designs such as drilled or driven piles, mat foundations and aggregate bearing pads, depending on the project specifics. As a result, significant liquefaction impacts are not anticipated.

Operation

At build-out, the portion of the Port Gamble site in roadways, parking areas, structures, and landscaping would increase over existing conditions, with the remainder of the site preserved in natural open space. A permanent stormwater management system would be designed and installed onsite, in accordance with Kitsap County's Stormwater Design Manual. As a result, erosion and sedimentation during operation of the project would be minimal (see **Section 3.2, Water Resources**, for details).

Sea Level Rise

As discussed under Affected Environment, for purpose of this DEIS analysis, a reasonable estimate of potential sea level rise in Hood Canal by 2100 is considered to be up to approximately 50 inches over current levels. As part of redevelopment, it is assumed that site grades on the Mill Site would be raised by at least five feet above existing grades. Raising site grades on the Mill Site by at least five feet would mitigate the potential impact of a long-term sea level rise in Hood Canal and Port Gamble Bay (see prior discussion under *Construction*).

No Action Alternative

Scenario A – Continuation of Existing Conditions

Under Scenario A, no redevelopment would occur and topography, subsurface soil conditions, groundwater conditions and geologic hazards would remain relatively unchanged.

Since no redevelopment would occur, no excavation or fill would be required and no impacts due to vibrations or static settlement from construction would result.

Scenario B – Redevelopment by Others Under Existing Zoning

Topographic, subsurface soil conditions, groundwater conditions and geologic hazards impacts under Scenario B of the No Action Alternative would be similar to those described for Alternatives 1 and 2.

Impacts as a result of construction vibrations and static settlement would be similar to those described for Alternatives 1 and 2.

Scenario C – Redevelopment of Upland by Others Under Existing Zoning/Purchase of Mill Site by Others for Conservation

Topographic, subsurface soil conditions, groundwater conditions, geologic hazards impacts, and construction vibration and static settlement impacts under Scenario C of the No Action Alternative would be similar to those described for Alternatives 1 and 2 on the Town Site. Under Scenario C, it is assumed that the Mill Site surface grade would not need to be raised above the floodplain, as no development would occur in this portion of the site; no topographic impacts would occur on the Mill Site. No subsurface soil impacts would occur on the Mill Site, because there would be no development in this portion of the site; no excavation for building foundations or utilities would be required. As well, because no structures would be developed on the Mill Site, no buildings would be subject to liquefaction hazards.

3.1.3 Mitigation Measures

Required/Proposed Mitigation Measures

Prior to and During Construction

- The Mill Site surface grades would be raised above the flood plain, which would provide protection for structures on the site.² Future excavations for footings, utilities and other development-related features would occur primarily within new fill soils; which would minimize excavations into existing Mill Site soils.
- All utility excavations would be immediately backfilled with suitable fill soils, and all fill soils would be compacted to achieve a dense condition.
- During the appropriate dry seasons, wherever possible, soils excavated from the site would be reused as on-site structural fill.

² Based on compliance with FEMA standards for floodplain development.

- If construction work is performed immediately adjacent to an existing structure, conventional smaller equipment would be used to address the potential for vibration and settlement.
- Site soils would be over excavated and replaced with granular structural fill, or intermediate-depth foundations would be installed in the depression in the center of the Town Site and in other localized zones of compressible soils to prevent long-term static settlement.
- If pile-driving or other heavy construction must be performed here (such as for a new boardwalk or wharf), work would be completed before building any settlement-sensitive structures nearby. Pile-driving vibrations would be significantly reduced by using low-displacement pile types (such as H piles) instead of high displacement piles (such as pipe piles).
- Mitigation factors related to erosion, liquefaction, and settlement hazards are summarized below.
 - A Temporary Erosion and Sedimentation Control Plan (TESCP) would be prepared and implemented, per the Kitsap County Stormwater Design Manual and would include any or all of the following:
 - Earthwork would be scheduled for the drier summer months, whenever possible, especially in the case of construction sites on sloping terrain.
 - Disturbance of existing trees and undergrowth on sloping terrain would be minimized.
 - Best-management practices would be applied on all construction sites, such as silt fences, bioswales, check dams, stockpile covers, and grate filters.
 - Trees and groundcover vegetation would be replanted as soon as feasible in areas that are necessarily disturbed by earthwork activities.
 - Temporary erosion-control blankets or permanent rock armoring on steep terrain would be provided where vegetation is slow to get established.
 - Temporary or permanent tightline pipes installed, where practical, to convey stormwater from steep areas to appropriate downslope facilities on flatter terrain to prevent erosion (see **Section 3.2, Water Resources**, for details).
 - The permanent stormwater control system would include runoff diversion systems, such as swales, curbs, berms, or pipes, to prevent flow directly over steep slopes (see **Section 3.2, Water Resources**, for details).
- Development would generally adhere to Kitsap County requirements for buffers and setbacks adjacent to landslide hazard areas. Actual setbacks and buffers would comply with the following criteria:
 - **Northern Bluff:** The northern bluff and a 25-ft.-wide strip of ground immediately behind the brink (the intersection of the slope face and the upland surface) would be protected from disturbance of any native vegetation and would be free from construction of any impervious surfaces. All buildings would be setback a

minimum horizontal distance equal to 1.3 times the vertical height of the slope or equal to the vertical slope height plus 25 ft., whichever is greater.

- **Eastern Bluff:** The slope itself and a 25-ft.-wide strip of ground immediately behind the brink (the intersection of the slope face and the upland surface) would be protected from disturbance of any native vegetation and would be free from construction of any impervious surfaces. All buildings would be setback a minimum horizontal distance of 40 ft. from the top of slope.
- Conventional geotechnical foundation designs, such as drilled or driven piles, mat foundations and aggregate bearing pads would be used along the peripheral margin of the Mill Site to address liquefaction hazards during earthquakes. The actual foundation designs would depend on several variables, including the specific structure location, the structure type and the risk-tolerance.

3.1.4 Significant Unavoidable Adverse Impacts

With the implementation of the required/proposed mitigation measures listed above, no significant unavoidable adverse earth-related impacts are anticipated with development of the Port Gamble site.

3.2 WATER RESOURCES

This section of the DEIS describes the existing water resources on and in the vicinity of the Port Gamble site. Potential impacts from redevelopment of the DEIS alternatives are evaluated and mitigation measures identified. The wetland and stream portion of this section is based on the *Plants, Animals and Wetlands Technical Discipline Report* (August 2018), the *Wetland and Stream Delineation Report* (January 2013), and the *Evaluation of Impacts to Water Quantity on Wetlands Memo, Port Gamble LOSS* (February 2014), all prepared by GeoEngineers (see **Appendix C, D, and F** respectively). The stormwater and floodplains portion of this section is based on the *Port Gamble Redevelopment Plan – Preliminary Drainage Report* (August 2018) and the Utilities Memorandum prepared by Triad Associates, dated September 5, 2013 (see **Appendix E and M**, respectively). The groundwater portion of this section is based on the *Geotechnical Overview* (February 2018) prepared by Terracon; the *Site Risk Survey and Hydrogeologic Report* (March 2014) prepared by Golder Associates (see **Appendix B and F**, respectively).

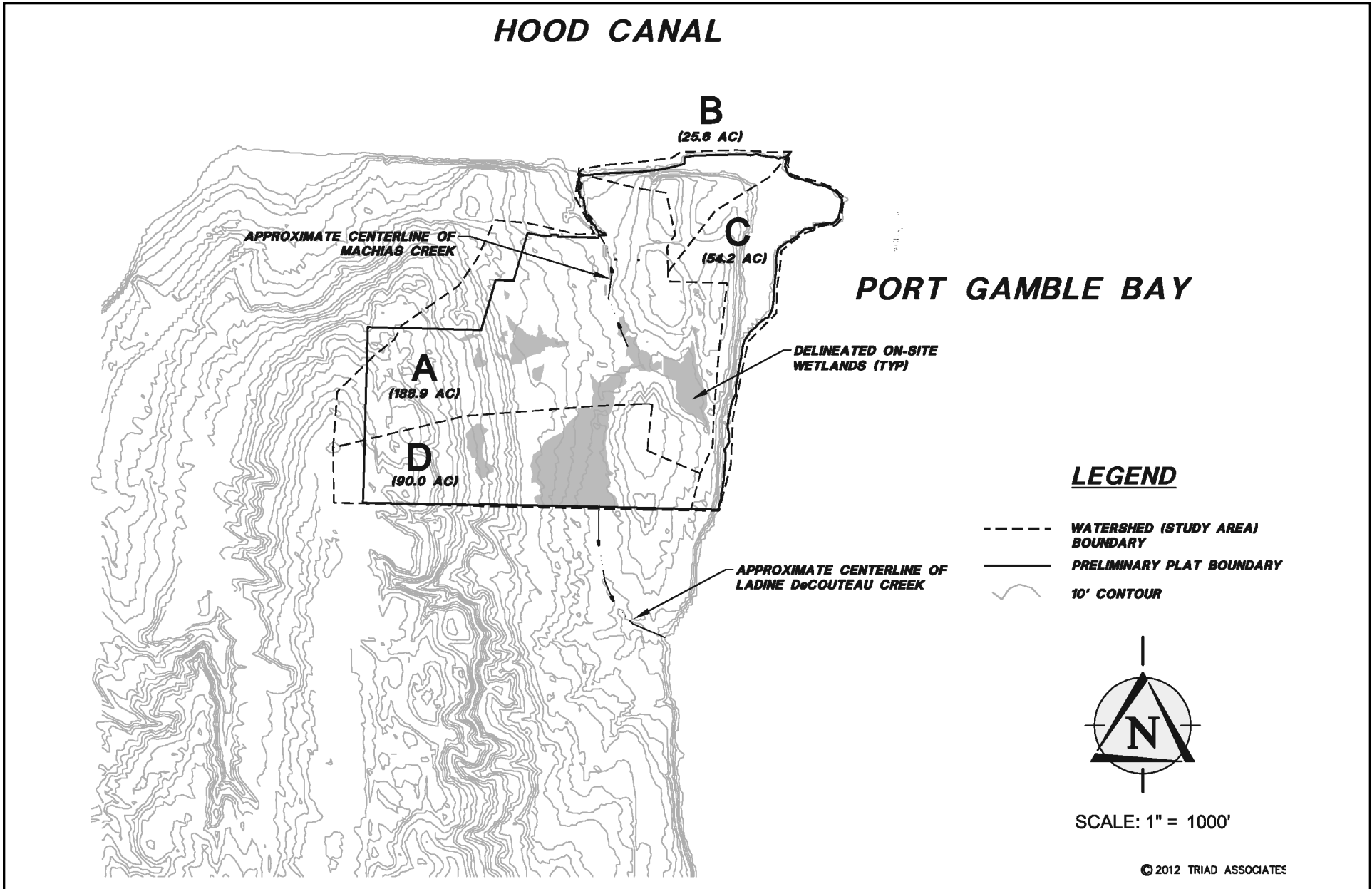
3.2.1 Affected Environment

The Port Gamble Bay Subbasin in which the site is located covers 66 square miles. Most streams within this subbasin (except for Gamble Creek) are small, flowing directly into Port Gamble Bay or Hood Canal within a mile of their origin at their headwaters.

The study area for the downstream drainage analysis is slightly larger than the Port Gamble site and has been split into four basins: A, B, C and D (see **Figure 3.2-1**). Basin A drains into Machias Creek, which flows north into Hood Canal. Approximately six acres of undeveloped land on the western portion of the Port Gamble site in Basin A does not drain to Machias Creek, but flows north off of the site and eventually into Hood Canal. Basin B drains north into Hood Canal, and Basin C flows into Port Gamble Bay. Basin D drains south, off of the site into Ladine-DeCouteau Creek, which flows into Port Gamble Bay approximately 1,300 ft. downstream.

The existing impervious area (i.e., rooftops, sidewalks, roadways, parking areas) within the Port Gamble site totals approximately 38 acres, or 12 percent of the site. The Mill Site (RHTW-zoned area) comprises almost two-thirds of that impervious area, due to the extensive pavement throughout that area (approximately 24 acres). The developed upland Town Site (RHTR and RHTR-zoned areas) includes approximately 11 acres of impervious area. The wooded upland (RW-zoned area) is largely pervious.

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Source: David Evans and Associates, 2018.



Figure 3.2-1
Stormwater Basins

Wetlands and Streams

A total of 17 wetlands (Wetlands A through Q, totaling approximately 24 acres) and five streams (Machias Creek and Streams 1 through 4) are present on the site (see **Figure 3.3-3** and **Section 3.3, Plants and Animals**, and **Appendix C** for details).

Machias Creek is a 1.2-mile-long stream located within a ravine with steeply banked slopes, and is fed from groundwater seeps, a spring collection box, and wetlands. Machias Creek conveys runoff from the central portion of the site to the north, and into Hood Canal, via a 36-inch by 140-ft. pipe culvert under SR 104. Streams 1 through 3 are generally located west and south of Wetland E. Stream 4 flows east from Wetland E to Machias Creek.

Ladine-DeCouteau Creek, located immediately south of the Port Gamble site, conveys water from the southern portion of the site offsite to Port Gamble Bay.

Floodplains

Existing 100-year floodplains onsite include the majority of the Mill Site (see **Figure 3.3-3**). Per the Federal Emergency Management Agency Flood Insurance Rate Map for Port Gamble, the 100-year floodplain elevation for Puget Sound/Hood Canal/Port Gamble Bay is elevation 13. The area of the Mill Site below elevation 13 consists of approximately nine acres.

Groundwater

Several aquifers underlie the site at various depths. These can be broadly classified as shallow aquifers and deep aquifers, as described below. Critical aquifer recharge areas (CARAs) are also present onsite.

Shallow Aquifers

The shallowest aquifer on the site lies within the advance outwash deposit in the upland southwest of town. It is laterally very extensive, likely spanning nearly the entire upland area, but has a saturated thickness of only about 15 ft. or less. Although this aquifer generally exists in an unconfined state, it likely creates numerous springs where it daylights along hillslopes or bluffs. It is not a significant source of drinking water for developments within and near the site, because it is higher in elevation than most of the developed properties.

Deep Aquifers

Deeper aquifers occupy scattered areas of saturated sands and gravels contained within a large deposit of silty and clayey soils underlying the site. Elevations of the various saturated zones range from nearly sea level to more than 500 ft. below sea level. Due to the confined nature of the saturated areas, artesian pressures can be fairly high. Nearly all drinking water wells within and near Port Gamble reportedly extend into one of these deeper aquifers.

Critical Aquifer Recharge Area (CARAs)

A CARA is a geographic area which provides recharge to an aquifer(s) which is a current or potential potable water source and, due to its geological properties, is highly susceptible to the introduction of pollutants. According to the 2006 CARA map of Kitsap County, parts of the site are considered to be CARAs. Specifically, most of the Mill Site is mapped as a Category I CARA, indicating it has a high potential for certain land use activities to adversely affect groundwater. On the Town Site, there are several localized zones that are mapped as Category II CARAs, areas that provide recharge to aquifers that currently are or potentially will become potable water supplies, and are vulnerable to contamination based on the type of land use activity. These localized zones coincide with the eastern and northern Town Site bluffs, as well as Machias Creek, which flows through the Town Site. However, none of the Mill Site and Town Site CARAs appears to be hydraulically connected to a current or potential drinking-water aquifer. Most likely, any usable aquifers are much deeper and are overlain by one or more layers of low-permeability soils. Therefore, the Kitsap County CARA map may require future updates to reflect these conditions. Table 19.600.620 of the Kitsap County Code lists land uses that are prohibited in Category I CARAs, unless a waiver is granted by the Department of Community Development in accordance with Chapter 600 of the Critical Areas Ordinance.

Groundwater Flow

A Site Risk Survey and Hydrogeologic study was completed in 2014 to assess groundwater flow in vicinity of the proposed LOSS (see **Appendix F**). If a separate, secondary LOSS is proposed at a later date, a similar study would be completed at that time. Wells installed at the LOSS revealed that the stratigraphy of the LOSS footprint includes isolated outliers of compacted sand with sparse gravel up to 14 ft. thick at ground surface, which are interpreted to be sandy till. These outlier areas have relatively low permeability, and are overlain by 3-5 ft. of a loose permeable weathered horizon. Below this, fine-grained to medium grained sand extends from approximately ground surface/under the sand till to approximately 190 ft. above mean sea level (amsl). Minor peaty organic material may be found in this sand profile, which may reduce predicted nitrate concentrations. A massive and laminated silt layer (greater than 30 ft. thick) extends below approximately 190 ft. amsl.

The water table is interpreted to be advance glacial outwash, and is generally located immediately above the contact between overlying sand and the underlying silt layer, at approximately 100 ft. below the ground surface in the LOSS area. The contact between the sand and the underlying silt in the vadose layer is at approximately 190 ft. above amsl, as noted above; groundwater is believed to flow along this contact to the approximate topographic line. Most flow at the LOSS is expected to be along the top of the silt in the advance outwash sand, with minimum downward flow due to the thickness and low permeability of the underlying silt.

Groundwater elevation contours of the LOSS indicates a water level mound/divide centered on the southeast corner of the LOSS footprint. Groundwater flows radially from this mound, and likely travels in the advance outwash sand along the contact with underlying massive

silt until it intersects ground surface. At these intersections, wetlands and springs are anticipated. Groundwater seeps have been identified to the northeast and east of the LOSS site, while no groundwater seeps were identified to the north and northwest of the LOSS site. Almost all recharge occurring on the site is assumed to discharge to surface waters, with very minor amounts recharging to deeper portions of the aquifer system. Recharge over the area between the crest of the groundwater mound and discharge points at Stream 3 and Wetlands D, G, and H along the 190 ft. amsl topographic contour amounts to about 146 gallons per minute (gpm).

In 2016-17, Pope Resources constructed a new lift station, Membrane Bio-Reactor (MBR) and drainfield, wastewater treatment system (MBR System). The new lift station in the vicinity of the abandoned sewage treatment plant, pumps wastewater to the new MBR system via a newly constructed force main. Treated wastewater from the MBR is then pumped to a drainfield west of the Babcock farm.

Stormwater Drainage

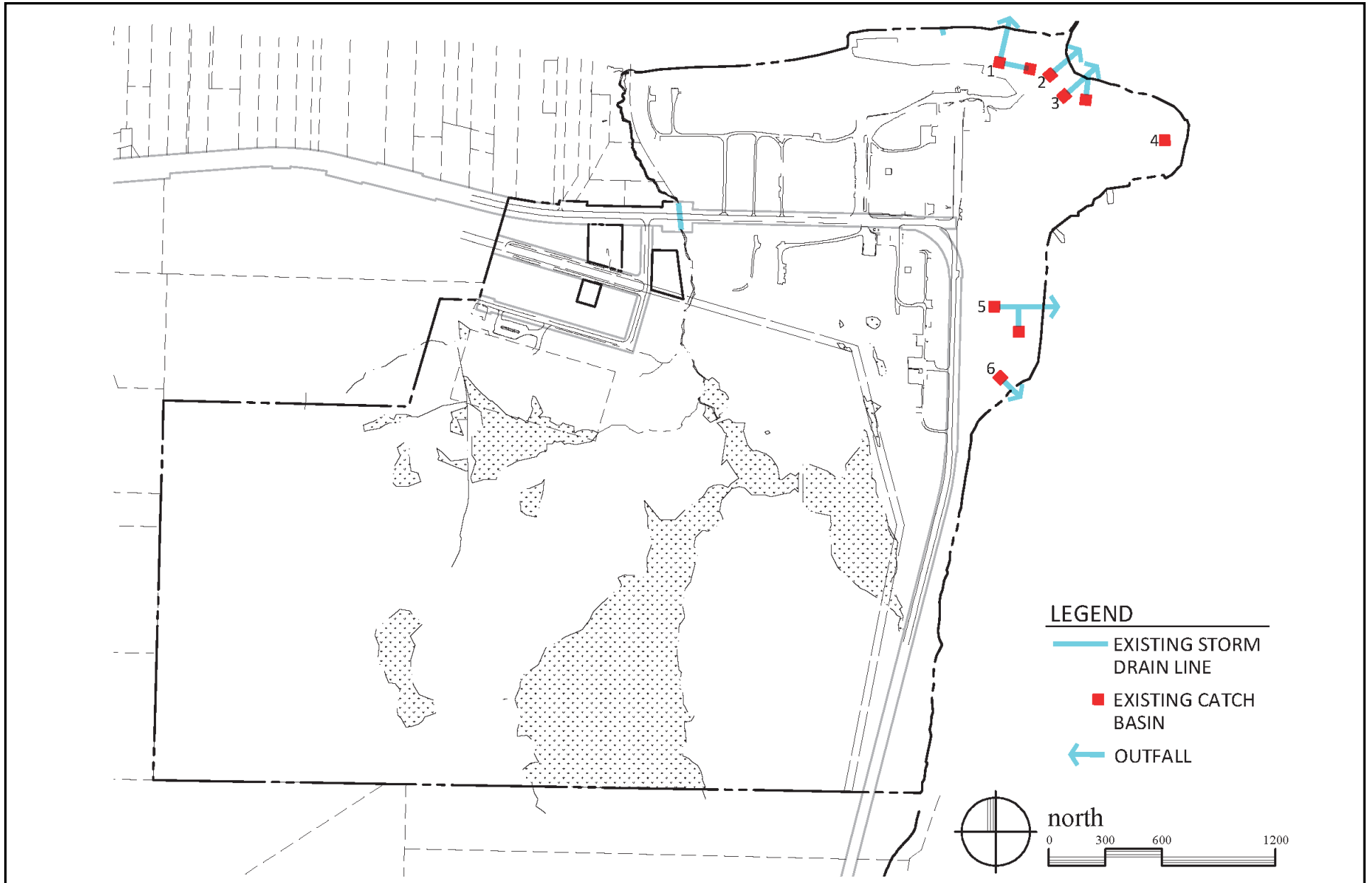
The majority of the stormwater runoff currently generated by the existing developed portions of the site flows directly into Hood Canal, Port Gamble Bay and Machias Creek with no stormwater drainage control. A portion of the runoff generated by the existing site flows offsite to the south and discharges to Ladine-DeCouteau Creek. A part of the site's runoff flows to on-site wetlands prior to entering Machias and Ladine-DeCouteau Creeks. Currently, a system of ditches and culverts run along SR 104 that collect surface runoff from the state route and minor roads. These ditches flow into Machias Creek and eventually into Hood Canal. Surface runoff from the Town Site that does not flow into the ditch system flows along the roads or overland to the Mill Site, where it either flows directly into Hood Canal or Port Gamble Bay or is picked up by the Mill Site's stormwater control system. The system in the Mill Site consists of catch basins that flow to several outfalls and then into Port Gamble Bay or Hood Canal (see **Figure 3.2-2**).

Existing water quality treatment facilities on the Port Gamble Site are limited. The only facilities onsite that may provide water quality treatment are the grass-lined swales along SR 104. These swales are used to convey runoff from the highway, and may provide limited treatment of runoff before discharge to Machias Creek/the existing stormwater conveyance system tributary to Hood Canal/Port Gamble Bay.

Hood Canal and Port Gamble Bay Shorelines

Port Gamble Bay is identified as one of seven Priority Cleanup areas in the Washington State Department of Ecology's (Ecology) Puget Sound Initiative. The Initiative focuses energy and resources on cleaning up contaminated waterfront and sediment sites, including Port Gamble Bay. The off-site cleanup would include the removal of pilings and other over-water structures, wood waste and contaminated sediments.

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Source: David Evans and Associates, 2018.



Figure 3.2-2

Existing Stormwater System

From the fall of 2015 through January 2017, Pope Resources/Olympic Property Group completed the in-water and intertidal cleanup of Port Gamble Bay. During the two-year project, Pope Resources/ Olympic Property Group removed approximately 8,592 pilings, 1.3 acres of over-water structures and docks, dredged 110,000 CY of wood waste and sediments, placed 200,000 tons of clean cap materials and in total cleaned up over 106 acres of Port Gamble Bay (See **Section 3.4, Environmental Health**, for detailed information on the cleanup process).

Ecology has also identified the removal of the existing sewage treatment outfall to Hood Canal as a priority to improve water quality and protect shellfish beds that have been closed to harvesting in that area. In 2016-17, Pope Resources built a new lift station, Membrane Bio-Reactor (MBR) and drainfield, waste water treatment system (MBR System). The new lift station, in the vicinity of the abandoned sewage treatment plant, pumps waste water to the new MBR via a newly constructed force main. Treated waste water from the MBR is then pumped to a drainfield west of the Babcock farm. Ecology provided a \$2 million grant to fund the MBR System to reduce Port Gamble's community sewer discharge to the Bay. Those funds and an additional \$3.2 million of Pope Resources funds, paid for the MBR System, which is owned and operated by KPUD.

3.2.2 Impacts of the Alternatives

This section identifies and analyzes impacts to water resources on and in the vicinity of the Port Gamble site with proposed redevelopment. Impacts are expected to be similar for Alternatives 1 and 2; where impacts would differ, they are so noted.

Alternative 1

Wetlands and Streams

Construction Impacts

Construction activities under Alternative 1 could result in the potential for temporary impacts to on-site wetlands and streams. Erosion and sedimentation, as well as pollutants from construction equipment and vehicles could impact the hydrology and water quality functions of existing water resources (i.e., wetlands and streams, Hood Canal, and Port Gamble Bay). To avoid these potential impacts, a temporary stormwater control system would be installed under a Site Development Activity Permit, which would incorporate construction best management practices (BMPs) per the Ecology 2012 Stormwater Management Manual for Western Washington (SMMWW) as adopted by Kitsap County. These temporary facilities would potentially include silt fences, interceptor swales, sediment traps/ponds, and other BMPs to manage stormwater runoff during construction. With implementation of these temporary stormwater control system/facilities, no significant impacts are expected.

Wetlands, streams, and their associated buffers would generally be protected per the requirements of KCC 19.200 and KCC 19.300. No direct impacts to wetlands or associated buffers (i.e., temporary or permanent fill) are proposed as part of this project.

A stormwater pond outlet with an energy dissipater would be constructed adjacent to Machias Creek, outside the buffer. No direct impacts to Ladine-DeCouteau Creek are anticipated.

Operational Impacts

The hydrology of on-site wetlands is now partially maintained by surface runoff. To minimize the potential loss of wetland hydrology with proposed redevelopment under Alternative 1, a portion of the runoff generated by roof tops would be diverted back to the wetlands via splash blocks and/or level spreaders (see **Appendix E** for details).

The hydrology of Machias Creek and other on-site streams would not be significantly altered with proposed redevelopment under Alternative 1. A permanent stormwater pond would outlet to Machias Creek, would be designed with flow control standards that match the existing duration curve for discharge to the creek, and would include an energy dissipater structure to protect the creekbed.

Impacts to wetlands from the on-site LOSS are discussed below in the Large Onsite Septic System section.

Floodplains

Construction Impacts

Proposed grading activities within the Mill Site and its shoreline buffer include both cut and fill; all cuts and fill would occur landward of the ordinary high water mark (OHWM) of Port Gamble Bay and Hood Canal. Approximately 175,000 cubic yards of fill would be placed on the Mill Site (including the area within the shoreline buffer), in order to raise the ground elevation by five to eight ft., on average, and bring the elevation above the 100-year floodplain (see Section **3.1, Earth** for details on proposed grading activities).

Operational Impacts

Due to the site's location adjacent to Hood Canal, there is no potential for increased downstream flooding impacts and no compensatory floodplain storage would be required for the filling of the existing floodplain on the Mill Site.

Groundwater

Operational Impacts

As indicated under Affected Environment, shallow aquifers likely underlie the site in the form of saturated zones contained within silty or clayey soils. It is likely that many of these shallow zones vary seasonally and none is reported to be a source of drinking water. Potential impacts to shallow groundwater with proposed redevelopment under Alternative

1 would be minimal because the development would not involve any stormwater infiltration systems. As such, no significant impacts to shallow aquifers are anticipated. Impacts to groundwater from the on-site LOSS are discussed below in the Large Onsite Septic System section.

Grading on the Mill Site would include the importation of fill to raise the elevation landward of the OHWM by approximately five feet, bringing the ground elevation above the floodplain. Onsite pavement outside of the shoreline buffer would be pulverized where practical and left in place before fill is deposited. No adverse impact on groundwater recharge is anticipated from this fill, because the fill would include granular fill soils and pervious surfaces would be utilized, where practical.

Due to the depth and confined nature of the saturated areas where deep aquifers have been identified below the site and the relatively shallow depth of planned excavations and permanent development features, no impacts to deep aquifers would be anticipated as a result of the proposed redevelopment under Alternative 1.

CARAs

As noted previously, the majority of the Mill Site is mapped as a Category I CARA. If untreated runoff from pavements is allowed to infiltrate into the Mill Site soils, there could potentially be adverse impacts to the underlying groundwater in the form of contaminants. However, the groundwater aquifer immediately underlying the Mill Site does not appear to be a potential source for drinking water, given its proximity to seawater. Also, stormwater infiltration is not proposed, and the proposed stormwater control system would collect and treat all surface runoff within the Mill Site before discharge to Hood Canal or Port Gamble Bay. As a result, significant impacts to Category I CARAs are not expected.

Adverse impacts to the Category II CARAs on the eastern and northern Town Site bluffs (RHTR and RHTC-zoned areas) and the channel of Machias Creek are not anticipated because groundwater tends to seep out of the bluff face rather than into the face. The creek channel, however, could potentially be adversely affected if untreated runoff water from impervious surfaces is allowed to flow into the creek. A permanent stormwater control system would be installed that would include water quality treatment facilities. Therefore, significant impacts to Category II CARAs are not anticipated.

Stormwater

Construction Impacts

Construction activities could result in temporary impacts to stormwater drainage. Erosion and sedimentation, as well as pollutants from construction equipment and vehicles could impact the water quality entering the site's wetlands and streams, and Hood Canal and Port Gamble Bay. As noted above, the project will employ temporary stormwater control systems during construction under a Site Development Activity Permit, and utilize construction BMPs per the 2010 Kitsap County Stormwater Design Manual. These temporary facilities would potentially include silt fences, interceptor swales, sediment

traps/ponds, and other BMPs to manage stormwater runoff during construction. Construction of proposed stormwater facilities would be phased as needed to accommodate the development of the project. For further information, see the Construction Stormwater Pollution Prevention Plan in Section 10 of **Appendix E**.

Operational Impacts

Impact Overview and Stormwater Control System Concept - Under Alternative 1, total impervious surfaces would increase from the existing approximately 39 acres (approximately 12 percent of the project site) to approximately 63 acres (approximately 20 percent of the project site). The increase in impervious surfaces would occur primarily within the upland RHTR area (from approximately 8 acres to 32 acres); impervious surfaces within the RHTW area would decrease from approximately 25 acres to 14 acres.

As a result of the increased area in impervious surfaces on the site, the amount of surface water runoff would increase over existing conditions. If the stormwater is uncontrolled (i.e. not compliant with Kitsap County Code), the increase in surface water runoff could result in increased flows and erosion in Machias Creek, increased potential for slope and bluff erosion, and increased potential for scouring below the outfalls to Hood Canal and Port Gamble Bay. Kitsap County has adopted stormwater regulations to prevent this.

To minimize the potential for impacts associated with increased surface water runoff, the overall concept of the proposed stormwater system is to match existing flows to Machias Creek, with all excess flows (i.e. flows above that matching existing flows to Machias Creek) directed away from bluffs/slopes to outfalls to Hood Canal and Port Gamble Bay. Armoring would be provided immediately below the outfalls to minimize the potential of scouring associated with increased stormwater discharge to Puget Sound. Additionally, the introduction of treatment facilities on the site would improve the quality of stormwater from the site compared to existing conditions. All proposed facilities would be designed consistent with the Kitsap County Stormwater Design Manual.

Proposed Stormwater Control System - The proposed project would include a permanent stormwater control system, installed per the 2010 Kitsap County Stormwater Design Manual (KCSWDM); this system would replace and improve the majority of the existing drainage system onsite (see **Appendix E** for the Drainage Report). The permanent stormwater system would include a conveyance system, water quality treatment, detention facilities and new and existing outfalls to Hood Canal, Port Gamble Bay, Machias Creek, Ladine-DeCoteau Creek or to onsite wetlands. Basic water quality treatment would be achieved through the use of water quality ponds, water quality media filters located in manholes or vaults, and rain gardens¹. As noted above in **Section 3.2.1**, the majority of the

¹ The proposed rain gardens are intended to provide treatment associated with the surface water system and would not provide infiltration.

runoff currently generated by the existing developed portions of the site flows directly into Hood Canal, Port Gamble Bay and Machias Creek with no stormwater flow control and water quality treatment facilities.

Portions of the existing stormwater control system would be incorporated into the proposed system. However, the majority of the existing system would be replaced and improved with the proposed development. Most of the ditch system serving SR 104 would remain and would drain to the proposed conveyance, receiving basic water quality treatment before discharge to Hood Canal and Port Gamble Bay. Two of the stormwater outfalls serving the Mill Site would be retained, improved and used as part of the proposed drainage system. Three of these existing outfalls would be abandoned. Most of the existing curbs and drainage paths on existing minor roadways would be replaced by the proposed stormwater system.

Two stormwater ponds are proposed within the Port Gamble site. The proposed water quality pond for the west portion of the site would serve approximately 35.4 acres of development and 25.9 acres of undisturbed forest. A detention pond in the southeast corner of the site would also serve as a water quality pond for the recreation tract. They would have a water quality storage volume that is in addition to their respective detention volumes.

Two conveyance systems are proposed. One system would convey runoff from pollution generating surfaces (i.e., parking lots and roadways) to water quality facilities. A separate system would convey treated stormwater and stormwater from non-pollution generating surfaces (i.e., building roofs) or 'clean water' to stormwater outfalls.

The stormwater conveyance system for pollution-generating surfaces would consist of catch basins, curbs, gutters, ditches and pipes. Catch basins would be placed within the road along the flow line. Stormwater from pollution-generating surfaces would be conveyed to a water quality facility. After treatment, this stormwater system would be combined with the system for the 'clean water'. The clean water conveyance system would consist of pipes accessed by stormwater manholes. The stormwater manholes in the clean water system would have solid lids to prevent runoff from entering the clean water system. The clean water system would discharge via outfalls in Port Gamble Bay and Hood Canal with no flow control. A portion of the clean water system from the water quality pond would discharge into Machias Creek via an energy dissipater structure.

The Mill Site would utilize two outfall locations, one located to the north of the Mill Site (north outfall) and one located along the southeastern portion of the Mill Site (south outfall). The north outfall would be required to be a 24-inch outfall while the south outfall would be required to an 18-inch outfall. A new stormwater outfall would also be located near the outlet of Machias Creek to Hood Canal and would consist of a 24-inch to 36-inch outfall.

As indicated earlier, the proposed stormwater control system is intended to minimize the potential for increased stormwater flows to impact Machias Creek, increase slope/bluff erosion or increased scouring at outfalls to Puget Sound. The proposed stormwater control system is described in detail in **Appendix E**.

Large Onsite Septic System

In 2016-17, Pope Resources built a new Large Onsite Septic System (LOSS) including a lift station, Membrane Bio-Reactor (MBR) and drainfield, and waste water treatment system (MBR System). The new lift station, in the vicinity of the abandoned sewage treatment plant, pumps waste water to the new MBR via a newly constructed force main. Treated waste water from the MBR is then pumped to a drainfield west of the Babcock farm. The site would maintain the average annual volume of water that infiltrates on the site at or above predevelopment levels with implementation of a large onsite septic system (LOSS). The predeveloped average annual recharge volume was determined to be 112.13 acre-feet based on the Western Washington Hydrologic Model 3 (WWHM) recharge module.

The recently constructed LOSS would disperse treated water back into the groundwater (See **Section 3.14, Utilities**). The LOSS system has been permitted to receive a peak flow of approximately 55,800 gallons per day. Groundwater inflow and infiltration would also be greatly minimized in the proposed sewer plan by the use of low pressure sewer lines throughout the majority of the site. Where gravity sewer is proposed, it would be newly constructed and would greatly reduce the inflow and infiltration compared to existing conditions. As a result, installation of the LOSS would maintain infiltration at predevelopment levels through dispersion of treated water back into the groundwater, and no significant impacts to groundwater are expected to occur.

Monitoring would be provided to confirm that actual flows fall within the 55,800 gallon per day limit. It is also proposed that after 150 building permits have been issued, additional building permits would be approved only after confirmation that sufficient capacity is available based on monitoring of actual flows. In addition, the 55,800 gallon per day limit could be increased if additional studies validate drainfield capacity or if expanded facilities are provided in the future under separate approvals, if needed.

The LOSS could potentially impact groundwater through an increase in flow. The impacts of additional water supply from the LOSS drainfield on wetlands and streams were analyzed in a 2014 evaluation by GeoEngineers (**Appendix F**). Based on the radial flow of the groundwater in this area, some LOSS volume will flow to the north and west, in addition to the easterly flow. (GeoEngineers 2014). The water table aquifer is interpreted to discharge at elevations between 180 and 200 ft. amsl, which includes Wetland D, Stream 3, and possibly to the southwest of the LOSS. The current flow rates to wetlands to the east of the LOSS are 2 to 3 gpm (Wetland D), 45 gpm (Stream 3) and groundwater surfaces at numerous locations along the eastern slope at lower flow rates than the seep into wetland D. Based on field observations, it was assumed that these seeps flow approximately 25 to 50 percent of the Wetland D seep, then an increase in flow of 0.02 gpm per linear foot of

aquifer would represent an increase in flow rate of 0.06 to 4 percent across the eastern slope. This increase in supply of water to the adjacent wetlands and streams is not anticipated to have negative impacts, as the increase is relatively small, and would be spread across a large forested and undeveloped area. This increase may cause a small expansion of adjacent wetlands (spatially) and would likely result in a minor increase in the frequency and duration of saturation and/or inundation. The seep northeast of the LOSS footprint flowing at a rate of 45 gpm would experience a 0.05 percent increase in flow, which is an insignificant amount especially considering that Stream 3 flows into adjacent wetlands, which absorb and moderate its flows (GeoEngineers 2014).

The LOSS is located in the immediate vicinity of four drinking water wells. Three of these wells (Port Gamble Community Well, Waggoner Well, and Thompson Well) would not be impacted by operation of the LOSS because the water table aquifer under the LOSS does not extend to these areas. Some groundwater from within the LOSS footprint would travel down gradient in the direction of the fourth well (Pittman Well). Groundwater from the LOSS will meet Department of Health (or DOH) standards at the point of compliance (i.e. the property line).

Hood Canal and Port Gamble Bay

Construction Impacts

Alternative 1 would require grading and development activities within limited areas of the Hood Canal and Port Gamble Bay shoreline buffer, including storm drainage improvements and removal of the existing sewage outfall below the OHWM of the adjacent marine waters.

Proposed stormwater drainage improvements below the OHWM would include installation of a buried level spreader at the stormwater outfall along the base of the bluff east of Machias Creek and below the OHWM of Hood Canal; and improvements to two existing stormwater outfalls along the Mill Site: one in Port Gamble Bay and one in Hood Canal. As indicated above, the existing sewage outfall to Hood Canal was abandoned and removed as part of the improvements to the sewage system.

Construction activities for these improvements could result in temporary impacts to the marine waters through erosion and sedimentation, pollutants from construction equipment, and underwater noise. All work within the shoreline buffer and below the OHWM would be regulated through local, state, and federal permitting, which would address when the work could occur (i.e., inside the fish “window,” only at low tide), construction means and methods, and restoration requirements. It is anticipated that all construction access would be via the uplands - barges or boats would not be required. As a result, no significant impacts to Hood Canal or Port Gamble Bay are expected during construction.

Operational Impacts

Alternative 1 would include stormwater control and wastewater treatment facilities that would improve water quality in Hood Canal and Port Gamble Bay. The existing community

sewage discharge has been shifted from Hood Canal as part of the development of the LOSS and the former outfall has been abandoned and removed.

A stormwater infrastructure system would be provided under Alternative 1 to serve residences and businesses in Port Gamble. Associated with the stormwater system, which includes two outfall diffuser Tees situated on the beach above the OHWM, are anchored drift logs and rock that also will serve as habitat features and components of a created pocket beach. Removal of the existing concrete bulkhead and creation of the pocket beach and backshore area will restore the beach and enhance ecological functions of nearshore systems. A gravel trail that will extend from the top of slope to the shoreline also will be constructed for maintaining the stormwater outfall and for public access to the upper intertidal beach.

Improvements to the two storm drainage outfalls to Port Gamble Bay would include upgrading of the pipe size to increase capacity and construction of gabion energy dissipaters in order to minimize high velocities that could cause shoreline erosion. Detailed engineering plans for these projects would be prepared during the engineering design and permitting phase of the project. As a result, no significant impacts to Hood Canal and Port Gamble Bay are expected during operation of the project.

Alternative 2

With respect to water resources, the impacts of Alternative 2 would be similar to those of Alternative 1, with the following exceptions:

- Impervious surface area would be approximately nine acres less than Alternative 1 (54 acres) due to the area that would be restored to a natural condition in the southern portion of the Mill Site under Alternative 2.
- The Mill Site would utilize a single existing outfall to Hood Canal that would be 24-inches, rather than utilizing two existing outfalls. An energy dissipater for this outfall would be constructed using gabion baskets.

No Action Alternative

Scenario A – Continuation of Existing Conditions

Under Scenario A, it is assumed no new development or infrastructure improvements would occur. The site would remain in its partially developed condition, and there would be no new temporary or permanent impacts to wetlands, streams, floodplains and marine shorelines. The existing stormwater control system and wastewater treatment plant would be maintained, and existing degraded water quality in Hood Canal and Port Gamble Bay would continue.

Scenario B – Redevelopment by Others Under Existing Zoning

Redevelopment of the site by others over a long period of time by different property owners would result in piecemeal development. Direct impacts to wetlands, streams, and the marine shorelines could be similar to Alternatives 1 and 2.

Improvements to the existing stormwater control system, including proposed conveyance and water quality treatment improvements, would still occur, although more staggered over time. Facilities for detaining and treating stormwater may be smaller and more scattered, but would comply with the most current regulations. Improvements to the existing sewage system would be limited, and may necessitate the implementation of individual septic systems.

Scenario C – Redevelopment of the Upland Area Under Existing Zoning and Purchase of the Mill Site by Others for Conservation

Redevelopment of the upland portion of the site under existing regulations and purchase and conservation of the Mill Site by others would result in piecemeal development of the upland portion of the site, as described in Scenario B above. The Mill Site would be conserved in a more natural condition compared to Alternatives 1 and 2 and the No Action Alternative Scenarios A and B; thus enhancing the potential for improved water quality in this area.

3.2.3 Mitigation Measures

The following required/proposed mitigation measures would address the potential impacts to water resources that could result from the construction and long-term operation of Alternatives 1 or 2.

Required/Proposed Mitigation Measures

Prior to and During Construction

- Construction would be conducted in accordance with the conditions of all applicable permits issued by regulatory agencies (Kitsap County, DFW, DOE, Washington Department of Health, Corps). In particular, Site Development Activity Permits issued by Kitsap County will be required for all clearing, grading, construction of utilities and infrastructure to support the ultimate built development.
- Construction equipment would be stationed above the OHWM of Hood Canal and Port Gamble Bay whenever possible, and would operate as far from the water's edge as possible. Construction equipment would not enter any waterbody without authorization from appropriate agencies.
- Debris and sediments would be disposed of outside water resources (wetlands, streams, shorelines) and associated buffers in accordance with Kitsap Health District rules.
- Waste materials would be transported offsite and disposed of in accordance with applicable regulations.

- A spill prevention, control and containment (SPCC) plan would be developed to ensure that all pollutants and products are controlled and contained.
- A TESC plan and a source control plan would be developed and implemented, including BMPs.
- BMPs would be implemented to ensure that no foreign material such as oil or fuel from construction equipment enters marine waters and that sedimentation is minimized.
- Adequate material and procedures to respond to unanticipated weather conditions or accidental release of materials would be available onsite.
- Contract documents would specify that equipment used for this project would be free of external petroleum-based products while work is performed around the water.
- Equipment staging and/or materials storage would be restricted to existing un-vegetated surfaces.
- Daily inspections of the erosion control measures would be conducted throughout the construction period. This would ensure the effectiveness of the measures and determine the need for maintenance, repairs, or additional measures.
- All construction debris would be removed on a daily basis before workers leave the construction area for the work day.
- Disturbance would be limited to those areas necessary for construction, which would be identified in on-site plans and marked on the site before construction begins.
- Additional site-specific engineering studies of water resources could be required during permitting to evaluate potential impacts associated with any utility work below the OHWM.
- A permanent stormwater control system would be installed in accordance with the 2010 Kitsap County Stormwater Design Manual to avoid erosion, sedimentation and pollutant impacts on water resources (see Appendix E for details).
- Groundwater recharge across the Mill Site would be maintained closer to current levels by using granular fill soils to raise Mill Site surface grades, and by using pervious hardscapes where practical.
- No deep subsurface excavations or structures would be used, which would prevent impacts to deep aquifers.

During Operation

- Interpretive or educational materials would be developed and made available in order to foster an understanding and appreciation of the primary natural features (e.g. shoreline, wetlands and creeks) of the Port Gamble site and vicinity by future residents, employees, and visitors.
- The permanent stormwater control system would not incorporate any stormwater infiltration, which would prevent impacts to shallow groundwater.

- Stormwater runoff from parking lots and other possible contaminant sources would be treated by facilities included in the permanent stormwater control system in order to protect CARAs onsite (see **Appendix B** for details).

3.2.4 Significant Unavoidable Adverse Impacts

No significant unavoidable adverse impacts to water resources, including wetlands, streams, and adjacent water bodies such as Port Gamble Bay and Hood Canal, are anticipated with implementation of the mitigation measures listed above.

3.3 PLANTS AND ANIMALS

This section of the DEIS describes the existing plants and animals on and in the vicinity of the Port Gamble site. Potential impacts from redevelopment of the DEIS alternatives are evaluated and mitigation measures identified. This section is based on the *Plants, Animals and Wetlands Technical Discipline Report* (August 2018) prepared by GeoEngineers (see **Appendix C**), and the *Evaluation of Impacts to Water Quantity on Wetlands Memo, Port Gamble LOSS* (February 2014), also prepared by GeoEngineers (**Appendix F**), and the *Port Gamble Heron Management Plan* (January 2018) prepared by Tetra Tech.

3.3.1 Affected Environment

Information on existing site conditions is based on a file review of available information on existing and historic sensitive fish, wildlife and plant species occurring on and in the vicinity of the site, as well as a biological and geomorphic field reconnaissance conducted on May 24, 2013, to supplement previous investigations. The biological reconnaissance included observing and documenting fish and wildlife conditions onsite. The geomorphic reconnaissance included completing a site survey to evaluate existing shoreline conditions and littoral drift cell (nearshore sediment supply/transport units) processes to complement previous mapping by the Washington State Department of Ecology (see **Appendix C** for details).

Upland Habitats

Four general upland land cover types occur within the site: Developed Areas, Pasture Land, Young Forest/Shrub Lands, and Mature Forest (see **Figure 3.3-1**). A description of these areas follows:

Developed Area

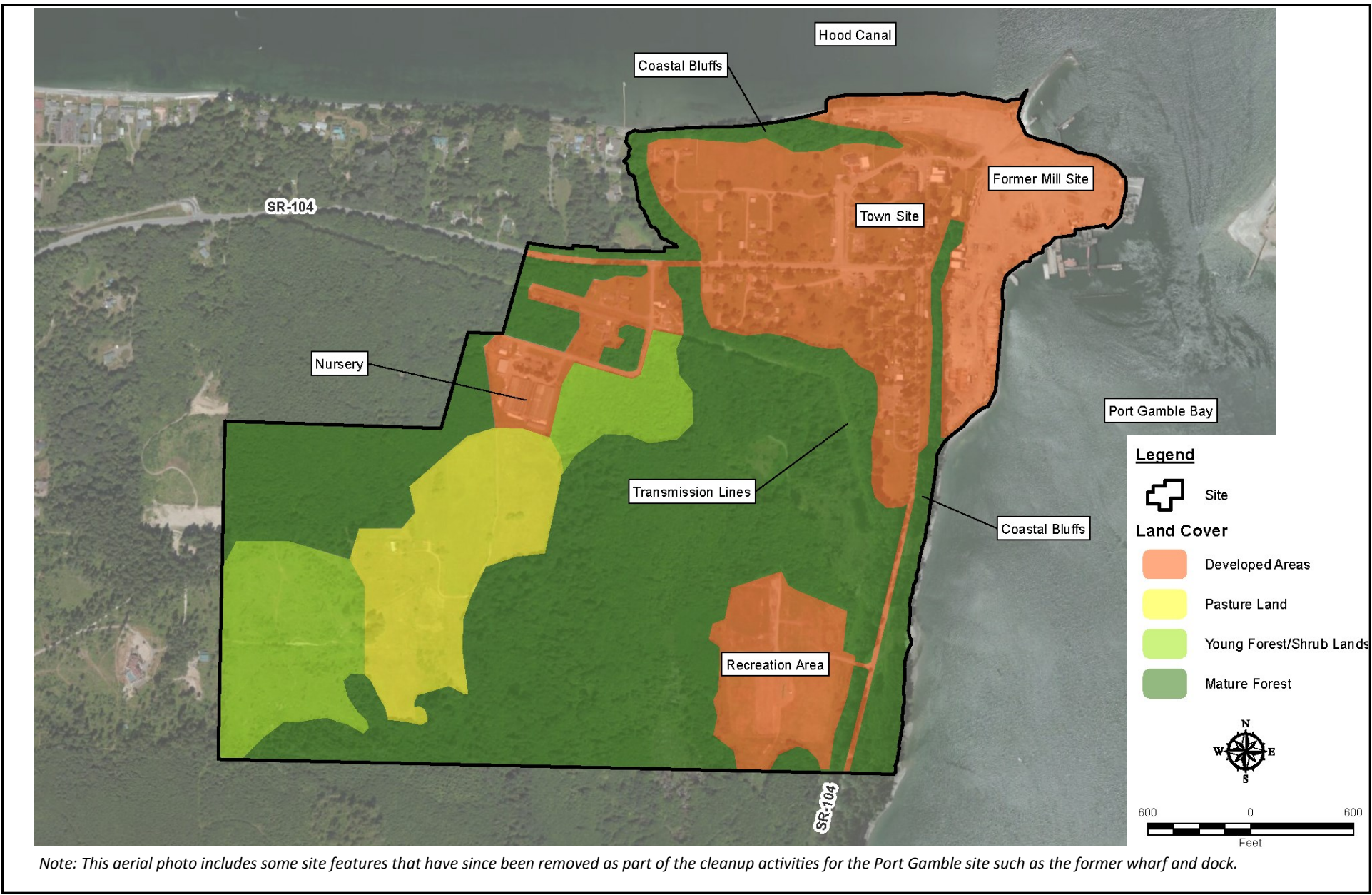
Existing developed areas on the Port Gamble site total approximately 111 acres and include: the former Mill Site; existing Town Site; and a recreation area that has been cleared and maintained in the RW-zoned upland area onsite. As described below, these areas provide very limited habitat value.

Former Mill Site

Terrestrial areas within the approximately 28-acre Mill Site have been cleared and contain little in the way of native vegetation or habitat value. In 2017, Pope Resources completed the cleanup of over 106 acres of Port Gamble Bay which included the removal of approximately 8,592 pilings, 1.3 acres of over-water structures and docks, dredging 110,000 cubic yards of wood waste and sediments, and placing 200,000 tons of clean cap materials. Surface conditions include a mix of pavement, gravel and compacted earth.

The shoreline has been altered and armored throughout the Mill Site in the last 160 years to accommodate construction, expansion and maintenance. Shoreline conditions around the Mill Site are discussed in further detail in the Marine Habitats section below.

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Source: GeoEngineers, 2018.



Figure 3.3-1
Existing Land Cover Conditions

Town Site

The existing Town Site is approximately 65 acres in size and is located in the upland area both north and south of SR 104. The Town Site is characterized by residential, retail and commercial development. There is also a horticultural compound and associated administrative building in the southwest portion of the town. Vegetation throughout the Town Site consists mostly of landscaping with native and ornamental trees, shrubs and mowed grass. In addition, some areas within the Town Site that are not actively being maintained have become invaded by Himalayan blackberry (*Rubus armeniacus*) and Scotch broom (*Cytisus scoparius*).

Recreation Area

The informal recreation area in the southeastern corner of the site in the RW-zoned area consists of approximately 18 acres of land currently lacking native vegetation, and without substantial development (**Figure 3.3-1**). There are access roads and parking areas, as well as extensive areas of mowed grass. The perimeter of this cleared area is dominated by invasive species, particularly Himalayan blackberry. There are no aquatic critical areas or buffers extending into this area. This area was used as a permitted-limited-purpose landfill for the Mill Site cleanup efforts; sediment materials and wood waste removed from the Mill Site were placed within this area.

Pasture Lands

Approximately 28 acres (approximately 9 percent of the site) located in the western portion of the site in the RW-zoned area are used as pasture (see **Figure 3.3-1**). The area is currently accessed via a dirt road extending from the western terminus of Carver Drive. These lands consist primarily of non-native grass pastures grazed by cattle.

Young Forest/Shrub Lands

Young forest and shrub lands occur in two distinct areas on the site (see **Figure 3.3-1**). The first area is located on the RW-zoned portion of the site where shrub lands with sparse tree cover have developed after relatively recent logging activities. The second area occurs in the central portion RW-zoned portion of the site near Carver Drive where it appears the land was previously cleared and subsequently allowed to return to a forested condition. The total area of these lands is approximately 30 acres (approximately 9 percent of the site). These areas are currently dominated by a community of young trees and shrubs, with a few scattered remnant mature trees. Dominant species include Douglas fir (*Pseudotsuga menziesii*), western hemlock (*Tsuga heterophylla*), red alder (*Alnus rubra*), salmonberry (*Rubus spectabilis*), salal (*Gaultheria shallon*), huckleberries (*Vaccinium* spp.), Himalayan blackberry, bracken fern (*Pteridium aquilinum*) and sword fern (*Polystichum munitum*). There are no aquatic critical areas in these areas.

Mature Forest

Mature forested habitat occurs throughout a large portion of the site that has not been otherwise developed or cleared, primarily in the RW-zoned area occupying roughly 157 acres (approximately 49 percent of the site) and likely representing the dominant land cover

type prior to human settlement (see **Figure 3.3-1**). However, on-site forests are typical of second growth stands, rather than old growth stands. Forested areas include upland and wetland habitats and include most of the Machias Creek riparian corridor as well as bluffs above the shorelines of the site. Some wetland areas within the mapped forested landscape are dominated by shrubs or open water rather than forest as the climax vegetation condition. There are also some smaller cleared areas, secondary and/or abandoned roads, and a utility corridor within the mature forest landscape.

Mature forest habitat in upland areas of the site is representative of typical lowland second-growth serial forest stands in the *Tsuga heterophylla* (Western hemlock) zone. This zone is the most extensive native vegetation type in western Washington and the most important as far as timber production. These stands are generally dominated by Douglas fir, western red cedar (*Thuja plicata*), big leaf maple (*Acer macrophyllum*), and red alder, with an understory of salmonberry, Indian plum (*Oemleria cerasiformis*), red elderberry (*Sambucus racemosa*) and sword fern. Hardwood tree species are less common on the site than conifers and typically occur in areas of recent disturbance. Evidence of former logging activities on the site is widespread.

With the exception of the Mill Site, discussed above, most marine shorelines on the site are characterized by forested bluffs that rise steeply from the high water line. These bluffs extend west from the Mill Site along Hood Canal and south along Port Gamble Bay. Forest conditions include an overstory of bigleaf maple, Douglas fir, and red alder, with a thick understory consisting of Himalayan blackberry, English ivy (*Hedera helix*), oceanspray (*Holodiscus discolor*), Queen Anne's lace (*Daucus carota*) and Canada thistle (*Cirsium arvense*). There are also some areas south of the Mill Site apparently affected by landslide activity, which are currently lacking in forest canopy and instead are dominated by shrubs, with some exposed soil surfaces. In general, forested bluffs have the potential to provide valuable habitat for predatory birds (e.g., bald eagle, osprey) that may perch and/or nest in tall trees.

Marine Habitats

The site is bordered by the marine areas of Port Gamble Bay to the south and east, and Hood Canal to the north. For the purposes of this EIS, marine areas are considered those areas below the mean higher high water (MHHW) level (high tide line) which includes marine shoreline, intertidal and littoral nearshore environments.

Shoreline Conditions

The nearshore area immediately adjacent to the site has been significantly altered. The shoreline has been modified and armored around the Mill Site with a mix of concrete bulkheads, large riprap, concrete pieces and bricks to accommodate construction, expansion and maintenance as an industrial facility throughout the last 160 years. A jetty, made of large pieces of rip rap, is located at the northeast corner of the site and extends into Hood Canal. Thirteen sets of stairs access shoreline habitats. Paved surfaces directly

abut Port Gamble Bay through much of the Mill Site. As a result, shoreline habitat function has been severely compromised.

Several docks, piers, structures and wooden piles are located within Port Gamble Bay below the mean high water (MHW) level. These structures, most of which appear to be derelict, were removed as part of the cleanup effort for Port Gamble Bay that was permitted through a separate environmental review process (see **Section 3.4, Environmental Health**, for details). Since the cleanup has been completed, the shoreline conditions have improved. A new/replacement dock is also proposed as part of another separate project; however, if approved, net overwater coverage would still be reduced relative to past conditions. Overall, shoreline and nearshore habitat conditions would improve with these separate projects.

Vegetation along the shoreline occurs sporadically between the armoring and along the upper elevations of the shoreline. The vegetation primarily consists of Himalayan blackberry and Scotch broom with some Queen Anne's lace, fireweed (*Chamerion angustifolium*), pickleweed (*Salicornia virginica*) and Puget Sound gumweed (*Grindelia integrifolia*). Forested shoreline bluffs also occur in the western and southern portions of the marine shoreline at the site, as described previously.

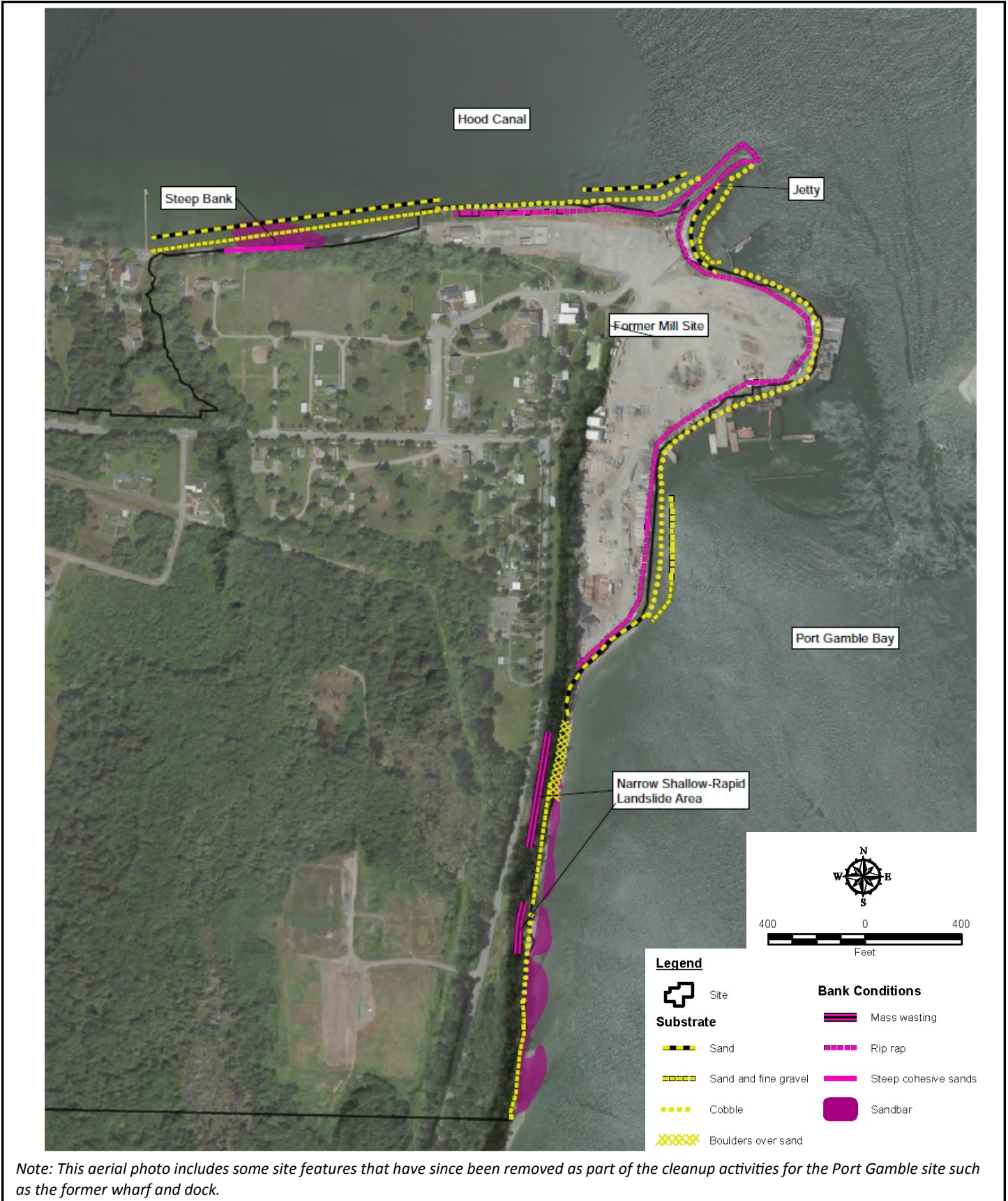
The Shoreline Inventory and Characterization (Kitsap County, 2011) identified continuous and patchy eelgrass and macroalgae adjacent to the site, both on the Hood Canal side and within Port Gamble Bay.

Sediment

Sediment in the nearshore littoral environment adjacent to the site is provided by shoreline banks and bluffs. Mass wasting events or bank erosion typically produces a large input of sediment to the nearshore environment. Tidal energy increases erosion of cohesive banks and introduces sandy/silty material to the nearshore environment. Strand lines of drift sediment and wood were found along the MHHW line in areas lacking riprap during reconnaissance of the site.

A wide assortment of shoreline substrate exists adjacent to the site (see **Figure 3.3-2**). Sand is the dominant substrate, particularly near the mean lower low water (MLLW). West of the boulder jetty, sand is dominant with gravel as subdominant substrate composition. Parallel bands of cobbles were found immediately west of the boulder jetty. Fine gravels and cobbles are intermixed with sand in some locations east and south of the jetty beneath the overwater structures. Sandbars about 150 feet wide extending several hundred feet in length are forming in about five different locations south of the riprap on the south end of the site. A large sand bar approximately 400 feet in length about 50 feet in width is also forming near the western boundary of the site.

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Note: This aerial photo includes some site features that have since been removed as part of the cleanup activities for the Port Gamble site such as the former wharf and dock.

Source: GeoEngineers, 2018.



Figure 3.3-2
Substrate and Bank Conditions

Littoral Drift Processes

Drift cells are directional paths of sediment transport along the nearshore. Drift cell pathways represent general patterns of sediment deposition. Ecology data indicates that most of the area adjacent to the site has no appreciable net shore drift pattern. However, during field reconnaissance, indicators of drift cell directional patterns were found in a number of locations as evidenced by ripple marks and sediment accumulation behind obstructions such as drift wood and boulders (see Figure 4 in **Appendix C**).

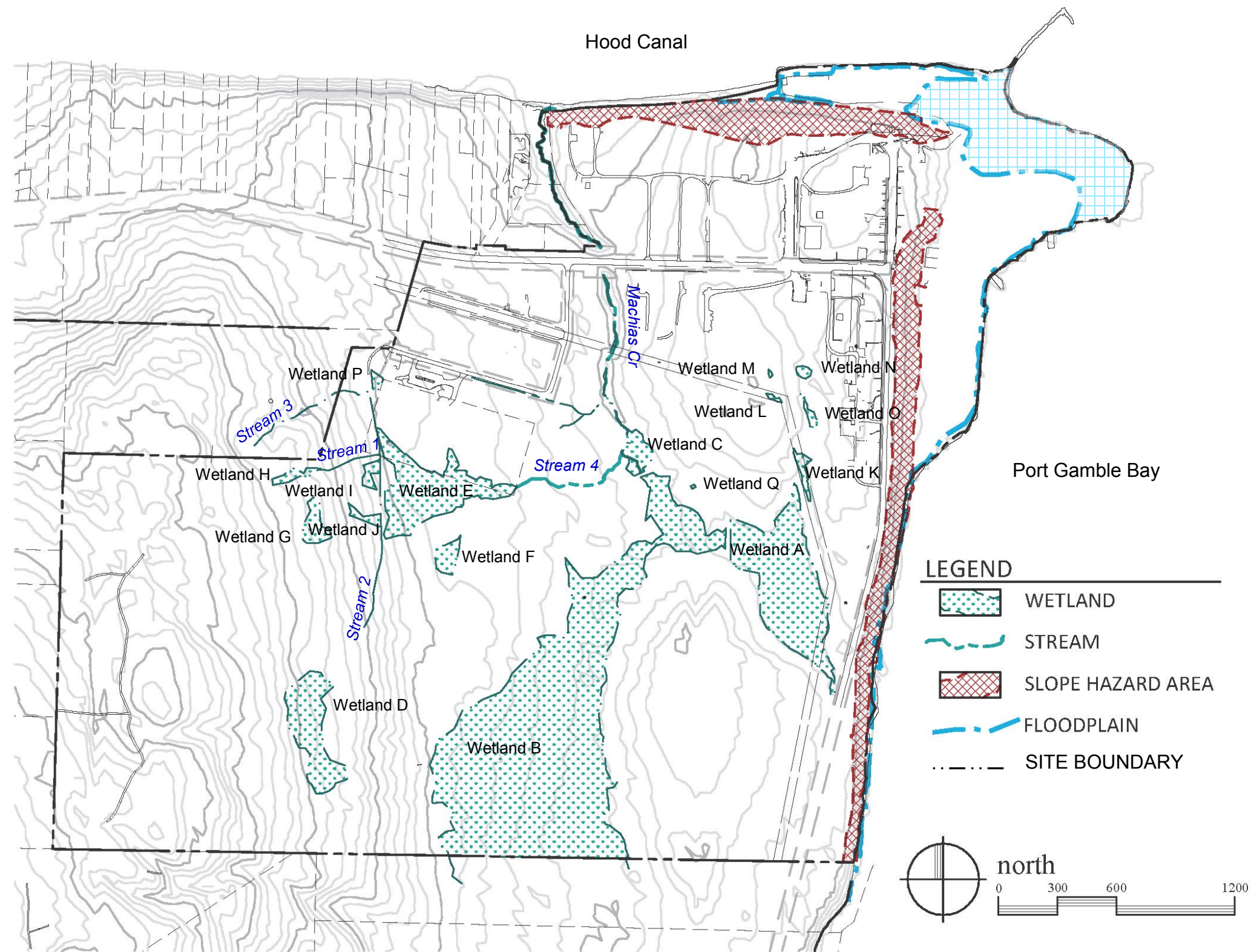
Wetland Habitats

A total of 17 wetlands encompassing approximately 24 acres and five streams, including Machias Creek and Streams 1-4, were identified and delineated during the field investigations of the site (see **Figure 3.3-3**). These wetland and riparian areas provide habitat for a variety of plant and animal species as described later in this section. **Table 3.3-1** below provides a summary of these critical areas and required buffers as prescribed by Kitsap County Code (KCC) 19.200.220. In addition to the required buffers, KCC 19.200.220F and KCC 19.300.315 require a minimum impervious surface/building setback of 15-feet from the edge of any wetland or stream buffer.

Wetlands N and P, and portions of the buffers for Wetland M and Machias Creek, extend into currently developed and/or landscaped portions of the town. These areas are highly degraded as a result of past land clearing activities and ongoing landscape maintenance, including mowing. Portions of the Machias Creek buffer currently contain developed, occupied residences.

Wetlands D, E, F, G, I, and J and Stream 2 are located within pasture lands. Wetland habitats are degraded as a result of land clearing and grazing activities, and are typically dominated by weedy herbaceous species. Wetlands D and G also contain young forest/shrub components where it appears the land was formerly cleared and vegetation allowed to grow back. These wetlands were identified as a majority covered in weedy pasture species in the February 2014 memorandum from GeoEngineers (GeoEngineers 2014). Stream 2 is essentially a ditch along the dirt road with a degraded riparian condition completely lacking canopy cover.

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Note: This graphic includes some site features that have since been removed as part of the cleanup activities for the Port Gamble site such as the former wharf and dock.

Source: GeoEngineers, 2018.



Figure 3.3-3
Wetlands and Streams

**Table 3.3-1
PORT GAMBLE PROPERTY - EXISTING WETLANDS AND STREAMS**

Wetland / Stream Name	Wetland Category / Stream Type¹	Buffer Width² (feet)
Wetland A	Category II	150
Wetland B	Category II	150
Wetland C	Category III	150
Wetland D	Category IV	40
Wetland E	Category III	150
Wetland F	Category III	40
Wetland G	Category IV	40
Wetland H	Category III	110
Wetland I	Category IV	25
Wetland J	Category IV	25
Wetland K	Category III	40
Wetland L	Category III	80
Wetland M	Category III	80
Wetland N	Category III	80
Wetland O	Category III	40
Wetland P	Category IV	50
Wetland Q	Category IV	25
Machias Creek	Type F	150
Stream 1	Type NS	50
Stream 2	Type NS	50
Stream 3	Type NP	50
Stream 4	Type NP	50

Source: GeoEngineers, 2018.

Notes:

¹ Wetland rating in accordance with Washington State Wetlands Rating System for Western Washington, (Hruby, revised 2008) and stream typing in accordance with KCC 19.300.310 (Fish and wildlife habitat conservation area categories).

² Kitsap County Code (KCC) 19.200.220 – Wetland buffer requirements and KCC Table 19.300.315 (Fish and Wildlife Habitat Conservation Area Development Standards). The final buffer widths would be determined by land intensity use and would be subject to approval by the jurisdictional authority.

Wetlands A, B, C, H, K, L, M, O and Q, and Streams 1, 3, 4 and Machias Creek are generally located within mature forest land. However, Wetlands K and L are located within a utility corridor that has been cleared of overstory trees and Wetland Q is located in a small clearing that is not typical of the forested area. Buffers for Wetlands A, B, C, H, K, L and Q

are generally intact although they are interrupted by abandoned road beds currently used as recreational trails, as well as by smaller trails interspersed throughout the site. Buffers for Wetlands M and O extend into landscape and developed areas and have been degraded as a result. Buffers for Streams 1, 3 and 4 are generally intact. Much of the buffer for Machias Creek is also intact, although the riparian corridor is broken by SR 104, a utility corridor, and an old maintenance access road bed. In a February 2014 evaluation of wetland nitrate removal from groundwater and the impacts of nitrates and water quality on wetlands, (GeoEngineers 2014) identified the majority of Wetland H as a weedy pasture wetland. Wetland and stream critical areas in the mature forest portion of the site provide a variety of habitats that are important for wildlife within urban and suburban landscapes.

Machias Creek is the only stream within the project site that is mapped as containing and providing habitat for salmonid fish species. The 1.2-mile-long stream is located within a ravine, and is fed from groundwater seeps, a spring collection box, and wetlands. Machias Creek conveys runoff from the central portion of the project site north, and into Hood Canal via a 36-inch by 140-foot pipe culvert under SR 104. This culvert is mapped by the Washington State Department of Fish and Wildlife (WDFW) as a “total barrier” to fish migration. A second, smaller culvert under an old maintenance access road crosses the creek further south, and is mapped as a “partial barrier.” This culvert appears to contribute to minor, localized erosion.

Coho salmon (*Oncorhynchus kisutch*) and resident coastal cutthroat trout (*Oncorhynchus clarki clarki*) have been documented within Machias Creek. The creek is vegetated with a forested canopy dominated by coniferous tree species including Douglas fir and western red cedar. Riparian vegetation consists of salmonberry, Indian plum, and red elderberry.

Ladine-DeCouteau Creek, located immediately south of the Port Gamble site, conveys water from the southern portion of the project site to Port Gamble Bay. Ladine-DeCouteau Creek is also mapped as containing and providing habitat for Coho salmon and resident cutthroat trout.

Wildlife Networks and Corridors

Wildlife corridors provide habitat, pathways for movement, extension of foraging ranges for large, wide-ranging species, and escape routes from predators. Within the Port Gamble site, wildlife corridors include large forested areas, large wetland complexes and linear riparian zones primarily located in the RW-zoned portion of the site. Movement along these corridors and to natural areas to the west and south is currently easy for most animals. SR 104 currently separates the northernmost portion of the site, including the outlet of Machias Creek and the Hood Canal shoreline, from the remainder of the site.

Machias Creek, south of SR 104, provides a corridor for resident fish and other riparian species, even though the culvert under SR 104 is mapped as a total fish barrier. Ladine-DeCouteau Creek also provides a corridor for coho salmon and resident cutthroat trout.

The Hood Canal and Port Gamble Bay shorelines also act as salmon migration corridors along the coast.

Plants

See the discussions above for typical plant species observed onsite. The Washington State Department of Natural Resources (DNR) lists known occurrences of rare plants by county. A search of the DNR Natural Heritage Program database for Kitsap County revealed no records of any listed plants, high quality ecosystems or other significant natural features within the vicinity of the site (DNR, 2017). Plant assemblages in undeveloped forest and shrub lands within the site are described generally in the preceding sections.

Animals

The site is expected to be used by a variety of resident and migratory birds, amphibians, reptiles, and common mammals such as mice, squirrels, raccoon, bear and deer. The WDFW Priority Habitat Species (PHS) data identified a bald eagle (*Haliaeetus leucocephalus*) nest west of SR 104. During the field investigation, a large raptor nest was observed in the vicinity of the PHS mapped eagle nest, and an osprey (*Pandion haliaetus*) was perched in the nest tree. At this time, it cannot be confirmed if the nest is an eagle nest or an osprey nest. Prior to development associated with Phase 2, a nesting survey would be required prior to issuance of a clearing and grading permit in the area of the identified nest in the PHS data. The nesting survey would require confirmation of whether the observed nest is the nest identified in the PHS data. The following species were directly observed on the site within terrestrial habitats: mountain quail (*Oreortyx pictus*), northern flicker (*Colaptes auratus*), and American robin (*Turdus migratorius*). Indirect evidence (e.g., tracks, scat) of Columbian black-tailed deer (*Odocoileus hemionus columbianus*) was observed and, based on habitat conditions, there appears to be high potential for other mammals such as black bears (*Ursus americanus*) and coyotes (*Canis latrans*) to utilize the site.

Great blue herons have also been observed on the site within the RW zone area to the west of SR 104. While not listed as a state-listed species in Washington, great blue herons are listed as a state monitor species and are listed as a species of special concern elsewhere within their range. Nine nests were identified on the site and site investigations were conducted in 2017 to determine whether the nests were still active or had been abandoned. Egg shell fragments were identified under seven of the nine nests indicating avian predation by bald eagles which was the primary cause for abandonment of the nests. Given the herons located their colony next to an existing transmission line right-of-way and in proximity to SR 104 and the town of Port Gamble, it appears that they are somewhat tolerant to human disturbance. A Heron Management Plan (Tetra Tech, 2018) has been developed for the area which includes a 60-meter year-round management buffer and a 100-meter seasonal buffer area.

Within the nearshore habitat adjacent to the site, the following marine species were observed: various crabs (family Cancridae), harbor seal (*Phoca vitulina*), sand dollar (*Dendraster excentricus*), a variety of barnacles and purple sea stars (*Pisaster ochraceus*).

Bird species, including great blue heron (*Ardea herodias*), bald eagle, seagulls (family Laridae), killdeer (*Charadrius vociferus*), and osprey were also observed using marine and tidal areas.

Table 2 in **Appendix C** summarizes animal species that may be expected or potentially could occur on the site, including their federal or state protection status and in which habitats they would most likely be found.

State-Listed and Priority Habitats and Species

WDFW lists state threatened and endangered (T&E) species, and the PHS data map locations of these species and priority habitats. According to the WDFW PHS web mapper, there are no T&E animal species located on or within the vicinity of this site (WDFW, 2018). Priority habitats within the site consist of wetland habitat and streams. Breeding areas for Pacific sand lance (*Ammodytes hexapterus*), surf smelt (*Hypomesus pretiosus*) and Pacific herring (*Clupea pallasii*), which are state priority species, are mapped along the shoreline of Port Gamble Bay and Hood Canal. Pacific pond turtles (*Clemmys marmorata*) are not mapped on the site, but this state endangered species may occur within the site based on the presence of suitable habitat. Because of the presence of federally listed fish and marine mammal species in marine areas adjacent to the site, these areas (adjacent marine habitat) would likely be regulated as Class 1 Wildlife Habitat Conservation Areas according to KCC 19.300.310(B)(3). Stream and disturbed (developed or cleared of native vegetation) habitats on the site, which do not contain documented T&E and sensitive species (coho salmon and cutthroat trout are not considered sensitive) would not qualify as Wildlife Habitat Conservation Areas according to the KCC. Stream habitat areas would still be protected, however, via required buffers per KCC Chapter 19.300.

Federal Threatened and Endangered Species

The United States Fish and Wildlife Service (USFWS) lists species and critical habitat designated as threatened or endangered under the federal Endangered Species Act (ESA). The USFWS identifies five ESA animal species, no plant species and no designated critical habitats occurring in Kitsap County (USFWS, 2013). The five listed animal species are bull trout (*Salvelinus confluentus*), marbled murrelet (*Brachyramphus marmoratus*), streaked horned lark (*Eremophila alpestris strigata*), yellow-billed cuckoo (*Coccyzus americanus*), and Dolly varden (*Salvelinus malma*) (USFWS, 2018). The bull trout, Dolly varden and marbled murrelet are found in marine waters within Kitsap County. The yellow-billed cuckoo is typically associated with large deciduous forested or shrub riparian habitats. Streaked horned larks are typically associated with large open fields. The NOAA Fisheries identifies west coast fish species listed under the ESA (NOAA Fisheries, 2018). NOAA Fisheries listed species that could be present within marine waters of the project area include Hood Canal Summer-run chum (*Oncorhynchus keta*), Puget Sound Chinook salmon (*Oncorhynchus tshawytscha*) and Puget Sound Steehead (*Oncorhynchus mykiss*). Species from both the NOAA Fisheries and USFWS lists are likely found in the marine waters adjacent to the site but none were observed.

Port Gamble Bay estuary and nearshore areas provide important salmonid migration corridors and rearing habitat. Nearshore estuary refugia include the Gamble Creek estuary (approximately 2.5 miles south of the site) and the surrounding nearshore areas (approximately one mile south of the site and directly across Port Gamble) according to the 2003 Kitsap Salmonid Refugia Report. Juvenile salmonids utilize the estuary for rearing and migration. Other nearshore areas include gravel beaches, mud flats, sand spits and the estuaries of numerous small streams that provide important nursery habitat for multiple species of salmonids. Although a good portion of the shoreline in this area has been altered, including the Mill Site, patches of natural forested and nearshore areas remain.

3.3.2 Impacts of the Alternatives

This section identifies and analyzes impacts to plants and animals on and in the vicinity of the Port Gamble site with proposed redevelopment. Impacts are expected to be similar for Alternatives 1 and 2; where impacts would differ, they are so noted.

Alternative 1

Upland Habitats

Construction Impacts

The majority of the existing large forested, wetland and riparian areas within the site would remain intact with proposed redevelopment under Alternative 1. Proposed redevelopment would generally be concentrated in previously disturbed areas, thus minimizing impacts to wildlife networks and corridors. With proposed redevelopment under Alternative 1, existing upland natural and wooded areas, including pasture lands, young forest, shrub-dominated lands and mature forested areas would be reduced from approximately 122.4 acres (existing condition) to approximately 45.8 acres, primarily in the RW-zoned area. Approximately half of the loss of upland natural and wooded areas would be converted to ornamental landscaping and lawns in the proposed clustered residential area in the southwest portion of the site. Most of this converted area is existing pasture lands. About one-quarter of these natural and wooded areas lost would be converted to a large on-site septic system (LOSS) area along the southwestern edge of the site, which is currently mature forest or young forest lands. The remainder of loss of natural and wooded areas in the RW area would be converted to agricultural land use and stormwater ponds. These land use conversions would reduce the vegetation and habitat of these areas, primarily in the western portion of the RW-zoned area. Critical areas and buffers, however, would be retained consistent with KCC Chapter 19.

Proposed development would displace forested areas near the periphery of existing developed areas (e.g., west of SR 104 south of the Town Site, south of SR 104 adjacent to existing residences and east of the existing greenhouse facility), as well as in the southwest portion of the site where a new road, residential lots and associated agriculture uses are proposed. For the most part, the newly developed areas would not provide habitat for native species, although some common human-acclimated species (e.g., small rodents,

common native and invasive songbirds, raccoons, etc.) may be tolerant of and/or make partial use of landscaped and agricultural areas. Pasture lands that would be lost likely have similar habitat value as new agricultural areas.

Under Alternative 1, habitat for animal species documented as occupying upland forested areas (e.g., bald eagle, mountain quail, northern goshawk, peregrine falcon) would be reduced. Those documented species that occupy upland forests along the shoreline bluffs (e.g., osprey, great blue heron) would remain unaffected, however. Construction under Alternative 1 would not result in the removal of nest trees on the site, including great blue heron nests identified in the Heron Management Plan (Tetra Tech, 2018) as those trees are located within permanent open space. Construction of Alternative 1 would not result in the removal of the nest tree located during the field investigation, as the tree is located within a proposed permanent open space area. If the observed nest is that of a bald eagle (the most restrictive scenario), potential construction disturbance and permanent development within a 660-foot buffer management zone would be reviewed by USFWS at the time of permitting for clearing and grading. Other upland species documented as on or adjacent to the site, including Coho salmon and Coastal resident cutthroat, would not likely be affected (see Section 3.2, **Water Resources**). Species identified as having potential to occur on the site (see Table 2 in **Appendix C**) would be affected by the proposed development if any of these species utilize on-site habitats.

Any project encompassing a Kitsap County designated Class 1 Wildlife Habitat Conservation Area requires submittal and approval of a Habitat Management Plan (HMP) at the time of development permits. As indicated previously, Class 1 Wildlife Conservation Areas may be present in the upland mature forest due to the potential presence of nest sites for bald eagles. The potential for adverse effects to bald eagle habitat at the time of permit approval, including the impacts to the potential bald eagle nest tree, would be updated in the HMP, if the nest survey prior to Phase 2 of development indicates the presence of bald eagle nests.

Operational Impacts

With redevelopment under Alternative 1, habitat for species identified as occupying upland forested areas (e.g., bald eagle, mountain quail, northern goshawk, peregrine falcon) would be reduced. Those species that typically occupy upland forests along the shoreline bluffs (e.g., osprey, great blue heron) would remain unaffected. Species that have the potential to occur on the site would be affected by the proposed development due to a permanent loss of habitat.

Wetland and Stream Habitats

Construction Impacts

With proposed redevelopment under Alternative 1, direct impacts to Machias Creek would be limited to extension of an existing culvert under an old access road in order to accommodate the new Carver Drive and the associated creek crossing. In addition, there would be impacts to Stream 4 due to the new crossing to access the West Sound Wildlife

Shelter Construction activities associated with these crossings would likely result in temporary impacts to riparian vegetation as a result of clearing and grading activities. Impacted areas would be restored with native vegetation in accordance with Kitsap County critical areas requirements and provisions outlined in a Temporary Erosion and Sedimentation Control (TESC) plan. An HPA would also likely be required for this work. As a result, no significant construction-related impacts to wetland and stream habitat are anticipated.

A series of Native Growth Protection Areas (NGPA) and/or tracts would be established along Machias Creek consistent with the requirements of KCC 19.300.315. The NGPA would be 150 feet in width on either side of the creek, unless otherwise provided by KCC Chapter 19.300, and would be supplemented by a further 15-foot impervious surface setback. The proposed new stormwater pond along the south side of Carver Drive would be located outside of regulated critical areas and associated buffers; associated pipes and flow control structures could be located within the buffer area and energy dissipation structures would be provided, as necessary. Aside from the widening of the existing road and stream crossing associated with Carver Drive, no new development within the stream buffer or setback is proposed.

Wetlands, streams, and their associated buffers would generally be protected per the requirements of KCC 19.200 and KCC 19.300. No direct impacts to wetlands (i.e., temporary or permanent fill) would be anticipated under Alternative 1. During construction, there could be potential for indirect impacts from stormwater runoff; however, a TESC plan would be implemented and temporary stormwater treatment would be employed. A permanent stormwater control system would be installed that would direct clean rooftop runoff to wetlands to maintain their hydrology. As a result, no indirect impacts on wetlands, streams, and their associated buffers are anticipated.

Wetland and stream buffer averaging would likely be required for lots proposed for residential, open space and roadways; areas of buffer averaging would be proposed at the time of the final design. Utility/sewer easements would extend through the buffers of Wetland A, B, C and Q; these easements would be located within existing trail prisms to the extent feasible.

Those buffer areas that would be reduced through the use of buffer averaging are generally currently degraded as a result of existing landscaping and do not provide significant wildlife habitat, nor do they significantly contribute to integrity of wetland or stream habitat function. Proposed development within wetland and stream buffers through buffer averaging would not result in a change from existing conditions.

Operational Impacts

Approximately 103 acres of the site would be permanently retained as critical areas and associated buffers.

No federal- or state-listed wetland animal species are documented within the site. Western pond turtles (state endangered) are the only listed animal species identified that may occur in on-site wetland/stream habitats. Coho salmon and cutthroat trout are not considered sensitive species. Other unlisted wetland and stream species likely occur, but these species are common. Because there would be no reduction of on-site wetland and stream habitat availability, development under Alternative 1 is not likely to have a significant impact on wetland and stream species.

Marine and Shoreline Habitats

Construction Impacts

Alternative 1 would require grading and development activities within limited areas of the shoreline buffer, and stormwater control improvements below the ordinary high water mark (OHWM) of the adjacent marine waters.

Proposed grading activities within the Mill Site and the shoreline buffer include both cut and fill; all cuts and fill would occur landward of the OHWM. This grading would comply with FEMA standards, demonstrating no harm to listed species, as indicated in the Biological Assessment of the project application (see Section 3.9, **Plans and Policies**, for additional detail). Approximately 175,000 cubic yards of fill would be placed on the Mill Site (including the area within the shoreline buffer), in order to raise the ground elevation by five to eight feet on average, and bring the elevation above the 100-year floodplain.

Construction activities could result in temporary impacts to the marine waters through erosion and sedimentation, pollutants from construction equipment and underwater noise. Construction work would occur within the permitted salmon “work window” (when work could occur), and nearshore marine and intertidal habitat for forage fish, shellfish and habitat for federally-listed fish and marine mammal species (i.e. bull trout and marbled murrelet) would not be significantly impacted.

All work within the shoreline buffer and below the OHWM would be regulated through local, state, and federal permitting which would address when the work could occur (i.e., inside the fish “work window,” only at low tide), construction means and methods, and restoration requirements. It is anticipated that all construction access would be via the uplands - barges or boats would not be required and thus would not have the potential to impact marine and shoreline habitats.

Operational Impacts

Alternative 1 would result in permanent changes to existing shoreline and nearshore marine habitat. Areas adjacent to the shoreline buffer within the Mill Site and along Port Gamble Bay would be occupied by residential and commercial land uses together with associated parking and landscaping. Land uses within the shoreline buffer itself would include access to the shoreline from two waterfront parks, a new shoreline trail or boardwalk situated at the landward edge of the buffer, and underground stormwater drainage pipes. When

developed, activity levels along the shoreline would increase, with more people (and pets) utilizing the shoreline trail and shoreline access.

Proposed development of a hotel under Alternative 1 would result in shadows that would reach the shoreline during winter months. Most of the intertidal zone that would be affected by shadows is comprised by the riprap revetment that currently protects the shoreline and there is no eelgrass within 165 feet of the proposed hotel. During winter months, shadows from the hotel would extend approximately 110 feet into the upper subtidal area; however, the habitat in this area is minimal and shading would occur outside of the eelgrass and macroalgae growing season. As a result, it is anticipated that because there is no vegetation or other fish habitat along the shoreline and because the shadow from the hotel will only extend 110 feet into the water for a portion of the year, there will be no significant impacts to fish or nearshore habitat from shadows from the proposed hotel (see **Appendix C** for further details).

Alternative 1 would include a permanent stormwater control system with water quality treatment that would improve existing marine habitats (no water quality treatment facilities are currently present).

The existing community sewage discharge has been shifted from Hood Canal to a large, upland on-site septic system (LOSS). The existing sewage treatment plant and outfall would be abandoned and removed. The development of the LOSS has improved water quality and existing marine habitats when compared to the prior condition, and has allowed the state to open aquaculture resources in the area to recreational and commercial harvest, and improve water quality and habitat (Golder 2014).

Because of the degraded nature of the marine shoreline throughout the Mill Site under existing conditions, Alternative 1 is not anticipated to result in displacement of any marine species utilizing the site, and could result in improved habitat conditions if the shoreline area is enhanced. A number of federally-listed fish and marine mammal species could occur in nearshore environments adjacent to the site. Assuming compliance with all regulatory requirements, no marine or intertidal species would be significantly impacted by the proposal, except those that could benefit from the improvement in restored buffer areas, as described above. Species that could benefit include marine salmon, trout, forage fishes and shellfish.

Removal of the existing sewer outfall to Hood Canal is not anticipated to impact coastal processes. A stormwater infrastructure system would be provided under Alternative 1 to serve residences and businesses in Port Gamble. Associated with the stormwater system, which includes two outfall diffuser Tees situated on the beach above the OHWM, are anchored drift logs and rock that also will serve as habitat features and components of a created pocket beach. Removal of the existing concrete bulkhead and creation of the pocket beach and backshore area will restore the beach and enhance ecological functions of nearshore systems. A gravel trail that will extend from the top of slope to the shoreline also

will be constructed for maintaining the stormwater outfall and for public access to the upper intertidal beach.

Although independent of the proposed project, the environmental cleanup (completed in 2017) and potential new dock proposed on the site as part of a separate project have and will affect the existing conditions in coastal portions of the site. The cleanup action has generally improve nearshore littoral functions over current conditions. Removal of overwater structures and associated support pilings has augmented littoral drift functions. A new dock, if approved, would increase overwater coverage in in-water support piles, but the cumulative effect of the cleanup and new dock together would result in a net benefit to coastal processes.

Wildlife Networks and Corridors

The majority of the existing large forested, wetland and riparian areas within the site would remain intact with proposed redevelopment under Alternative 1. Proposed redevelopment would generally be concentrated in previously disturbed areas, thus minimizing impacts to wildlife networks and corridors. The extension of Carver Road north of Wetlands C and B, and across Machias Creek, would however, limit wildlife movement between Carver Drive and SR 104 in the northern portion of the site. Proposed development within the westernmost portion of the site (Carver Drive/Rose Loop, agricultural area, and the LOSS) would also limit some animal movement to natural areas to the west. Overall, wildlife movement along Machias Creek, Ladine-Couteau Creek and the Hood Canal and Port Gamble Bay shorelines would not be significantly altered with proposed development.

Alternative 2

With respect to plants and animals, the impacts of Alternative 2 would be similar to those of Alternative 1, with the following exceptions:

- Approximately 16 acres within the Mill Site, adjacent to the shoreline, would be purchased and established as a conservation area (see Marine and Shoreline Habitat below for details); the purchase and conservation would be completed by others, under separate permitting.
- Grading quantities (pavement removal and placement of new fill) within the Mill Site would be less, including within the shoreline buffer.
- Residential and commercial building and parking footprints within the Mill Site, and their associated impacts on shoreline habitat, would be less.
- Educational/institutional uses related to the waterfront and marine sciences would be increased.
- Changes to the storm drainage outfall into Port Gamble Bay from the Mill Site would not occur.
- Wetland buffers would be placed within common open space tracts instead of Native Growth Protection Easements.

Upland Plant and Animal Habitats, Wetlands and Steams

It is assumed that all upland critical areas and associated buffers would be protected under Alternative 2 per the requirements of the Kitsap County Critical Area regulations; and impacts would be the same as those described for Alternative 1.

Marine and Shoreline Habitat Conditions

The intent of restoring approximately 16 acres within the Mill Site is to improve shoreline habitat conditions beyond that proposed in Alternative 1. Although a specific conservation plan is not yet proposed, activity under Alternative 2 would allow the possibility of future conservation. It is assumed that the conservation would improve shoreline and marine habitat. In addition, human and pet activity along the Port Gamble Bay shoreline and their associated potential impacts on wildlife could be reduced due to the reduced level of development along the shoreline.

No Action Alternative

Scenario A – Continuation of Existing Conditions

Under Scenario A, it is assumed no new development or infrastructure improvements would occur. The site would remain in its partially developed condition, and there would be no new temporary or permanent impacts to existing plant and animal habitats and species. Existing habitats that are intact would remain intact and degraded habitat would remain degraded. Human and pet activity along the shorelines would remain substantially unchanged. The continued operation of the limited stormwater control system and the existing sewer treatment plant would continue to impact marine resources.

Scenario B – Redevelopment by Others Under Existing Zoning

Redevelopment of the site over a long period of time by different property owners would result in more piecemeal development of the site, which would result in a greater (+20 acres) loss of the upland natural wooded areas and associated habitat compared to Alternatives 1 and 2; this acreage would be largely replaced by residential landscape/lawn area. This loss of wooded areas would result in more fragmentation of the large areas of natural open space compared to Alternatives 1 and 2, further impacting wildlife habitat.

Scenario C – Redevelopment of Upland Area by Others Under Existing Zoning and Purchase of Mill Site by Others for Conservation

Redevelopment of the upland portion of the site under existing regulations and purchase and conservation of the Mill Site by others would result in piecemeal development of the upland portion of the site, as described in Scenario B above, and conservation of the entire Mill Site. The Mill Site would be restored to a more natural condition compared to Alternatives 1 and 2 and the No Action Alternative Scenarios A and B, thus providing a greater opportunity for improving habitat for nearshore species including marine salmon, trout, forage fishes, and shellfish. Conservation could include removing existing debris and invasive species and planting a mix of native trees, shrubs and shoreline grasses. The portion of this area lying within the 100-year floodplain would not be filled, and would be

subject to periodic storm surges. Human-induced noise and light and glare would be significantly reduced in this area.

3.3.3 Mitigation Measures

The following required/proposed mitigation measures address the potential impacts to plants and animals that could result from the construction and long-term use of Alternatives 1 or 2.

Required/Proposed Mitigation Measures

Prior to and During Construction

- Construction would be conducted in accordance with the conditions of all applicable permits issued by regulatory agencies (Kitsap County, WDFW, Ecology, U.S. Army Corps of Engineers).
- All work below the MHW level would be conducted during the approved work windows for fish species that may occur in the project area.
- A forage fish survey may be required along the Hood Canal and Port Gamble Bay shorelines prior to construction, consistent with WDFW requirements.
- Forage fish monitoring may be required during construction.
- Construction equipment would be stationed above the OHWM of Hood Canal and Port Gamble Bay, and would operate as far from the water's edge as possible. Construction equipment would not enter any waterbody without authorization from appropriate agencies.
- Debris and sediments would be disposed of outside all critical areas and associated buffers.
- Waste materials would be transported off-site and disposed of in accordance with all applicable regulations.
- A spill prevention, control and containment (SPCC) plan would be developed to ensure that all pollutants and products are controlled and contained.
- A TESC plan and source control plan would be developed and implemented, including BMPs.
- BMPs would be implemented to ensure that no foreign materials such as oil or fuel from construction equipment enters marine waters and that sedimentation is minimized.
- Adequate material and procedures to respond to unanticipated weather conditions or accidental release of materials would be available onsite.
- Contract documents would specify that equipment used shall be free of external petroleum-based products while works is performed around water.

- Equipment staging and/or materials storage would be restricted to existing un-vegetated surfaces.
- Daily inspections of the erosion control measures would be conducted throughout the construction period to ensure the effectiveness of the measures and determine the need for maintenance, repairs or additional measures.
- All construction debris would be removed or contained on a daily basis before leaving the construction area for the work day.
- Disturbance would be limited to those areas necessary for construction, which will be identified on site plans and marked on site before construction begins.
- The project would comply with KCC Title 19, Kitsap County Critical Area regulations, including:
 - Preparation of a detailed Habitat Management Plan addressing potential impacts to species regulated under County Code, including the bald eagle; this may include a nesting survey.
- Shoreline and shoreline buffer enhancement would be provided, including:
 - Removal and restoration of existing rip/rap in areas in areas of stormwater outfall improvements, and
 - Installation of native vegetation (planting trees in the shoreline environment could contribute to habitat benefits for birds of prey, such as bald eagles and osprey, as well as herons, which use shoreline trees for rookeries).
- Additional site-specific critical area and engineering studies would be prepared during permitting to evaluate potential impacts associated with any utility work below OHWM, as necessary.
- Native plants would be incorporated into the landscaping in commercial areas, multifamily residential areas and parks. Residents in single family residential areas would also be encouraged to incorporate native plants into their landscaping.
- A permanent stormwater control system would be installed as approved by Kitsap County to avoid erosion, sedimentation and pollutant impacts on water resources and their associated habitat on and in the vicinity of the site.
- If development is proposed in the vicinity of an eagle nest, USFWS guidelines would be implemented during the local permitting process and a HMP would be developed.

During Operation

- Interpretive or educational materials would be developed and made available in order to foster an understanding and appreciation of the primary natural features (e.g.

shoreline, wetlands and creeks) of the Port Gamble site and vicinity by future residents, employees, and visitors.

3.3.4 Significant Unavoidable Adverse Impacts

Permanent loss of habitat would occur, similar to any major development project on a partially undeveloped site. However, with the implementation of the required/proposed mitigation measures listed above, no significant unavoidable adverse plants and animal impacts would be anticipated.

3.4 ENVIRONMENTAL HEALTH

This section provides a summary of existing conditions at the Port Gamble site, and discusses potential environmental impacts and appropriate mitigation measures to address adverse impacts potentially associated with environmental health. This section is based in part on the Final Partial Remedial Investigation and Feasibility Study (PRI/FS) for Port Gamble prepared by the Washington State Department of Ecology (Ecology) in December 2012 (see **Appendix G**).

3.4.1 Introduction

The former mill site (RHTW-zoned area) portion of Port Gamble has been used for over 140 years for the manufacturing of forest products. From 1853 to 1995, the site consisted of sawmill buildings, two woodchip loading facilities, a log transfer facility, and log rafting and storage areas. After the mill was dismantled and removed in 1997, a portion of the site was leased for log sorting, wood chipping, materials handling, and marine research.

As a result of these uses, portions of the site are affected by soil, groundwater and/or sediment contamination from historical releases of wood waste or hazardous substances, including petroleum hydrocarbons, carcinogenic polycyclic aromatic hydrocarbons (PAHs) and metals.

As a result of this prior contamination, cleanup of portions of the Port Gamble site is required under state law. Between 2002 and 2005, interim cleanup actions removed approximately 26,000 tons of soil from the former sawmill portion of the site. These efforts included the remediation of landfills, removal of underground storage tanks, and the remediation of contaminated soils on the former sawmill site. This cleanup program is nearing completion. The Washington State Department of Ecology (Ecology) has served as the lead regulatory agency for overseeing cleanup actions at the site.

Sediments within Port Gamble Bay are also part of the cleanup program with Ecology, and the bay has undergone several investigation and cleanup actions. Interim actions completed between 2003 and 2007 included dredging of 31,000 cubic yards of contaminated and wood-laden sediments from the bay. Ecology made a final determination of required sediment cleanup actions in Port Gamble Bay, including aquatic areas adjacent to the former sawmill site, in late 2013. All sediment cleanup areas are located outside of the site area for the proposed redevelopment and would not be directly affected by proposed site development. However, a description of the sediment cleanup to date is included within this section for reference purposes.

In December 2013, Pope Resources entered into a Consent Decree with Ecology which required Pope Resources to implement a cleanup action in Port Gamble Bay. Starting in the Fall of 2015 through January 2017, Pope Resources completed the in-water and intertidal cleanup of Port Gamble Bay in accordance with the Consent Decree. In total, over 106 acres of Port Gamble Bay were cleaned up during the process.

Ongoing Upland Cleanup Actions

Pope Resources and Ecology are currently preparing a supplemental remedial investigation/feasibility study (RI/FS) to address remaining upland contamination of the “Mill Site and updating a 2012 draft RI/FS of the Mill Site that was provided for public comment. Subsequently, additional characterization of the nature and extent of contamination at the Mill Site was performed by Ecology and Pope Resources, and a supplemental RI/FS Work Plan was developed under a 2018 Agreed Order between Ecology and Pope Resources to complete the final RI/FS. These activities are separate from the in-water area addressed in the October 2013 Cleanup Action Plan, included in the Consent Decree between Pope Resources and Ecology (Kitsap County Case No. 13 2 02720 0) and completed in 2017. In accordance with MTCA requirements, cleanup and remediation levels for the upland Mill Site are being developed based on unrestricted future land use, also considering site-specific groundwater, surface water, and sediment protection requirements under MTCA. Different upland cleanup alternatives are being developed that include combinations of further removal, capping, and restrictive covenants (e.g., to preclude use of the shallow aquifer throughout the Mill Site for future drinking water supply, and to ensure that soil caps in the Mill Site maintain their protectiveness). Following public review of this RI/FS, Pope Resources and Ecology will enter a Consent Decree to implement final remedial actions at the Mill Site. Future redevelopment and/or habitat restoration actions at the Mill Site will also meet MTCA cleanup levels and other performance objectives to ensure protectiveness. As practicable, implementation of final upland cleanup actions will be coordinated with concurrent redevelopment and/or habitat restoration actions to achieve a protective and cost-effective integrated remedy.

3.4.2 Affected Environment

This section summarizes existing conditions for the Port Gamble site and vicinity. The status of investigation and cleanup actions within the site area are discussed.

Background

Operations began at the Pope and Talbot (P&T) sawmill in 1853. The mill operated as a forest products manufacturing facility from 1853 to 1995. The site underwent several changes over that period including filling activities, which expanded the upland area of the site, moving building locations, and causing changes in functions of buildings and structures. Between 1853 and 1995, operations at the site included a succession of sawmill buildings, two chip loading facilities, a log transfer facility, and log rafting and storage areas.

During the mill’s operating period, logs were rafted and stored offshore of the sawmill property. In the late 1920s, a chip barge loading facility was installed on the north end of the site. During the mid-1970s, an additional chip barge loading facility (referred to as the alder mill) was constructed in the southeast portion of the sawmill property.

In 1985, P&T transferred ownership of the uplands and adjacent tidelands portion of the site to Pope Resources. P&T continued wood products manufacturing at the site until 1995 under a lease with Pope Resources. Mill operations ceased in 1995 and the sawmill facility was dismantled and removed in 1997. Since 1997, the uplands portion of the site has been leased to a variety of parties for use as a log sort and wood chipping yard, material handling activities, a marine laboratory, and parking for Washington State Department of Transportation (WSDOT) operations.

As noted above, in-water cleanup actions within Port Gamble Bay were completed in 2017 in accordance with a Consent Decree between Pope Resources and Ecology. Investigations and analysis of cleanup alternatives have continued for the upland Mill Site area and are summarized below.

Upland Area Investigations

In 1999, Pope Resources began working with Ecology to characterize the nature and extent of contamination and supporting interim cleanup actions for the Mill Site. From 1999 through 2001, Pope Resources completed multiple soil and ground water investigations at the Mills Site, which informed a 2002 interim remedial action that included removal of approximately 20,460 tons of soil exceeding MTCA unrestricted use soil cleanup levels. Post-remediation groundwater monitoring identified two additional areas of contamination which informed a second interim action. From 2004 to 2005, Pope Resources removed an additional approximately 5,850 tons of contaminated soil from the Mill Site (a total of 26,310 tons).

Following several more years of groundwater monitoring and under a 2008 Agreed Order, Ecology and Pope Resources prepared a draft RI/FS in 2012. Subsequently, additional characterization of the nature and extent of dioxins/furans at the Mill Site was identified and a supplemental RI/FS work plan was developed under a new 2018 Agreed Order to complete a final RI/FS. The final RI/FS identifies five remedial alternatives for cleanup of the Mill Site. Following public review of the final RI/FS, Pope Resources and Ecology will enter into a Consent Decree to implement the final remedial actions for the Mill Site.

3.4.3 Impacts

This section summarizes the potential for significant environmental impacts on environmental health associated with future redevelopment of the Port Gamble site.

Central to all Redevelopment Alternatives is the assumption that cleanup actions have been performed to address any site contamination issues within the site. These cleanup actions are consistent with MTCA and SMS regulations and other applicable regulations, and provide adequate mitigation for the environmental health and hazardous materials concerns present at the site. As noted above, cleanup activities within Port Gamble Bay were completed in January 2017 as part of a Consent Decree between Pope Resources and

Ecology and an analysis of cleanup alternatives for the upland Mill Site area is currently ongoing.

Therefore, the discussion of the potential for environmental health impacts focuses on those impacts associated with proposed redevelopment. Environmental review under SEPA and/or NEPA of impacts and mitigation associated with the implementation of site cleanup actions has been accomplished under separate reviews overseen by Ecology as lead agency under MTCA and SMS.

Impacts of Alternatives 1 and 2

Redevelopment Alternatives 1 and 2 both involve redevelopment of the former sawmill site (the portion of the Site under separate MCTA review). Based on the similarities (from the perspective of MTCA regulations) of assumed land uses among these alternatives, there would be no significant differences among the alternatives related to potential environmental impacts and appropriate mitigation measures. Therefore, potential impacts related to both alternatives are discussed together.

An institutional controls plan will be implemented, defining specific requirements for how final site actions will be implemented in coordination with redevelopment. The institutional controls plan for each of the cleanup actions will specify, where appropriate, the implementation of potential use restrictions (e.g., shallow groundwater in the shoreline area cannot be used for drinking water supply) that are required as part of site redevelopment. These specific requirements will vary for different portions of the site, and only potentially apply to localized shoreline areas of the former sawmill site. The institutional controls framework will also define any use limitations or specific worker protection standards applicable to areas of the cleanup sites. The institutional control plans may be recorded on property deeds for portions of the redevelopment area where deemed appropriate. To assist in information transfer, the institutional control plans will also be filed with the County building department. Institutional control plans will be reviewed as part of property sales, leases or specific mixed-use redevelopment projects.

Following construction activities, an institutional controls plan will be implemented at the former sawmill site, defining any subsequent use restrictions and other institutional control requirements associated with mixed-use site redevelopment.

Construction Impacts

As noted in **Section 3.1.3, Earth**, impacts to subsurface soils across the Mill Site would be extremely minor with proposed redevelopment under Alternatives 1 and 2, because excavation would largely occur within the new fill material being used to raise surface grades. Only excavation for deep foundations or deep utilities (if any) would extend into existing mill site soils.

Potential environmental impacts during construction of deep utility infrastructure and deep foundations for initial building redevelopment (if any) on the former mill site could include the following:

- **Soil Management:** Site grading, construction of infrastructure and future building development on the former mill site could disturb or generate contaminated soils from within the site. For example, excavation of soils would be required to install building foundation systems or other subsurface structures. Improper management of these materials (e.g., shipment of contaminated soils to a non-permitted off-site disposal area) could result in exposure of human health or environmental receptors to hazardous substances. Mitigation would be addressed by complying with the soil management provisions of cleanup site institutional controls, and ensuring compliance of all future site construction activities with these control measures. Such measures would provide for testing, segregation and proper on-site or off-site management of affected materials.
- **Worker Health & Safety:** State and federal worker safety regulations require special training, monitoring and work practices at cleanup sites. Subsurface construction activities (e.g., trenching or excavation for installation of building foundation structures) in some areas of the former mill site following cleanup could result in exposure of workers to contaminated soils or soil vapors that may require such training, monitoring or special work practices. Mitigation would be accomplished by complying with applicable construction worker safety protocols defined as part of cleanup site institutional control plans, and ensuring compliance of all future mill site construction activities with these control measures.
- **Stormwater Quality Impacts:** If construction activities disturb contaminated soils, pollutants could become entrained in site stormwater runoff. Mitigation would be addressed by maintaining cover soil over contaminated soils where practicable, and/or by implementation of stormwater treatment and monitoring during any construction activities that would disturb contaminated soils.
- **Groundwater Quality:** Site construction activities could potentially interfere with these cleanup actions by modifying groundwater flow patterns (e.g., installing deep basement drains that re-direct groundwater flows), damaging groundwater monitoring equipment (e.g., damaging a groundwater well during roadway construction), or by introducing new land uses that are inconsistent with the site cleanup plans and institutional control measures. These concerns would be mitigated by ensuring compliance with the site-specific institutional control plans during all site cleanup and redevelopment construction activities.
- **Facility/Land Use Siting:** As part of the final cleanup plans, some redevelopment land uses could be relocated or restricted in certain portions of the former sawmill site. For example, Ecology may specify that subsurface utility excavation and construction is restricted where certain contaminated soils are to be treated and/or contained in place. Improper siting of infrastructure or redevelopment features in such restricted areas

could result in non-compliance with site cleanup requirements. Mitigation would be accomplished by incorporating a review of use restrictions associated with institutional control plans as part of the construction and building permit review process, and ensuring that all proposed uses comply with these use restrictions. If any proposed uses conflict with site cleanup requirements due to the presence of contained hazardous materials, this conflict would be addressed either through modification of the specific redevelopment plan, or through implementation of additional removals of the contained hazardous materials in coordination with Ecology.

- **Discovery of New Cleanup Issues:** As at any property, it is possible that previously-undocumented environmental contamination problems could exist at portions of the mill site, separate from the active cleanup actions. Should such contamination be discovered during design or construction activities, mitigation of potential environmental health and hazardous materials concerns would be conducted by complying with release reporting, investigation and cleanup provisions of applicable MTCA regulations.

Beneficial Impacts

It should be noted that the extent of cleanup required under Alternatives 1 and 2 (mixed-use redevelopment) would be generally more stringent than the level of cleanup required to support industrial uses under the No Action Alternative, Existing Zoning Scenario. This more stringent cleanup to meet applicable standards for mixed-uses would result in reductions in residual environmental risks and overall improvement in environmental protection of the site. Further, the coordination of cleanup and redevelopment under Alternatives 1 and 2 could require a more rapid time frame for cleanup than would occur without redevelopment. Both of the above impacts could be considered potential beneficial impacts to human health and the environment.

Operational Impacts

Potential environmental impacts could occur after completion of site construction and include the following:

- **Soil Management and Worker Safety:** During maintenance and repair of subsurface utilities, soil management and worker safety requirements could be triggered similar to those associated with construction activities – and discussed above. These impacts would be largely mitigated through initial development of utility corridors in clean backfill material, where practicable. This practice would allow future utility maintenance work to be conducted without requiring special soil management or worker safety provisions. Where this is not practical, similar soil management and worker safety provisions applicable to construction activities (e.g., compliance with worker training, monitoring and work practice requirements defined in site institutional control plans) would apply to utility maintenance or other subsurface maintenance activities.

- **Future Hazardous Materials Use:** Depending on the specific use, commercial uses in the RHTW area (former sawmill site), RHTC area, RR area (nursery use) and RW area (vineyard/brewery use) could use, store or process certain hazardous materials as part of their normal operations. This could result in impacts to the environment if these chemicals are not properly stored, used or disposed. Mitigation of this potential risk would involve compliance with local (e.g., fire department hazardous materials regulations), state (e.g., State of Washington underground storage tank regulations) and federal regulations (e.g., federal spill prevention control and counter-measures requirements) relating to the use, storage or processing of hazardous materials.

No Action Alternative

Scenario A – Continuation of Existing Conditions

Under Scenario A, no redevelopment would occur. The existing land uses would remain as described under existing conditions.

Scenario B – Redevelopment by others under Existing Zoning

Under Scenario B, the impacts to environmental health within the upland portion of the site would be similar to that described for Alternative 1.

The No Action Alternative assumes approximately 200,000 sq. ft. of industrial uses in the mill site. As with Alternatives 1 and 2, the cleanup actions completed at the site would include the development of institutional control plans. All subsequent redevelopment and reuse of the site would comply with these requirements, including industrial development under the No Action Alternative.

As with Alternatives 1 and 2, the institutional controls for the cleanup actions will specify where appropriate, the implementation of potential use restrictions that are required as part of site redevelopment. In general, the scope of these specific requirements would be less expansive for industrial land uses than for residential or mixed-use redevelopment, given the difference in cleanup standards for these categories of land use. The institutional controls framework will also define any use limitations or specific worker protection standards applicable to areas of the cleanup site. The institutional control plans may be recorded on property deeds for portions of the redevelopment area where deemed appropriate. To assist in information transfer, the institutional control plans will also be filed with Kitsap County. Institutional control plans will be reviewed as part of property sales, leases or specific industrial redevelopment projects.

As with Alternatives 1 and 2, the design, permitting and construction of cleanup actions within the former sawmill site would be implemented along with associated redevelopment activities to ensure coordination of activities, provide for holistic environmental review, and minimize construction impacts. Following construction activities, an institutional controls plan would be implemented at the former sawmill site, defining subsequent use restrictions

and other institutional control requirements associated with site redevelopment with industrial uses.

Because the cleanup process and the use of institutional control plans would be similar under the No Action Alternative, Existing Zoning Alternative, the types of potential environmental impacts and appropriate mitigation measures would generally be similar to those defined for Alternatives 1 and 2. The mitigation applicable to the construction and operational phases of redevelopment relate to compliance with the institutional controls framework for the completed cleanup actions. These potential environmental impacts and associated mitigation measures would be comparable to those highlighted above for Alternatives 1 and 2.

Given the assumed level of industrial use under the No Action Alternative, Existing Zoning Scenario, more businesses could use, store or process hazardous materials at the site than under the Redevelopment Alternatives. Therefore, potential risks would likely be greater than under Alternatives 1 and 2. Compliance with applicable local, state and federal regulations relating to such materials would serve as mitigation.

Under the No Action Alternative, the benefits of a more stringent cleanup to support mixed-use redevelopment would not occur; similarly, the potential for a more rapid time frame for cleanup may not be actualized.

Scenario C – Redevelopment of Upland Area by Others Under Existing Zoning and Purchase of Mill Site by Others for Conservation

Scenario C assumes that the former sawmill site would be restored to a more natural condition and no new development would occur in this area. The site would be completely left as open space, except that the existing marine laboratory would remain. No new development or infrastructure would occur in the former sawmill site area so there would be no new underground disturbance. Thus, the potential for contamination from previously undisturbed soils could be less than under Alternatives 1 and 2, and No Action Scenario B. However, depending on the specific plan for conservation of the former sawmill site, there would be some potential for disturbance of contaminated soil.

Without redevelopment of the former sawmill site, however, the applicant's objectives in terms of creating an economically sustainable community would not be met as the level of new development assumed to be required to sustain the existing town in a viable manner would not be provided.

Cumulative or Indirect Impacts

In addition to the actions associated with Redevelopment Alternatives 1 and 2, separate cleanup actions will be implemented within the aquatic sediment area located offsite adjacent to the former sawmill site. These cleanup actions are not directly related to the Proposed Actions on the Port Gamble site. The cumulative impacts of these separate

actions together with potential impacts associated with Redevelopment Alternatives 1 and 2 are outlined below.

- **Sediment Disturbance During Construction:** Construction activities associated with any future in-water work associated with separate projects (i.e., the dock) in areas of capped contaminated sediments could result in disturbance of buried sediments, and potential impacts to sediment and water quality. For example, any future dredging for navigation depth within a capped area could penetrate the designed cap thickness unless the dredging complies with previously-defined limits designed to protect the cap against disturbance. These potential impacts would be mitigated by integrating the design, permitting and construction of in-water cleanup and proposed redevelopment activities, and by requiring compliance with site institutional control plans for all subsequent construction and redevelopment activities.
- **Navigation Disturbance to Capped Sediment Areas:** Sediment cleanup actions in portions of Port Gamble Bay and associated areas as part of separate projects (i.e., the dock) will include containment of subsurface impacted sediments beneath cap or natural recovery areas. Remedial design and permitting will include evaluation of natural conditions (e.g., storm waves and associated erosion) and planned navigation uses that could result in disturbance and re-exposure of buried contaminated sediments. The cleanup actions were designed and constructed in a manner that ensures protection of environmental quality with consideration of anticipated uses. However, future in-water uses that are inconsistent with the remedial design (e.g., such as large-vessel moorage within a capped sediment area not designed to protect against erosion from large-vessel operations) could trigger sediment disturbance and recontamination. Mitigation of this risk would be accomplished by ensuring that all future navigation uses are consistent with designed uses and site institutional control plans defined as part of the cleanup actions. Should future navigation uses be proposed in the future that are inconsistent with initially designed uses, Ecology review may be required and additional remedial actions (e.g., upgrading of cap armoring to address potential prop wash concerns, or completion of additional sediment removal in the proposed large vessel moorage area) could be required in order to support such navigation uses.

3.4.4 Mitigation Measures

The potential environmental impacts associated with all EIS Alternatives are discussed above, along with mitigation measures that would be implemented to preclude significant impacts on environmental health. Applicable mitigation measures are listed below. Refer to the earlier discussion of potential impacts for the context for these mitigation measures.

Required/Proposed Mitigation Measures

Prior to and During Construction

Measures appropriate to mitigate potential construction impacts associated with environmental health and hazardous materials include the following:

- **Demolition Activities:** Completion of pre-demolition surveys and applicable asbestos and/or lead abatement activities where required by local, state and federal air quality or worker safety regulations.
- **Soil Management:** Compliance with the soil management provisions of cleanup site institutional controls, and ensuring compliance of all future site construction activities with these control measures.
- **Worker Health & Safety:** Compliance with construction worker safety protocols defined as part of cleanup site institutional controls, and ensuring compliance of all future site construction activities with these control measures.
- **Stormwater Quality Impacts:** Maintenance of cover soil over contaminated soils where practicable and/or implementation of stormwater treatment and monitoring during construction activities that could disturb contaminated soils.
- **Groundwater Quality:** Ensuring compliance with the site-specific institutional controls during site cleanup and redevelopment construction activities.
- **Facility/Land Use Siting:** Incorporating a review of use restrictions associated with institutional control plans as part of future building permit reviews, and either 1) ensuring that all proposed uses comply with these use restrictions, or 2) conducting additional removals of the contained hazardous materials in coordination with Ecology, as necessary, to remove the use restrictions.
- **Discovery of New Cleanup Issues:** Complying with release reporting, investigation and applicable cleanup provisions of the MTCA and SMS regulations.

During Operation

Mitigation measures to address potential environmental impacts after completion of construction include the following:

- **Soil Management and Worker Safety:** Initial development of utility corridors in clean backfill material where practicable; where this is not practicable, the same soil management and worker safety provisions applicable to construction activities (e.g., compliance with worker training, monitoring and work practice requirements defined in site institutional control plans) would apply to utility maintenance or other subsurface maintenance activities.
- **Future Hazardous Materials Use:** Compliance with local (e.g., fire department hazardous materials regulations), state (e.g., Washington underground storage tank regulations) and federal regulations (e.g., federal spill prevention control and counter-

measures requirements) relating to the use, storage or processing of hazardous materials.

3.4.5 Significant Unavoidable Adverse Impacts

No adverse environmental impacts that could not be mitigated would result under either redevelopment Alternatives 1 or 2, or under the No Action Alternative.

3.5 CULTURAL RESOURCES

This section describes the existing cultural resource conditions on and in the vicinity of the Port Gamble site. Potential impacts from redevelopment of the DEIS alternatives are evaluated and mitigation measures identified. This section is based on the *Archaeological Resources Discipline Report* (June 2014) and the *Technical Report of Archaeological Field Investigations* (February 8, 2018), both prepared by SWCA (**Appendix H**).

3.5.1 Affected Environment

The Port Gamble site has been influenced by both Native American and subsequent historic (non-native American) use, and this section describes the influence of both in the archaeological record.

Regulatory Overview

Several Washington state laws specially address archaeological sites and Native American burials, and would pertain to redevelopment of the Port Gamble site. The Archaeological Sites and Resources Act [RCW 27.53] prohibits knowingly excavating or disturbing prehistoric and historic archaeological sites on public or private land without a permit issued by the Washington State Department of Archaeology and Historic Preservation (DAHP). The Indian Graves and Records Act [RCW 27.44] prohibits knowingly destroying American Indian graves, cairns and glyphs, and provides that inadvertent disturbance through construction or other activities requires re-interment under supervision of the appropriate Indian tribe. In order to prevent the looting or depredation of sites, any maps, records, or other information identifying the location of archaeological sites, historic sites, artifacts, or the site of traditional ceremonial, or social uses and activities of Indian Tribes are exempt from disclosure [RCW 42.56.300]; accordingly, maps or other information identifying the specific location of archaeological sites are not part of this section.

Analysis Methodology

2014 Archaeological Resources Discipline Report (2014 Report)

A previous study conducted in 2010 evaluated the Port Gamble Bay shoreline landforms in terms of potential human use through time, and presented a review of archival sources including maps, photographs, historical documents, and ethnographic accounts. This study identified sensitive locations along the eastern margin of the site that included a reported Native American village site, an historical ferry landing, Chinese millworkers' living quarters and a variety of other early historical period residential features. As well, a Native American sensitivity model was produced that assigned high risk values for impacts to archaeological resources in limited portions of the western shore of Port Gamble Bay and the Hood Canal shoreline; the model predicted some sensitive locations within the Port Gamble site.

In order to assess the affected environment for this EIS, modeling was conducted to evaluate the sensitivity for encountering pre-contact and historic archaeological materials on the Port Gamble site. This modeling built on the prior 2010 study, and determined that the highest sensitivity for pre-contact archaeological materials remained the pre-fill shoreline of Port Gamble Bay where a sand spit is now deeply buried beneath historic fill. Moderate sensitivity for pre-contact archaeological resources was assigned to areas around creeks, wetlands and an in-filled kettle lake in the middle of the Town Site (RHTR and RHTC-zoned areas). Lower sensitivity for pre-contact archaeological resources was designated for the remainder of the upland portion of the site (RHTR, RHTC, RR and RW-zoned areas). The highest sensitivity for early historical cultural materials on the upland area was assigned to the northeast corner of the Town Site (RHTC -zoned area). Expansion of the town through the nineteenth century and into the twentieth is captured by the boundary of the National Register-listed Historic District. A single area to the west, the location of a dance hall, later a dairy farm, was the only other high sensitive area identified outside of the District boundary.

Archaeological fieldwork consisted of pedestrian survey, shovel probe excavation, magnetometer survey completion of geotechnical cores and mechanical test pit excavation. Locations for testing were guided by the sensitivity model and assembled geotechnical information. Pedestrian survey with shovel probes was completed on the portion of the upland assumed to have the lowest potential for discovery, including the woodlands and wetlands occupying most of the southern portion of the site (RW zoned area).

2018 Technical Report of Archaeological Field Investigations (2018 Report)

The 2018 Technical Report of Archaeological Field Investigations (2018 Report) presents the methods and results of archaeological fieldwork completed to support the 2014 Report. Archaeological fieldwork conducted in support of the 2014 Report is described and expanded upon in the 2018 Report, including discussion on pedestrian survey, shovel probe excavation, magnetometer survey, completion of geotechnical cores, and mechanical test pit excavations (refer to **Appendix H**).

Natural Environment

The structure of the natural environment largely determines human use of any landscape, conditioning the availability of food and shelter. Locations and types of resources are dependent on geologic substrates, topography, geographic relationships among landscape features, solar exposure,

Port Gamble Bay is a shallow saltwater embayment which has been influenced by geologic events and geomorphologic changes throughout its history, including ice sheet glaciation, tectonic activity, climate change and sea-level rise. The operation of geologic and geomorphic processes has shaped the modern topography of Port Gamble Bay and the surrounding landscape, and has influenced both the probability for human occupation in and around Port Gamble Bay, as well as archaeological site visibility and preservation.

The Port Gamble site lies within a large north-south oriented structural trough called the Puget Lowland, bounded by the Cascade Range on the east and the Olympic Mountains on the west. The modern landscape of the Puget Lowland and Strait of Juan de Fuca has been sculpted by the advance and retreat of multiple continental glaciations during the Pleistocene, 1.8 million to 10,000 years ago. The low-lying portions of the region are mantled by thick unconsolidated deposits that form a stratigraphically complex sequence of Quaternary glacial and interglacial deposits overlying pre-Tertiary or Tertiary bedrock.

Landforms

Site landforms were mapped for the 2018 Report based on surface geomorphology and earliest available historic maps. Four different landforms were identified for the site, including tide flats, beaches, bluffs, and uplands.

Tide Flats

Tide flats are found where tidal action is moderate and sediment is available. Native American villages were often located near tide flats because of abundant and diverse resources. Today, thick fill deposits containing mill waste and dredge spoils are on top of the earlier tide flats along the east edge of the Mill Site. The tide flats below fill on the site contain a moderate potential for buried pre-contact cultural resources and relatively high preservation potential where historical dredging did not occur. The east edge of the site, where the tide flats drop off into the bay and land was not exposed, has low potential for pre-contact archaeological remains.

Beaches

Beaches are coastal accumulations of sediment derived from rivers and eroding bluffs that are moved by tides and waves. The backshore is the portion of a beach usually only inundated during storms. Today, thick fill deposits containing mill waste and dredge spoils are on top of the earlier beach deposits in the Mill Site. Older beaches may be buried north of the modern shoreline. Although beaches have a high potential for buried pre-contact cultural resources, preservation across most of the beach landform is moderate to low. The potential for preservation of resources is highest in the backshore zone.

Bluffs

Bluffs of varying height define the back of the shoreline, and suitability for human use varies according to topography and height of the bluff edge. The shoreline of the site is characterized by low bluffs fronting a marine platform that was created when relative sea level was higher than the present shoreline. The bluff edges and upland immediately behind or above the bluff edge would have been available to inhabitants of the region. In general, bluffs are characterized as having moderate sensitivity for buried archaeological resources. Bluffs are generally unstable, so preservation potential is lower at the top of the bluff and along the bluff slope. Preservation potential increases at the toe of the bluff, but this

potential is tempered by wave action when tides bring the high water line up to the bluff base.

Uplands

The uplands behind the bluffs were generally forested, and productivity of resources that may have been useful to Native Americans varied depending on soils, hydrology, and slopes. Native Americans mainly used the uplands for special purposes, such as activities related to resource procurement of cedar, game animals, etc., as well as for other purposes such as burials. In general, there is a low potential for encountering cultural resources on the uplands, except where fresh water and access points are present

Cultural Setting

The chronology of human occupation in the Puget Lowland remains poorly understood, with major gaps still existing in the archaeological record, particularly for earlier periods of time. Limited archaeological evidence may reflect inundation of early marine shorelines during the late Pleistocene and early Holocene epochs, as sea levels and land mass elevations fluctuated in response to melting glacial ice.

Pre-contact Period

Archaeological evidence documents more than 13,000 years of human occupation in the Puget Lowland, with indications of both Clovis and Olcott sites. The Clovis were highly mobile hunting and foraging groups who ranged across North America during the late Pleistocene, following herds of big game animals. Evidence of Clovis people in western Washington includes fluted chipped stone and projectile points, found in the Olympia area, the Chehalis River Valley and Whidbey Island. Olcott sites, characterized by leaf-shaped projectile points and flake tools have been identified in the region and dated between 9,000 and 5,000 BP. These sites are typically found in the uplands or on secondary stream terraces some distance from marine shorelines.

By 5,000 BP, the regional climate had stabilized and achieved its modern character, and dense coniferous forests covered the land. Human populations expanded during the period and people began to exploit a greater variety of resources, including large and small mammals, fish, shellfish, roots and berries. Evidence of buildings and hearths are common in archaeological sites dating to this period. By 3,000 BP, groups of people had begun to follow a seasonal round, moving between permanent village sites and favored resource collection locations as plant and animal foods became available. In time, the seasonal round became the norm, accompanied by improved resource collection and storage technologies. By the time of European contact, Native peoples' diets comprised a variety of foods and salmon had emerged as a dietary staple.

Ethnographic Period

At the time of European contact, numerous small autonomous groups of Lushootseed-, Clallam-, Twana-, and Chemakum-speaking people inhabited the lowlands of western

Washington. These aboriginal people generally made their homes along marine waterways or major rivers that served as convenient transportation corridors as well as rich resource procurement areas. Primary residences usually consisted of substantial split-plan buildings at permanent village sites, while temporary camps provided shelter during seasonal fishing, hunting, and gathering trips. Villages in the region retained political autonomy, but trade, marriage, and mutual ceremonies created bonds between neighboring groups.

The Port Gamble site lies at the juncture of traditional Clallam, Chemakum, Skokomish (Twana) and Suquamish (Lushootseed) lands and was jointly used by these groups as well as by S'Klallam (Clallam) people. Native peoples of the region viewed the land in terms of its resources rather than as property, and members of any friendly group, particularly those with marriage ties to an area, were generally welcome to share the available resources. S'Klallam, Suquamish, and Chemakum groups traveled regularly to Hood Canal for fishing, shrimp and shellfish harvest, berry picking, collection of basketry materials, visits with relatives, religious devotions and trade.

The S'Klallam usually stayed at Hood Canal from August through late November or early December, the prime fishing season, and the S'Klallam families occasionally remained in their Hood Canal campsites through the winter. Port Gamble Bay was known for its fishery, and Suquamish and other Native American people camped there during the summer. A number of well-used trails connected traditional Suquamish territory with Hood Canal, including one from the village at Suquamish to the south end of Port Gamble Bay.

The first documented contact between Native American residents of the region and Europeans occurred in May 1792 as British sea captain George Vancouver led a small exploratory party south through Hood Canal.

Declining Native American populations in the Hood Canal and Puget Sound regions during the early historical period allowed S'Klallam people to expand into areas outside their traditional territory. All Native peoples were affected by exotic disease, new weaponry, changes in diet, and other factors during the contact period, but certain Native American groups were more affected than others. The Chemakum were represented at the Point No Point Treaty negotiations, although by that time their numbers had already seriously declined. The Chemakum population continued to dwindle in subsequent years and, by 1870, the Chemakum reportedly numbered only 27. Twenty years later only three native Chemakum speakers could be found.

The S'Klallam, whose seasonal rounds had long included locations in and adjacent to traditional Chemakum territory, moved into the newly-vacated lands and established permanent communities, particularly in areas where sawmills or other industries provided work and opportunities to sell fish and additional products. In 1957, a court decision acknowledged the S'Klallam as rightful successors to the Chemakum and, in 1977, the Indian Claims Commission compensated the S'Klallam for surrender of Chemakum lands as well as their own.

The Little Boston S’Klallam community was established on the Point Julia sand spit, across the bay from the Port Gamble mill (to the east of the Mill Site). According to company and tribal histories, Native Americans performed much of the labor at the Port Gamble mill in the early days of the operation. A number went to Hood Canal for the fishing season and simply stayed on as mill workers after the season ended.

As the Native American work force at the mill grew, the Puget Mill Company offered some of its land across the bay from Port Gamble for a village site. The S’Klallam evidently used lumber supplied by the mill to build small houses along the higher southern edge of the spit. The date that Little Boston was founded went unrecorded, but U.S. Coast Survey maps show that the village was in place by at least 1855. By the 1870s the population of Little Boston had reached 100, a figure that remained relatively constant for decades. Most of the men living in Little Boston worked at the mill, canoeing or boating across the bay every day.

During the late nineteenth and early twentieth centuries, Port Gamble S’Klallam people attempted to acquire a land base in the Port Gamble Bay area. Tribal members and others acting on their behalf investigated allotments, Indian homesteads, and direct land purchase. By this time, however, most of the land around the bay was owned by the Puget Mill Company, and the firm did not wish to sell. Tribal members successfully acquired several parcels during this period, particularly in the uplands east of Port Gamble Bay.

Under the Indian Reorganization Act of 1934, the Secretary of the Interior was authorized to acquire property for landless Native American tribes. Using this authority, the federal government purchased 1,234 acres of land in the Point Julia area from the Puget Mill Company’s successor, the Charles McCormick Lumber Company. In 1938 this property was designated as the Port Gamble S’Klallam Indian Reservation. Once the reservation was established, new homes were built on the bluff overlooking Point Julia and the old houses on the spit were burned by the government.

The Port Gamble site is within the adjudicated Usual and Accustomed Fishing Area of the Port Gamble S’Klallam Tribe, the Suquamish Tribe, and the Skokomish Tribe, and the bay and surrounding tidelands are regularly used by tribal members for fishing and shellfish harvest.

Tribal Views

The Port Gamble S’Klallam Tribe and the Suquamish Tribe both provided their perspectives on early Native American use of Port Gamble Bay to Kitsap County during discussions related to the 2011 String of Pearls Trail project. Because of their relevance to the current project, these tribal statements are included here.

Statement from the Port Gamble S’Klallam Tribe:

"Port Gamble S’Klallam oral history indicates that a settlement predated the development of the Port Gamble Mill in 1853. Ethnographic and linguistic evidence collected by John Peabody Harrington in the early 1940s also indicates that the historic S’Klallam name for the place was nəx^wqiyt (place of midday sun). Following the establishment of the mill, the

community re-established itself on Point Julia. The name nəx^wqíyt̓ (place of midday sun) was applied to this re-established community, which grew with the expansion of the mill. Ethnographic evidence indicates that the name nəx^wqíyt̓ applied historic settlements on both sides of the bay and to Port Gamble Bay itself."

Statement from the Suquamish Tribe:

"Port Gamble is within the Ancestral Territory of the Suquamish People. Hudson’s Bay traders met Suquamish Chief Challicum in 1833, near Port Gamble. A United States Exploring Expedition survey party described the presence of the Suquamish throughout the north end of Hood Canal. The survey party camped at the mouth of Port Gamble in the summer of 1841 and did not report any evidence of Indian camps or villages. United States Exploring Expedition maps published in 1845 show the area was part of Suquamish Territory."

Historic Period (Port Gamble Development)

The historic context of the development of the mill town of Port Gamble, beginning in 1853, is documented in detail **Section 3.6, Historic Resources**, and in **Appendix H** and **Appendix I**.

Recorded Archaeological and Historic Resources

Fieldwork conducted for this EIS identified seven new archaeological sites including one ethnographic site, four historic-period sites and one pre-contact site. In addition, two historic properties were previously recorded within the Port Gamble site including the Port Gamble Historic District and the Port Gamble Buena Vista Cemetery. **Table 3.5-1** below, lists the description, age, National Register of Historic Places (NRHP) -status and compiler/date of all nine sites. All but two of the sites are considered eligible for listing or are listed (Port Gamble Historic District) in the NRHP. Detailed descriptions of each archaeological site follow.

**Table 3.5-1
ARCHAEOLOGICAL SITES AND HISTORIC PROPERTIES WITHIN PORT GAMBLE**

Description	Age	Considered Eligible for NRHP	May Contribute to Historic District
Port Gamble Historic District	1853 - 1977	Listed in NRHP and designated NHL	N/A
Port Gamble Buena Vista Cemetery	1856 - 1941	Yes	Contributes
Point Totten Shell Midden	Pre-contact	Yes	No
Gamble Creek Ravine Historic Dump	1890s - 1940s	No	No
Babcock Dairy and Port Gamble Dance House	1980s – 1930s	Yes	Yes
Port Gamble Chinese Laundry and Residences	1870s – 1930s	Yes	Yes
Port Gamble Workers Housing Debris Scatter	1880s – 1930s	Yes	Yes
Isolate – historic bottle fragment	pre-1880	No	No
Road 1100 Culturally Modified Cedars	ethnographic	Yes	No

Source: SWCA, 2014.

Port Gamble Historic District

The Port Gamble Historic District encompasses the historic Port Gamble company town built around the 1853 Puget Mill Company lumber mill, which operated nearly continuously until it was closed and dismantled in 1995. The site includes residences, commercial buildings, a cemetery, the Mill Site and wharf remnants. The district is listed on the NRHP as a National Historic Landmark. See **Section 3.6, Historic Resources**, for more information on the historic district.

Buena Vista Cemetery

The Buena Vista Cemetery is situated on a bluff overlooking Hood Canal in the RHTR-zoned area, and was established before 1870. The cemetery contains 115 graves and 11 grave depressions. Landform and documentation suggest that boundaries are relatively inclusive of all or most historic interments. The Historic American Engineering Record (HAER) documentation has been completed for the cemetery site.¹

Pre-contact Midden

A shell midden deposit was identified on the Mill Site during sonicore testing on a sand spit historically referred to as Point Totten. The midden is now buried below 7.3 feet of historic fill and is a maximum of 2.8 feet thick. Both intact and disturbed midden was identified, and the deposits contain fire modified rock, mammal and fish bone, and a variety of shell fish (see **Appendix H** for detail).

Gamble Creek Ravine Historic Dump

Cultural materials dating as early as the 1890s were found in two shovel probes on a small terrace on the Gamble Creek ravine; modern cultural materials were also observed on the surface. The historic dump site, measuring approximately 49 ft. by 89 ft., extends to approximately one foot below the surface. Materials identified included metal, glass, ceramic and plastic objects together with a few pieces of cut bone and shell (see **Appendix H** for detail).

Babcock Dairy and Port Gamble Dance House

Historic archaeological materials dating from the 1870s to the 1930s were discovered in shovel probes in pastures just southwest of the Town Site (within the RW-zoned area). Probes were targeted to explore the approximate location of buildings identified on the 1877 Government Land Office survey map. The buildings' locations are within the boundary of the historic Babcock Dairy established in 1892 and near existing and former buildings associated with these agricultural activities. Although the 40-acre parcel's most recent agricultural use was primarily for dairy (the dairy operated into the mid-twentieth century), other agricultural activities likely took place much earlier. Structures currently on the site

¹ HAER WA-143.

date to the early twentieth century and were recorded on historic property inventory forms by the historic resources consultant for this EIS (see **Section 3.6, Historic Resources**, for details).

The ownership history of this area indicates that a dance house was located on the property as early as the 1860s; this was confirmed by artifacts discovered during testing. Dance halls and saloons were common with industry towns and waterfronts where many single men and sailors worked. In the case of Port Gamble, the mill owners discouraged the use of alcohol and generally owned or controlled most of the local businesses, so the location of the dance house just outside the town limits would have been a way to circumvent company edicts. The 40-acre parcel within which the site is located went through a series of landowners from its first patent in 1869, many of whom were involved in the liquor business. Most revealing was the sale of March 16, 1872 which names the dance house as part of the property sold.

Shovel probes were excavated across the area where three buildings were shown on the 1877 map. Of 94 probes, 24 were positive for historical archaeological materials. The probes yielded fragmented bottle glass, ceramics, and a few faunal remains, and metal artifacts such as nails, cartridges and fence staples. Some of the glass colors, manufacture technology and trademarks suggest a pre-1880 origin for the vessels, many of which were for beer, whisky or other spirits. Co-mingled were fragments of glass vessels and other objects more likely to date to the late nineteenth or early decades of the twentieth century, and probably related to the Babcock Dairy and its inhabitants (see **Appendix H** for details).

Port Gamble Chinese Laundry and Residences

A Chinese laundry is shown on an 1885 map of the town and may have been in place before 1880. Archaeological materials dating between the 1880s and 1930s were found at the historical location. A handwritten notation on a later map indicates that the laundry burned in April 1925. Artifacts associated with the Chinese Laundry were found in 35 shovel probes and included bone, ceramic, composite materials, fabric, glass, leather, metal and wood. Two artifact groups of note in the assemblage included bitters bottles and Chinese brown glazed stoneware (see **Appendix H** for details).

Port Gamble Workers Housing Debris Scatter

Historical artifacts from Port Gamble worker cabins were found in test pits throughout the upper layer of fill (to a depth of approximately 3.5 feet below the surface) at a location on the Mill Site. Prior to historical occupation of the Mill Site, a sandy, gravelly beach was at the base of Teekalet Bluff. Once the mill began production, sawdust accumulated on the shoreline and buried the beach gravels. Sawdust may have also been used to intentionally fill the beach. The workers cabins were either built directly on top of dredge fill (sand on top of the sawdust), or on planks and piles above the beach. The deposits that were discovered contained jumbled glass, ceramic, metal, fabric and leather objects, and brick and sawn mammal bone and shell. A variety of ages are assignable to ceramic and glass artifacts ranging from the 1840s to 1950s found along with plastic, aluminum, and other

relatively modern materials. At a depth between approximately 1 to 2 feet below the surface, all of the artifacts can be attributed to the period between 1880 and 1930, when the area would have been occupied by the mill workers (see **Appendix H** for details).

Isolate – Historic Bottle Fragment

An assumed bottle base manufactured between 1850 and the 1880s was observed in a shovel probe excavated in a yard on Rainer Avenue. The shovel probe yielded a hand-manufactured bottle. Five shards of clear glass, one nail and four large mammal bones were also found in disturbed upper soil horizons, while the bottle base was in the truncated B-horizon. Landscaping activities likely disturbed shallower sediments and their associated artifacts, but left the more deeply buried B horizon and the older artifact.

Road 1100 - Culturally-Modified Cedars

Two culturally modified trees were identified just north of the reservoir in the woods southwest of the Town Site. The trees were observed along Port Gamble road 1100 to the reservoir that has been converted to a hiking trail. Both trees are peeled cedar of about 2.5 feet in diameter. The trees represent Native American use of the uplands and signal the importance of the area resources for past subsistence. The forest is second and third growth, indicating twentieth century modification of these trees.

3.5.2 Impacts of the Alternatives

This section identifies and analyzes impacts to cultural resources on the Port Gamble site with proposed redevelopment. Impacts are expected to be similar for both the shoreline setback variance and no shoreline setback.

This following discussion of impacts assumes that evaluation of newly identified archaeological sites is completed, and that seven of the nine sites are determined eligible for listing in the NRHP (note that the Buena Vista Cemetery is already eligible for the NRHP and the Port Gamble Historic District is already listed as an NHL).²

Alternative 1

Construction Impacts

Ground disturbance from construction of proposed infrastructure and transportation elements, as well as from the construction of new buildings, has the potential to impact recorded, NRHP-eligible or designated archaeological sites, as well as unrecorded

² The newly identified sites considered eligible for listing in the NRHP include: *Pre-contact Midden, Port Gamble Dance House and Babcock Dairy, Port Gamble Chinese Laundry and Residences, Port Gamble Workers Housing Debris Scatter* and *Culturally Modified Cedars*. The *Gamble Creek Ravine Historic Dump* and the *Isolate – Historic Bottle Fragment* are not considered eligible for the NRHP.

archaeological materials on the Port Gamble project site. In general, the potential for impacts to the *Buena Vista Cemetery* is considered low, and the *Gamble Creek Ravine Historic Dump* and *Isolate-historic Bottle Base* are not considered eligible for listing in the NRHP, and therefore no impacts would occur to these sites under proposed redevelopment.

Pre-Contact Shell Midden

The pre-contact shell midden occupies approximately 3 acres on the RHTW Mill Site. Intact stratified midden was identified below an average of approximately 6.5 feet of fill associated with the mill. The intact portions of the midden extend up to approximately 9.8 feet below surface. Disturbed midden mixed with historical fill was identified as shallow as 4 feet below surface.

Any proposed development that would require excavations below 4 feet has the potential to impact this resource, and may require a permit from DAHP. If the resource site cannot be avoided, DAHP and other concerned parties would be consulted to develop ways to mitigate the impacts. Mitigation could include moving the development to “reserve lots” in the event of an inadvertent discovery.

Babcock Dairy and Dance Hall

The Babcock Dairy and Port Gamble Dance House site includes historical artifacts that were recovered within the RW portion of the site. The existing agricultural and recreational uses that currently occur in this portion of the site are expected to expand and may include agritourism, a wildlife rehabilitation facility, and large open spaces for agriculture.

Any proposed development that would require alteration of the existing ground surface including clearing and grubbing of vegetation, grading, and planting has the potential to impact this resource and may require a permit from DAHP. Given the resource site’s location in the RW area that is slated for a low level of development, avoidance of the resource site is assumed. If the resource site cannot be avoided, DAHP and other concerned parties would be consulted to develop ways to mitigate the impacts. Mitigation could include moving the development to “reserve lots” in the event of an inadvertent discovery.

Port Gamble Chinese Laundry and Residences

The Port Gamble Chinese Laundry and Residences Site is within the RHTR area. Historical artifacts associated with the laundry and residences were recovered from near the surface. As currently planned, the site primarily occupies wetland area and extends to the proposed Talbot Street NE; the Alternative 1 site plan avoids locating new residential uses within this resource site.

Any proposed development that would require alteration of the existing ground surface including clearing and grubbing of vegetation, planting, grading, and utility trenching has the potential to impact this resource and may require a permit from DAHP. The portion of the site that is within the wetland would be avoided as possible. For areas where the resource site cannot be avoided, DAHP and other concerned parties would be consulted to

develop ways to mitigate the impacts. Mitigation could include moving the development to “reserve lots” in the event of an inadvertent discovery.

Port Gamble Workers Housing Debris

The Port Gamble Workers Housing Debris Scatter site is at the base of the bluff in the RHTW area. Although historical artifacts were identified throughout the upper layer of fill that had been placed in the area, a disturbed historical surface is present at 2.5 to 3.4 feet below surface. Above that surface are artifacts dating from the 1840s to the 1950s time period; time the area was occupied by workers for the mill.

Any proposed development that would extend more than 2 feet below surface has the potential to impact this resource and may require a permit from DAHP. If the site cannot be avoided, DAHP and other concerned parties would be consulted to develop ways to mitigate the impacts. Mitigation could include moving the development to “reserve lots” in the event of an inadvertent discovery.

Culturally Modified Cedars

The two culturally modified cedar trees are within the wetland buffer of wetland B in the RW area. As proposed, the resource site is in an area with no proposed disturbance and no construction impacts are anticipated. The resource site would be avoided during development and construction of other elements within the proposal.

Operational Impacts

Operational impacts to recorded archaeological properties as well as undiscovered properties in sensitive areas are possible due to increased site population, increased recreational use of the site and a potentially associated increase in vandalism. With implementation of identified mitigation measures, including an archaeological resources management plan, no significant operational impacts are anticipated.

Alternative 2

In general, construction and operational impacts to archaeological resources under Alternative 2 would be similar to those described for Alternative 1, except at the Mill Site (RHTW Zone) where it is assumed that a portion of the area would be retained for conservation. Conservation of a portion of the Mill Site would result in a lower potential for impacting unrecorded archaeological sites, as well as the *Pre-contact Midden* and the *Port Gamble Workers Housing Debris Site*. However, redevelopment and conservation activities conducted by different parties could result in less coordinated planning for management of archaeological resources or a consistent response to the inadvertent discovery of archaeological resources encountered during construction.

No Action Alternative

Scenario A – Continuation of Existing Conditions

Under Scenario A, no redevelopment would occur. The existing land uses would remain as described under existing conditions. However, even with a continuation of existing

conditions, there is potential for future impacts to archaeological resources on the project site associated with maintenance or other activities associated with existing uses. Without ongoing management or agreed-upon treatment measures, damage could occur to archaeological properties as well as undiscovered resources in areas deemed sensitive for hosting archaeological resources.

Scenario B – Redevelopment by others under Existing Zoning

Under Scenario B, impacts to archaeological resources would be similar to those described for Alternatives 1 and 2, except that development would be carried out by different parties at different times under different applications, and there would likely be a less coordinated approach to cultural resources.

Scenario C – Redevelopment of Upland by Others Under Existing Zoning/Purchase of Mill Site by Others for Conservation

Under Scenario C, impacts to archaeological resources would be similar to those described for Alternatives 1 and 2 on the upland portion of the site. On the Mill Site, if grading or debris removal does not extend more than six feet below the existing ground surface, no impacts would be expected occur to archaeological resources as a result of conservation by others.

3.5.3 Mitigation Measures

Required/Proposed Mitigation Measures

At this time only the *Buena Vista Cemetery*, is eligible for the NRHP. Mitigation measures that follow assume evaluation of the archaeological properties is completed and that all sites in **Table 3.5-1** indicated as “considered eligible for NRHP” are determined eligible for listing in the NRHP. In addition, the Port Gamble Historic District is assumed to delineate an area of high sensitivity for future discovery of additional archaeological sites.

Implementation of the following mitigation measures would prevent impacts to significant archaeological sites:

- **Avoidance.** Impacts to an archaeological site can be avoided by re-designing elements of the proposal to by-pass the archaeological site boundaries and a buffer area. Avoidance requires delineation of archaeological site boundaries and project impacts, and agreement on appropriate site buffers.

Buena Vista Cemetery - impacts (the potential to encounter unmarked interments) can be avoided by establishing a sufficient buffer zone through consultation with DAHP around the existing fence at the base of the slopes on the east and west, at the north edge of the road along the south boundary, and between the fence and the bluff scarp on the north edge.

Pre-Contact Shell Midden - impacts can be avoided by limiting the depth of excavation on the Mill Site to six feet or less, or by raising the elevation of the existing ground surface and thereby the depth of excavation relative to the site location.

Port Gamble Workers Housing - impacts can be avoided by establishing a buffer to prevent excavation below existing grade that is 15 meters (50-feet) wide around the boundary. Increased protection would be provided by adding fill to the site to increase the distance below proposed surface to the site. Data recovery would be provided where it is determined that avoidance cannot be fully observed.

- **Data Recovery.** Recovery of the information that makes a site significant can be implemented through consultation among the County, DAHP, affected Tribes, and other appropriate consulting parties. A research design guides excavation under permit from DAHP.

The *Port Gamble Dance House and Babcock Dairy*, the *Port Gamble Chinese Laundry and Residences*, and the *Port Gamble Workers' Housing* sites could require data recovery of all or part of each site, depending on final project design.

- **Inadvertent Discovery Plan.** A plan to be implemented on the discovery of archaeological deposits or human remains at any time within the redevelopment area would minimize impacts over the life of the redevelopment and beyond.
- **Monitor.** Ground disturbance related to infrastructure development would be monitored by a qualified archaeologist under the guidance of a Monitoring and Discovery Plan (MDP) approved by DAHP, the County and other consulting parties. The MDP would provide notification protocols to be followed upon discovery.
- **Archaeological Resources Management Plan.** The Port Gamble Redevelopment Project assumes a long period of development. Given the identified archaeological sites and indication of the correlation of buried remains with historic maps in the *Port Gamble Historic District*, development of an archaeological resource management plan (ARMP) for the entire redevelopment area is the best way to guide identification, evaluation, and treatment of archaeological properties through the course of future development. The ARMP would be developed by a professional archaeologist in consultation with Kitsap County, OPG, DAHP, and affected tribes at a minimum.

The ARMP would include a long-term research design based on an historic context expanded from HAER documentation prepared by Eakins 1997a, the overview of Sharley et al. 2010, and the technical investigations of Rinck et al. 2013. The research design would identify significant gaps in current understanding and would pose research questions to fill those gaps which archaeological research could help to answer. Also included would be methodologies for survey, testing, and data recovery and thresholds

for their implementation. Provisions for curation, reporting, and continued consultation would also be included as would a comprehensive guide to existing archival resources, including those kept by the Puget Mill Company and its successors.

The ARMP would provide GIS-based management tools at various scales related to archaeological potential to ensure that cultural resources are protected during the extended development. GIS would indicate the sensitivity level of a parcel, tract, or alignment and might recommend: 1) additional cultural resource investigation; 2) investigation to identify boundaries or establish buffers for a known site; 3) archaeological monitoring during construction or; 4) guidelines for development of mitigation measures, like data recovery. The plan would also provide an inadvertent discovery protocol that would guide consultation with DAHP, the Tribes, and other consulting parties in the event of unplanned discovery of human remains or archaeological deposits. Such a management plan would be adjusted through the life of the project as data was collected.

- In the case of inadvertent discovery of cultural resources within the RHTR, RHTC and RHTW areas, the proposed use resulting in the discovery could be moved to the “reserve lots” to avoid disturbance of the discovered resources.

3.5.4 Significant Unavoidable Adverse Impacts

No significant unavoidable adverse impacts on archaeological resources are anticipated with implementation of the required/proposed mitigation measures listed above.

3.6 HISTORIC RESOURCES

This section describes the existing historic and cultural resource conditions on and in the vicinity of the Port Gamble site. Potential impacts from redevelopment of the DEIS alternatives are evaluated and mitigation measures identified. This section is based on the *Historic Properties Technical Report* (January 2018) prepared by Artifacts Consulting, Inc. (see **Appendix I**).

3.6.1 Historic Resources

Affected Environment

Designated landmarks are those properties that have been recognized locally, regionally or nationally as significant resources to the community, city, state or nation. Recognition may be provided by listing in the National Register of Historic Places (NRHP) or the Washington Heritage Register (WHR); through a nomination process managed by the Washington State Department of Archaeology and Historic Preservation (DAHP); or, by listing as a local landmark. Typically, a property is not eligible for consideration for listing in the NRHP or WHR until it is at least 50 years old.

National Register of Historic Places

The National Park Service administers the NRHP, which is the official federal list of districts, sites, buildings, structures and objects significant in American history, architecture, archaeology, engineering and culture. National Register properties have significance to the history of their community, state or the nation. Nominations for listing historic properties come from State Historic Preservation Officers, Federal Preservation Officers for properties owned or controlled by the United States Government and Tribal Historic Preservation Officers for properties on tribal lands. In Washington State, the Washington State Advisory Council on Historic Preservation, organized and staffed by DAHP, considers each property proposed for listing and makes a recommendation on its eligibility.

To be eligible for listing, a property must normally be at least 50 years of age and possess significance in American history and culture, architecture or archaeology to meet one or more of four established criteria.

To be eligible for listing in the National Register, a property must also have integrity, which is defined in the NRHP listing criteria as "the ability of a property to convey its significance." Within the concept of integrity, the NRHP recognizes seven aspects or qualities that in

various combinations define integrity: feeling, association, workmanship, location, design, setting and materials (see **Appendix I** for details).¹

The Port Gamble Historic District is listed as a national historic landmark.

National Historic Landmarks Districts

National Historic Landmark (NHL) Districts possess a significant concentration, linkage or continuity of sites, buildings, structures or objects that are historically or aesthetically united by either a plan or physical development. The NHL program utilizes six criteria to assess the national significance of a property (36 CFR Part 65).

In 1966, the town of Port Gamble was designated as a NHL District due to the fact that the town represents part of the significant timber industry in the Pacific Northwest, and serves as a rare and exceptionally intact example of a 19th century company-owned mill town.

The NHL District nomination establishes 1853-1895 as the period of significance. However, to capture the continued development after 1895, the 2018 Technical Report recommends that the period of significance for the town extent to 1959.

Washington Heritage Register

The Washington Heritage Register (WHR) is an official listing of historically-significant sites and properties found throughout the state. The list is maintained by DAHP and includes districts, sites, buildings, structures and objects that have been identified and documented as being significant in local or state history, architecture, archaeology, engineering or culture. Sites which are listed in the NRHP are automatically added to the Washington Heritage Register.

Kitsap County

Kitsap County designates a portion of the Port Gamble site as a Type-1 Limited Area of More Intensive Rural Development (Type-1 LAMIRD). In conjunction with that designation, the County adopted the Port Gamble Rural Historic Town (RHT) Ordinance (Chapter 17.321B) that seeks to protect the historic character of the community. The intent of these regulations is to provide for visually compatible development and redevelopment of the town, while also containing such development within logical permanent town boundaries. The RHT Ordinance divides Port Gamble into three distinct zones: Rural Historic Town Residential (RHTR), Rural Historic Town Commercial (RHTC), and Rural Historic Town Waterfront (RHTW). The zones outline compatible development for Port Gamble and also create Town Development Objectives (TDOs) that guide development and are consistent

¹ National Park Service. *How to Apply the National Register Criteria for Evaluation*. National Register Bulletin, 15. U.S. Department of the Interior, National Park Service, Interagency Resources Division, 1997.

with standard historic preservation practices (see **Section 3.9, Relationship to Plans and Policies**, and **Appendix I** for details).

Area of Potential Effect (APE)

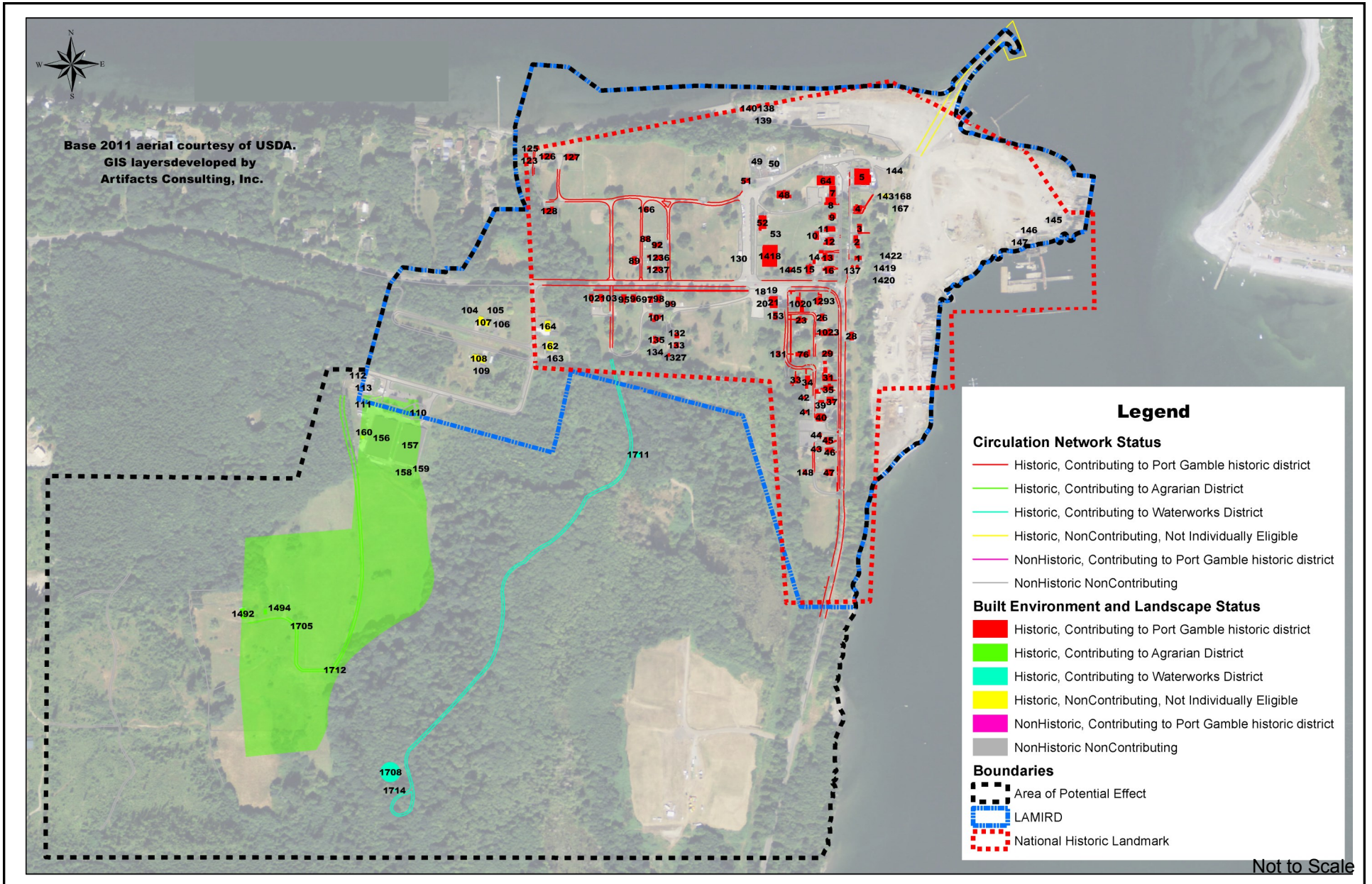
This section addresses the potential for affecting cultural resources within the Area of Potential Effect (APE) for the Port Gamble redevelopment site, consistent with the guidelines of the Department of Archaeology and Historic Preservation (DAHP). The APE encompasses the Port Gamble Redevelopment Project site (see **Appendix H**)

Historic Context

The history and development of Port Gamble can be divided into eight development periods. These periods represent distinct bursts of activity that shared a common theme or motivation. Often these development periods shaped localized areas within the Town Site or Mill Site. Platting is mentioned below in several time periods, but none of those plats currently exist. The development periods for Port Gamble include the following (see **Figure 3.6-1** for a map illustrating historic development of the site and the associated development periods and **Appendix I** for details on these development periods):

- **1853 – 1858:** This period encompasses the initial establishment of the mill and the site’s earliest construction efforts. Pope and Talbot Lumber Company established the Puget Mill Company at Port Gamble and constructed the first buildings along the bay, including the mill itself, as well as a bunkhouse, general store and a block house. The first platting of the Town Site also occurred during this period and featured 85 lots along the bluff. The mill quickly became a significant presence in the lives of the native S’Kiallam people who resided there. At the beginning of the mill’s development, native people sold dogfish oil and shellfish to the mill and its workers. Early on, however, tribal members gained employment by the mill, becoming invaluable when the Fraser River Gold Rush in British Columbia drew much of the work force away in 1858. The period falls within the time frame established by the NHL nomination.
- **1859 – 1889:** This period begins after the initial platting of the Town Site and includes the employee-built houses along Rainier Avenue. Construction at Port Gamble increased substantially during this time and included a second mill, a mill dock and a merchandise wharf, as well as residential construction such as bunkhouses and single family residences along Rainier Avenue overlooking the water. Amenities were also constructed to support workers and their families, including the Franklin Lodge No. 5, St. Paul’s Episcopal Church and the first school in Kitsap County. The Town Site was known as “Boston” and later “Little Boston”. Native workers who were skilled paddlers generally arrived at the mill by canoe, and later by rowboat. Baseball was an important social pastime in Port Gamble as early as 1877. The Port Gamble baseball team, the “Unknowns”, included both native and non-native team members competing in the “Sawdust League” of mill towns. The period falls within the time frame established by the NHL nomination.

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Source: Artifacts Consulting, Inc., 2018.



Figure 3.6-1
Property Status Map

- 1890 – 1901: This period corresponds with the 1892 Town Site plat addition that established a second residential district on the western edge of town. Small houses (approximately 51 houses) were constructed to house workers in the district; Managers and higher-level employees lived in the Rainier Avenue district, while other employees lived in the newer district. The first five years of this period fall within the time frame established by the NHL nomination.
- 1902 – 1920: This period includes the major community, commercial and multi-family construction growth. The period corresponds with the 1910 plat addition filing and changes to alleys, as well as increased railroad activity in the region and exposure to broader building and architectural trends. During this time frame numerous new buildings were constructed, including additional houses/cabins, the Community Hall, the Puget Hotel, the Puget Hotel Annex and its addition, the hotel stable, the market, the office and general store building, a school, and a slaughter house. This period concluded the era of major construction for the company town.
- 1921 – 1940: During this period, the Puget Mill Company was sold to the Charles R. McCormick Lumber Company. The new owners rebuilt the sawmill and docks on the site and housing was moved from Port Ludlow to augment the existing Port Gamble housing stock. Tribal workers remained a sizable portion of the workforce during this period. The national economic depression in 1929 greatly affected mill operations on the site, and the financial toll on McCormick Lumber Company resulted in Pope and Talbot Lumber Company incorporating in 1938 to take the mill back from McCormick Lumber Company.
- 1941 – 1959: During this period of development the mill experienced increased production in response to the demands of World War II. No further residential development occurred during this time; however the Pope and Talbot Company commenced a ten-year expansion plan which included improvements to the Port Gamble operations to enhance efficiency. Many Port Gamble employees purchased homes outside of Port Gamble during this period to take advantage of the rising housing market and many of the homes at Port Gamble began to fall into disrepair.

While most tribal workers continued to live off the Port Gamble site, several tribal families moved to Port Gamble during this period.

- 1960 – 1979: Early preservation efforts of the town occurred during this period. While no new buildings were constructed in the town during this time frame, development continued along the Mill Site. A hardwood chip facility was added to the mill, as well as other equipment that required fewer employees. These improvements, combined with the opening of the Hood Canal Bridge which allowed employees to live further away, helped to change the composition of the town.
- 1980 – 2013: During this period the mill closed (1995) and the lives of workers and residents changed dramatically; a member of the S'Klallam Tribe was amongst the men who loaded the last log at the mill. Olympic Property Group (OPG), a subsidiary of Pope Resources, took over site management of Port Gamble in 2001 and continued the

rehabilitation of buildings to market the town as a vacation/tourist area. A wedding pavilion was constructed and a commercial corridor was developed along Rainier Avenue which transitioned houses in this area to commercial uses.

Historic Properties

The Port Gamble site includes 134 existing buildings, 97 of which are 50-years of age or older (Historic Property Inventory (HPI) forms were completed for these properties and included in **Appendix I**). Property types within the Port Gamble NHL District include buildings, structures, circulation network, trees and the landscape. The historic contributing properties are associated with the development themes and periods identified above in the Historic Context discussion.

Buildings and Structures

The Port Gamble NHL District includes 110 buildings and structures (see **Figure 3.6-2** for a map these buildings/structures and **Appendix I** for details on each building/structure). Of these buildings/structures, 29 are non-historic and non-contributing to the historic district; three (3) are historic, non-contributing to the historic district and not individually eligible for NRHP listing; and, 78 are historic and contributing to the historic district.

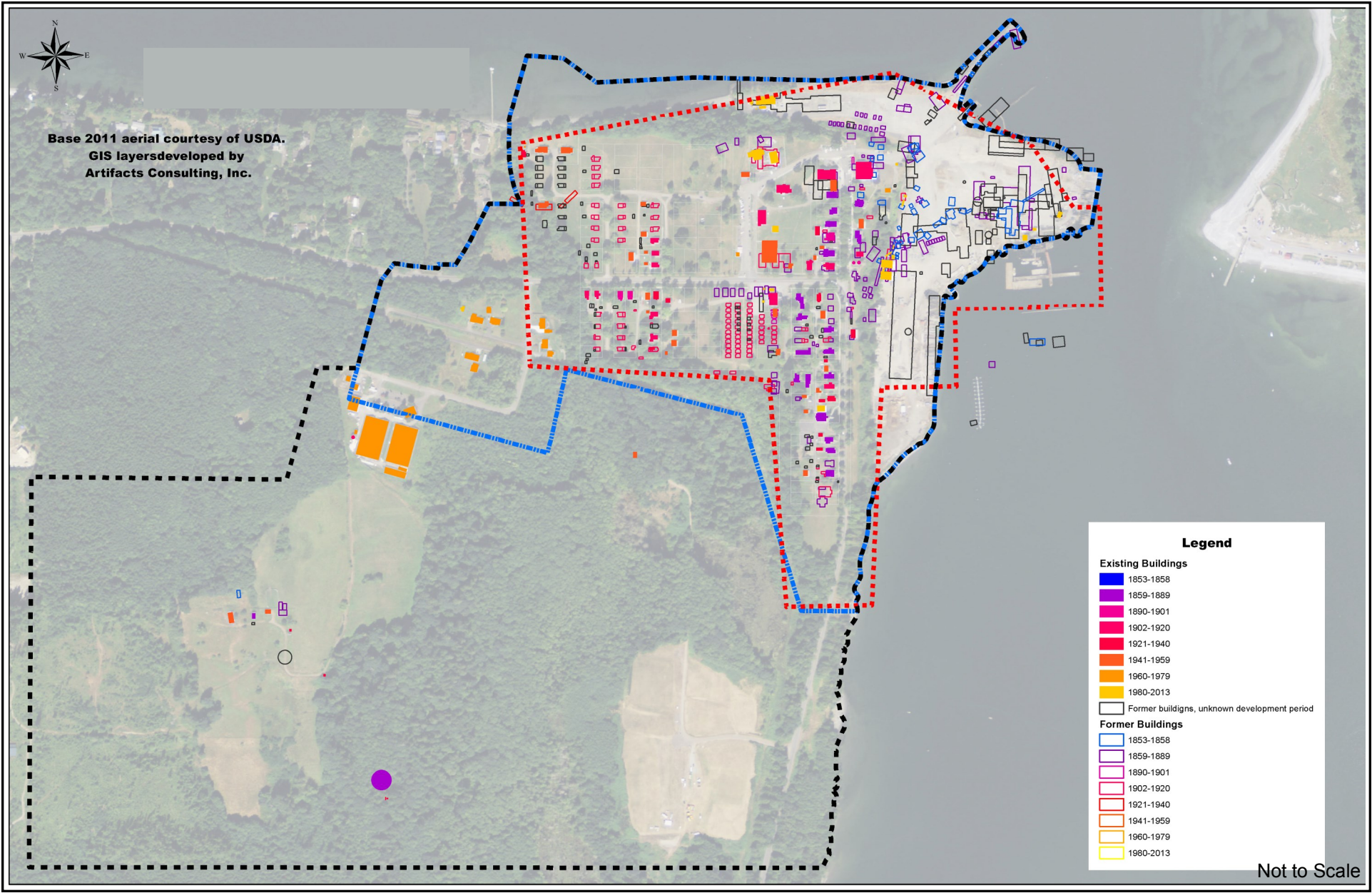
Outside of the Port Gamble NHL District, but within the redevelopment site, there are 24 other buildings and structures, 11 of which are historic and not individually eligible for NRHP listing and 13 of which are non-historic and non-contributing to a historic district.

Circulation Networks

The Port Gamble NHL District includes a variety of roads, alleys and sidewalks (see **Appendix I** for map of the circulation network). Historic circulation network features that contribute to the historic district stem from the alignments in the 1910 and 1921 plat maps for Port Gamble that create the anchoring grid network that defines building placement, orientation, circulation and the overall town character. Existing roads contributing to the grid pattern include: Pope Street, Rainier Avenue, Olympia Avenue, Talbot Street, Kitsap Avenue, Teekalet Avenue, Walker Street, Puget Avenue, Alley between Pope and Walker Street, Alley between Pope and Talbot Street, Alley from Olympia Avenue to Rainier Avenue, and Sidewalks along Pope Street, Rainier Avenue and Olympia Avenue.

Outside of the Port Gamble NHL District, but within the redevelopment site, there are fewer roads, no alleys or sidewalks/trails. Non-historic roads include: Gamble Village Roads (Gamble Way NE, NE Carver Drive, and N Power Drive NE), gravel roads for utility purposes and Olympic Resource trails south of Port Gamble.

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Source: Artifacts Consulting, Inc., 2018.



Figure 3.6-2
Development Periods Map

Trees

The Port Gamble NHL District contains over 276 street, residential and site trees (see Figure V-6 of **Appendix I** for a map indicating the status of each tree within the historic district and redevelopment area). Of these trees, approximately 126 are considered historic trees that contribute to the historic district, approximately 12 trees are considered historic and non-contributing trees, approximately 66 trees are considered non-historic and contributing to the historic district, and approximately 72 trees are considered non-historic and non-contributing to the historic district².

Outside of the historic district, but within the redevelopment area, there are site and orchard trees associated with the former Babcock farm site.

Landscape

The Port Gamble NHL District is not a federally-designated historic landscape and the character of the site's landscaping changed over time in response to mill management and residents. Existing historic, contributing features include lawns around buildings and sidewalks, low picket fences, and the tennis court.

Outside of the historic district, but within the redevelopment area, the landscape is predominantly characterized by forest stands.

3.6.2 Impacts of the Alternatives

This section identifies and analyzes impacts to potentially eligible historic resources within the APE. Impacts under Alternatives 1 and 2 are expected to be similar; any differences between the alternatives are noted. The Area of Potential Impact is coincident with the site boundary (see Figure V-1 of **Appendix I**).

Alternative 1

Redevelopment under Alternative 1 would generally reinforce historic development patterns on Port Gamble site and provide for contemporary interpretations in new construction within the parameters of the proposed design guidelines for the redevelopment area. Alternative 1 would retain all 78 of the on-site structures that are considered historic and contributing to the Port Gamble historic district. Approximately 12 ancillary structures that are considered secondary, contributing resources are proposed for demolition. The historic circulation network (i.e., roads, alleys, sidewalks) and grid alignment would largely be retained under Alternative 1. The majority of the historic trees that contribute to the historic district would be retained (removal would only occur for safety consideration and/or street improvements). As possible, existing historic

² Storms subsequent to the 2013 tree survey have resulted in some downed trees.

contributing landscape features (i.e., lawns around buildings and sidewalks, low picket fences and the tennis court) would be preserved as well.

Under Kitsap County's RHT Ordinance, redevelopment of the Port Gamble NHL District is anticipated to be guided by the *Historic American Engineering Record (HAER) Report* for the site (1997) and would use the *Secretary of the Interior's Standards for Historic Rehabilitation and Guidelines for Rehabilitating Historic Buildings (SOI Standards)* as a guide. The Town Development Objectives (TDOs) within the RHT zoning (KCC 17.321B.025) provide guidance consistent with those standards. Specific potential impacts within the Port Gamble NHL District would relate to lot patterns and circulation, as well as the long-term protection of the site (see **Appendix I** for details on impacts under Alternative 1).

RHTW Area

The RHTW area is comprised of the former Mill Site and does not contain any historic properties. Vestiges of the industrial past are minimally present, but without the context of the mill they are considered non-contributing structures to the historic district. Native historic sites do exist in this area (refer to Section 3.5 (Cultural Resources) of this Draft EIS for detail).

Construction

Redevelopment under Alternative 1 would not involve the demolition of any historic features in the RHTW area; demolition of non-contributing features would be anticipated. Further evaluation of any above-grade utility, data, communication, or underground water, sewer and other infrastructure construction for the RHTW area would occur during project permitting to ensure no significant impacts on historic resources would occur from this construction.

Operation

Since RHTW area is presently devoid of historic features, proposed uses and construction that evoke and interpret the historic past would be desirable. Alternative 1 would include uses that are compatible with the historic record, including light industry, commercial and housing. In conformance with TDO 5, the proposal would provide greater massing and bulky, large-footprint buildings that conjure the historic mill and related structures. Housing is documented on the site and would be historically appropriate for the area. Cabins would have historic precedence. Townhomes, attached condominiums and, multi-family housing while not present in the historic record, can be compatible if they are in compliance with the TODs and with SOI Standards. Design guidelines would be included in the Development Agreement between the applicant and Kitsap County. These guidelines would ensure that proposed construction complies with SOI Standards, including scale, height, massing, site design, and historic view corridors to and from the RHTC and RHTR areas, Hood Canal, Port Gamble Bay and Point Julia. In addition, dock replacement as part of a separate action could provide a direct interpretive connection to the historic sawmill and seagoing commerce (see **Chapter 2** for further description of separate actions related to the proposed redevelopment).

In the past, the street pattern of the RHTW area was ever changing, depending on the needs of the mill. Alternative 1 would retain the primary historic surface transportation approach to the RHTW area. Proposed parking would be compatible with the SOI Standards, TDO 6 and the Kitsap County parking requirements (KCC 17.32B.065).

RHTR Area

The RHTR area currently includes the main residential area of the Port Gamble NHL District and the Gamble Village development to the west. This area contains 27 historic properties and several vacant lots where houses, dormitories and duplexes were once located. It also contains the Buena Vista Cemetery and St. Paul's Episcopal Church.

Construction

Under Alternative 1, all of the primary contributing structures in the RHTR area would be retained. Redevelopment under this alternative would require the demolition of approximately six accessory structures (sheds and garages) that are identified as secondary, but contributing structures in the 1997 HAER Report. Structures that are identified for demolition would be documented and their removal would be reviewed by a qualified consultant prior to demolition. As a result no significant impact to historic structures are expected.

Further evaluation of any above-grade utility, data, communication, water, sewer and other infrastructure construction for the RHTR area and extending service to the RHTW area would occur during project permitting to ensure no significant impacts on historic resources from this construction.

Operation

Site Design

The site plan for the Alternative 1 would largely conform to the historic street grid in the RHTR area. However, the plan would deviate from the existing historic grid in the area south of Pope Street and west of Rainier Avenue, and include a curvilinear street configuration as Talbot Street intersects with Olympia Avenue which would impact the configuration of Lots 46, 50-52, 53-55, and the area designated as a park at the intersection of Talbot Street NE and Olympian Avenue NE. Talbot Street would continue west to another curve at the intersection with Teekalet Avenue and Olympia Avenue would curve north to the proposed roundabout at Pope Street. Curvilinear streets were incorporated into the site plan to avoid critical areas (i.e., wetlands).

The 1910 and 1921 plat maps define the traditional grid for the area and since the north side of Talbot Street was platted in a traditional grid, it is reasonable to assume the grid would have extended to the south side of Talbot Street. Redevelopment in the RHTR area would represent an opportunity to reassert the traditional grid as a character defining feature with new construction.

TDO 1 describes the importance placed on the historic grid pattern – new development shall reflect historic town platting patterns, including small lot development, alleys, narrow streets, sidewalks, on-street parking and historic styles of street lighting. However, wetlands and other features that are subject to regulation must also be taken into account.

A portion of the RHTR area is reserved for relocation of new residential uses if unanticipated archaeological resources are found in other portions of the RHTW, RHTR or RHTR areas.

Lot Orientation, Size and Setbacks

Lot orientation, size and setbacks are crucial to reinforcing the grid pattern for the area and Alternative 1 would generally maintain the historic lot pattern in the RHTR area. However, proposed redevelopment under this alternative would include some changes to the historic orientation of lots. Lot 109 would orient its frontage onto Teekalet Avenue, while the historically-appropriate orientation is towards Pope Street. Lots 113 to 121 bounded by Walker Street, Teekalet Avenue and Puget Avenue originally oriented toward Teekalet Avenue and Puget Avenue; Lots 122 and 123 in the proposal would reflect that original orientation.

Two parcels would be designated for cottages, including lots previously containing small worker cabins that maintain the grid alignment. Therefore, the historic use and orientation of these lots would be maintained.

Alternative 1 would include setbacks that would generally reflect the historic development patterns, which include varying setbacks in different neighborhoods. Homes located west of Kitsap Avenue tended to be near the street along the north edge of lots lines, while homes along Pope Street were centered within lots with frontage close to the street.

Rehabilitation and Adaptive Reuse

The 1997 HAER Report identifies eighty-five (85) existing historic structures in Port Gamble. Forty-three (43) structures are considered primary resources and forty-two (42) are secondary resources. Thirty-six (36) of the primary resources are identified as dwellings and 28 of those are located in the RHTR area. Thirty-nine (39) secondary (but contributing) structures are sheds or garages. The Buena Vista Cemetery and St. Paul's Episcopal Church are also located in the RHTR area. Alternative 1 proposes to retain all identified single family residences and the majority of the secondary structures. Some demolition of secondary, contributing structures (garages and sheds) is anticipated.

The TDOs require that rehabilitation of existing structures conform with SOI Standards and be informed by the 1997 HAER Report. All existing historic buildings within the RHTR area have been rehabilitated in conformance with SOI Standards. The proposed future Development Agreement between the applicant and Kitsap County would include design guidelines that would provide direction on appropriate new construction to meet the standards outlined in the TDOs. Therefore, significant impacts on historic structures in this area are not expected.

Infill Development

Much of the existing open space in the RHTR area once contained a dense residential area with distinctive neighborhoods. Alternative 1 proposes 144 new residences in this area (171 with retained 27 existing units), including 104 single family residences and 40 cottage-style housing units. These new residences would be historically appropriate. Cottage-style housing design would include consideration of the overall plan and individual structures to reflect the compatibility with historic street patterns and design parameters; consideration of other design constraints such as existing trees, roadway slopes and drainage patterns could result in deviation from a strict grid pattern. This would be ensured through the design guidelines for the project contained in the Development Agreement

TDOs A, B, C1 and C2 specifically address new construction and the proposed design guidelines would provide additional direction for infill development under Alternative 1. New construction would include contemporary designs that respect the siting, scale, massing and materials of the historic structures, but would not replicate or mimic those structures.

Open Space, View Corridors and Landscaping

The existing open space in the RHTR area generally reflects the historic removal of prior residential buildings. Historically, parks and recreation amenities came and went over time depending on the needs and composition of the workforce. Constant features include the wooded areas along the bluff on the Mill Site; street trees along Rainier, Olympic and Teekalet Avenues; and, the vistas and view corridors entering town and to and from the Mill Site.

Alternative 1 would preserve the bluff areas that separate the residential and commercial areas from the Mill Site, the Buena Vista Cemetery, and would create a number of small neighborhood parks, recreation areas and park/playground. It would also reinforce the bluff along Machias Creek and protect the majority of the older and historic street trees. Existing street trees would be retained on Rainier Avenue and Pope Street; however, a small number of trees could be lost due to safety considerations and/or street improvements. New street trees would be provided throughout the RHTR area and would be consistent with the design guidelines contained in the Development Agreement. Therefore, no significant impact on open space, view corridors and landscaping in this area are expected.

Vistas to and from the Mill Site are important features, as well as view corridors into town on SR 104, Pope Street and Rainier Avenue. Under Alternative 1, conformance with the design guidelines and adherence to the current County regulations would reaffirm these view corridors.

Circulation

The historic circulation pattern in the RHTR area was made up of streets, alleys, sidewalks and trails. The primary streets were all platted, while some alleys and most trails were generated by necessity or convenience. Alternative 1 would generally maintain the historic

circulation pattern in this area. However, this alternative would include a few changes to the historic circulation pattern as described below.

The historic street pattern of the Port Gamble NHL District was disrupted when Pope Street and the portion of Rainier Avenue south of Pope Street became SR 104. Under Alternative 1, a roundabout is proposed at Pope Street and Puget Way NE to control and slow traffic through the historic residential area, and to mitigate impacts (see Section 3.13 **Transportation**). While the roundabout is a more appropriate solution from a historic perspective than a traffic signal, the roundabout would alter the historic street configuration by creating an access road (Olympia Avenue NE) to the southwestern residential area. Older and historic street trees could also be affected by the proposed roundabout and bike lanes on Pope Street and Rainier Avenue.

Under this alternative, vehicular access from Kitsap Avenue to Pope Street (SR 104) would be closed. Kitsap Avenue is an important historic roadway and the blocking of this road would alter the historic circulation pattern. However, maintaining access to SR 104 from Kitsap Avenue could create intersection spacing issues and safety concerns which could prevent maintaining access from Kitsap Avenue to SR 104.

While this alternative would affect certain portions of the historic circulation pattern it would re-establish the roadway north of Walker Street which was previously abandoned. The proposed extension of Carver Drive would also not affect any historic resources.

Historic road names should be retained with proposed redevelopment. Olympian Avenue is labeled in this alternative as a new road intersecting Pope Street south of the proposed roundabout. It takes the historic name (Olympia/Olympian Avenue) of what is labeled Alley C in this alternative. A more appropriate name for this roadway is Pacific Avenue as its location approximates the historic Pacific Avenue. Currently, the alley immediately west of Rainier Avenue is called Olympian Avenue; under Alternative 1 it is referred to as Talbot Street.

Alternative 1 would include some new alleys located primarily north of Pope Street and west of Rainier Avenue to provide access to parking lots, individual garages and parking areas. The proposed alley system would generally adhere to the SOI Standards. Alley H is in the general location of what was known as Pacific Avenue. Alley D is an existing feature, although not historic, and is a vestige of an unnamed alley that extended southwest from Pope Street.

An important character-defining historic feature of the area is the unified block configuration which is largely devoid of curbcuts and driveways. Driveways and front-loaded garages are incompatible with the character of the Port Gamble NHL District. Outside of the Port Gamble NHL District (but within the RHTR area) driveways could be appropriate but should be minimized and screened from the historic district. Under Alternative 1, some circumstances may prevent alley-loaded lots and shared driveways are proposed off of the main access to minimize the number of curbcuts. A small number of lots may also be

accessed through a common open space. Alley access to a number of lots (Lots 50-52 and 53-64) is not shown under Alternative 1 but would be more consistent with the historic circulation pattern.

On-street parking and alley parking would be historically appropriate in the Port Gamble NHL District. Port Gamble also historically included informal trail systems, as well as sidewalks. Alternative 1 would include a sidewalk and trail system that would reinforce historic activities and would not adversely affect primary features of the Port Gamble NHL District. Street lighting did not historically exist at Port Gamble and if required, would be addressed through the design guidelines contained in the proposed future Development Agreement.

RHTC Area

The RHTC area historically served as the commercial and social center of Port Gamble and currently includes 21 structures (not including sheds/garages). Primary contributing structures include the Walker-Ames House, The Puget Hotel Stables, the Chinese Worker's Dormitory, the Community Hall, the Masonic Hall, the General Store/Office, the Market, and the Automotive Repair and Gas Station. The existing tennis courts and two water tanks are considered secondary, contributing resources. The Drew House, Jackson House and New York House, together with the Walker-Ames House, are among the oldest and most significant residential structures in Port Gamble.

Construction

Under Alternative 1, all of the primary contributing structures in the RHTC area would be retained. Two accessory structures (sheds and garages) that are considered secondary, but contributing structures in the 1997 HAER Report would be demolished. Demolition would be documented and reviewed by a qualified consultant prior to demolition, and no significance impacts on historic structures in this area are anticipated.

Operation

Site Design

The historic commercial area is located at the northwest edge of town, where it served the mill and its workers, and buffered residents against the industrial impacts of the mill operations. This area has sustained considerable change over its history. Overall, Alternative 1 would reestablish the historic commercial and public character of this area by introducing new uses and larger infill buildings in appropriate locations. Historic lot configuration would be retained along Rainier Avenue NE and Pope Street (SR 104). At the northeast corner of the intersection of Pope Street and Pacific Way, a new public market is proposed near the site of the former Puget Hotel Annex. The Vista Pavilion would continue the legacy of active public use on the approximate site of the Puget Hotel north of NE View Drive/Puget Way.

Rehabilitation and Adaptive Reuse

Alternative 1 proposes the retention of all identified primary contributing structures, and some of the secondary contributing structures. Demolition of select secondary, but contributing structures (garages/sheds) is also proposed.

The TDOs require that rehabilitation of existing structures conform to SOI Standards, and be informed by the 1997 HAER Report. All existing historic buildings within the RHTC area, except for the Walker-Ames House, have been rehabilitated. The TDOs further require that, “a qualified consultant or site design and architectural review committee” provide comments and recommendations on all development. The design guidelines proposed to be contained in the future Development Agreement would provide direction on rehabilitation and appropriate construction to meet the standards outlined in the TDOs.

Adaptive reuse of historic homes along Rainier Avenue as commercial properties is ongoing today and would continue under Alternative 1. The continued rehabilitation and maintenance of primary contributing buildings is important to the character of the town. The design guidelines contained in the proposed future Development Agreement would also address accessibility requirements and other code issues relative to commercial activities in historic structures.

Infill Development

Under Alternative 1, new construction is proposed in the commercial area, primarily around the perimeter block bounded by Rainier Avenue NE, Puget Avenue and Pope Street. TDOs A, B, C1 and C2 specifically address new construction, and design guidelines contained in the proposed future Development Agreement would provide additional direction. Appropriate new construction would include contemporary designs that respect the siting, scale, massing and materials of the historic context, but would not replicate or mimic historic structures. The visual connections between the RHTC and RHTW areas via new construction along NE View Drive and extending to the Mill Site would be important design aspects of the proposal.

Open Space, View Corridors and Landscaping

Street trees, screened parking areas and the wooded bluff areas looking down to the Mill Site are important landscape features of the RHTC area. The mature street trees along Rainier Avenue NE and Pope Street are particularly significant as they frame views, soften edges and provide the primary vertical design element in the RHTC area. Alternative 1 would retain the existing street trees on these streets; however, some trees could be removed if they are determined to be dangerous. A small number of street trees could be removed to allow the construction of the proposed roundabout. Alternative 1 would also include a number of new street trees along Puget Way.

Alternative 1 would include landscaping to buffer parking lots from the street. As required by Kitsap County regulations; this landscaping would also comply with TDO 6 and KCC 17.321B.065. Provisions for solid wood fencing would be less desirable than screening

through plantings. The design guidelines contained in the proposed future Development Agreement would address appropriate landscaping for this area. Screening from the street and the Buena Vista Cemetery would also be important for the lot south of the Vista Pavilion.

The bluffs above the Mill Site would be protected under Alternative 1 and would maintain the historic function of screening the commercial and residential areas from other Mill Site development. The bluffs also provide important view corridors to the water, which would be maintained under Alternative 1.

Circulation

Under Alternative 1, the proposed roundabout would create a new traffic pattern in the RHTC area. Rainier Avenue would remain one-way in the northbound direction. This proposed circulation pattern would not significantly alter the historic sense of place and would satisfy SOI Standards and the TDOs.

New alleys (Alley R, S, T and U) would be provided to service the proposed parking lot in the RHTC area. While curbcuts are not encouraged in the Port Gamble NHL District, this area has experienced considerable change over its history and access to the site has changed with different uses. The design guidelines contained in the proposed future Development Agreement would address landscaping and screening of these access alleys, as well as the parking areas.

Vehicular parking has been a use in this area since automobiles were first introduced. On-street parking is appropriate along Rainier Avenue and Puget Way. A parking lot is proposed in the RHTC area on the site of certain secondary, but contributing historic accessory buildings. A small parking area associated with the new pavilion facility is also proposed south of the Vista Pavilion. The lot is on the location of an existing secondary, but contributing structure and the location of the lot would be somewhat visible from the Buena Vista Cemetery, the historic Chinese dormitory and the Puget Hotel stables. However, existing landscaping and required landscaping around parking lots should provide appropriate screening.

RR and RW Area

Operation

Infill Development

Alternative 1 would include proposed infill development to the west of the agricultural field and farmstead, retaining these two features intact for possible interpretive purposes. Several lots in the RHTR area are reserved for relocation of single-family residential uses if archaeological resources are found in these areas. Views towards Hood Canal would also remain.

Circulation

Under Alternative 1, proposed circulation would be routed to the top of the bluff to the west behind an existing tree canopy and out of the view of the Port Gamble NHL District. The existing site access road would be repurposed as a trail and would allow continued use and enhanced interpretation. This approach would avoid impacts that would otherwise be necessary if the road continued to provide vehicular access. The agricultural field would remain as open pasture land.

Alternative 2

Potential historic resource impacts under Alternative 2 would be similar to under Alternative 1. The primary differences between these alternatives would be the reduced scale of redevelopment at the Mill Site, and the addition of an area for conservation purposes under Alternative 2 which would be purchased and conserved by others. Since there are no historic properties on the Mill Site, impacts under Alternatives 1 and 2 would be similar.

Alternative 2 would include similar development in the RHTR, RHTC, RR and RW areas as under Alternative 1, and historic resource conditions would be similar to Alternative 1 (see **Appendix I** for the details of impacts under Alternative 2).

Alternative 3 – No Action Alternative

The No Action Alternative includes three scenarios. The main differences between these scenarios would occur on the Mill Site. This alternative also includes subtle differences in the RHTR and RHTC areas (see **Appendix I** for details on impacts under Alternative 3).

Scenario 3A – Continuation of Existing Conditions

Under this scenario, the site would remain in its present configuration and uses, and while historic buildings would be maintained to a degree, these structures would experience gradual deterioration due to underuse or vacancy. The introduction of multiple owners on the site could increase the potential for individual building rehabilitation as needed over time, but a unified vision for the historic company town could be lost, endangering its “defining and essential characteristics” as outlined in the TDOs.

Existing trees and open space on the site would remain. The potential for multiple owners of the site could result in the loss of coordinated tree and landscape maintenance.

Scenario 3B – Redevelopment by Others under Existing Zoning

Scenario 3B would feature piecemeal buildout by multiple owners. Circulation patterns would remain the same as described for Alternative 1. However, it is assumed that design guidelines would not be provided and all development would be subject only to the existing zoning and TDOs.

RHTW Area

There are no historic properties in this area and potential historic impacts would be similar to those described for Alternative 1.

RHTC Area

Potential historic impacts identified for this area under Scenario 3B would generally be similar to those under Alternative 1. Under this scenario, less commercial development is proposed; however additional housing would be included in the form of townhomes and condominiums above a mixed-use building. The proposed development would generally comply with the TDOs and SOI Standards, but the townhomes along Pope Street and Walker Street would require careful siting and landscaping to avoid inappropriate visual impacts to Buena Vista Cemetery.

Lot Orientation and Landscaping

Under Scenario 3B, townhouse development would be oriented in a double row of units along Puget Way, Walker Street and Pope Street. Access would be from Walker Street via an alley, and the units would be oriented toward this access alley. A substantial amount of green space would be located south of the units along Pope Street. Historically, lots and structures on this block were oriented toward Pope Street and this scenario would maintain that orientation.

The townhomes to the north of Walker Street would be adjacent to Buena Vista Cemetery and should be screened to minimize the visual impact from the cemetery.

RHTR Area

Potential historic impacts under Scenario 3B would generally be similar to those under Alternative 1. However, this scenario would include larger lot sizes which could be incompatible with historic precedent and would alter the development patterns of Lots 503 and 521.

Lot Size and Orientation

Lot sizes varied throughout Port Gamble's history between 60 to 65 feet by 114 to 120 feet. Scenario 3B proposes larger lot sizes in the RHTR area, although the specific sizes are undefined.

Lots 503 and 521 would include platted lots under Scenario B which would be appropriate under SOI Standards, if properly oriented. Lots on the perimeter of Lot 503 would be properly oriented towards Pope Street, along Olympian Way, and Talbot Street, although the proposed road configuration would deviate from the grid and create some awkwardly shaped lots. Lot 521 would contain an extension of Alley N to Walker Street, with the southern section of the alley roughly following the historic location of Kitsap Avenue. Five platted lots would orient onto Walker Street and four lots would orient toward the waterfront. Historically, lots in this block oriented east/west toward Teekalet Avenue and Kitsap Avenue.

Circulation

The circulation pattern under Scenario B would be similar to under Alternative 1, with the exception of the alley extensions and the absence of the Carver Drive extension north to Olympian Avenue.

RR and RW Areas

Under Scenario B, lot sizes in the RR area would be as described for Alternatives 1 and 2. Potential historic impacts in the RR areas under Scenario 3B would be similar to those described under Alternatives 1 and 2.

Under Scenario B, the upland RW zone would be platted out with ten 20-acre lots per code. These larger lots would encroach into the agricultural field.

Scenario 3C – Upland Existing Zoning, Mill Site Conservation by Others

Scenario 3C would be similar to Scenario 3B with the exception of proposed development at the Mill Site. Conservation of the Mill Site to a natural state would not reflect the historic nature of the Mill Site. Potential historic impacts to the RHTC, RHTR, RR and RW areas would be similar to Scenario 3B.

3.6.3 Mitigation Measures

Required/Proposed Mitigation Measures

- All 78 of the on-site structures that are considered historic and contributing to the historic Port Gamble district would be retained with proposed redevelopment.
- Secondary, contributing structures (i.e., garages and sheds) that are identified for demolition would be documented and their removal would be reviewed by a qualified consultant prior to demolition.
- The historic circulation network (i.e., roads, alleys and sidewalks) and grid alignment would largely be maintained with proposed redevelopment.
- The majority of the remaining historic trees that contribute to the historic district would be retained (removal would only occur for safety consideration and/or street improvements). Additional street trees would be planted to help maintain the historic character of the town.
- Wherever possible, existing historic-contributing landscape features (i.e., lawns around buildings and sidewalks, low picket fences and the tennis court) would be maintained.
- Design guidelines would be included in the proposed future Development Agreement between the applicant and Kitsap County to ensure that proposed development would meet the standards outlined in the County Town Development Objectives (TDOs) for the site's RHT zones.

- Further evaluation of any above-grade utility, data, communication, and underground water, sewer and other infrastructure construction would occur during project permitting to ensure no significant impacts on historic resources.

Other Possible Mitigation Measures

Demolition

- If feasible, ancillary structures that are secondary, contributing resources and proposed for demolition could be deconstructed and relocated.

Lot Layout and Orientation

- The proposed site plans under Alternatives 1 and 2 largely maintain the historic street grid pattern. Potential modifications to the Alternative 1 and 2 site plans to further reinforce the historic grid pattern could include:
 - South of Pope Street, along Olympian Avenue, and along Talbot Street, the historic grid could be simulated by slightly re-configuring Lots 46 and 50-53, as possible, avoiding the curve and aligning structures on Lots 50-53 to provide visual reinforcement of the grid from Pope Street. Appropriate landscaping south of the Olympian Avenue NE and Talbot Street NE intersection could also help to disguise the new curved roads in this area.
 - Lots 113 and 114 could be re-oriented in an east-west orientation to reflect the historic platting pattern and help to reinforce the historic grid along Puget Way. If possible, roof lines should align with the existing structures in the area.
 - Structures on Lots 83, 97 and 109 could strive for continuous building line and possible secondary facades along Pope Street to recreate a sense of the original plat in this area.

Driveways and Garages

- Where alley access is not available and shared driveways or ganged garages are proposed, driveways directly off of streets would not be preferred and street parking could be provided as an alternative.

Circulation Pattern, Street Names and Parking

- Landscaping, road markings or interpretive signage/markers could be considered as part of the proposed Pope Street roundabout.
- Retention of the Kitsap Avenue-Pope Street could be investigated further to retain the historic grid and roadway system; however, retention may not be feasible due to safety issues associated with intersection spacing.
- Alley C between N Talbot Street and Pope Street could be renamed as Olympia Avenue as it was historically known and the proposed Olympian Avenue could be renamed Pacific Avenue as it lies on the approximate location of that historic roadway.

- The proposed parking lot in the RHTC should be screened with landscaping as tall fencing would not be appropriate for the Port Gamble NHL District.
- Access to proposed parking areas could be provided through a minimal opening to the street to minimize impacts from the street, cemetery and other historic buildings in the area ; landscaping could also be provide to lessen impacts.

Trees

- Street trees along Rainier Avenue NE and Pope Street are historically significant and should be maintained if possible. If trees are required to be removed from these streets, new plantings should be provided.

Interpretation

- An interpretive plan could be developed to provide historic information for visitors, residents and employees. Elements could include story boards, interpretive exhibits, smart phone applications, the trail system and design elements in new construction projects.

Historic Resource Protection

- A qualified consultant currently provides and will continue to provide recommendations on proposed development in the RHT zone. Additional resources for County staff (e.g. training) could provide the expertise and processes to encourage and direct appropriate redevelopment on the site.
- Covenants, Conditions and Restrictions (CC&Rs) could be provided to address specific design issues.
- Kitsap County could become a Certified Local Government (CLG) to boost its overall capacity to work effectively with historic properties and take advantage of funding, training and expertise provided by the National Park Service and the Washington State Historic Preservation Office.

3.6.4 Significant Unavoidable Adverse Impacts

No significant unavoidable adverse impacts on historic resources are anticipated with implementation of the required/proposed mitigation measures listed above. Implementation of the other possible mitigation measures above would further reduce other potential impacts on historic resources, but are not required to avoid significant unavoidable adverse impacts.

3.7 AIR QUALITY/GREENHOUSE GAS (GHG) EMISSIONS

This section of the DEIS provides a description of existing air quality and greenhouse gas (GHG) conditions and regulations, and evaluates potential air quality and GHG-related impacts that could occur with redevelopment of the Port Gamble site. An estimation of the project's GHG emissions, as they relate to climate change is provided in this section based upon the best information available at this time. GHG emissions are calculated using the tools from the Washington State Department of Ecology's (Ecology) Guidance for Ecology including the Greenhouse Gas Emissions in SEPA Review and SEPA GHG Calculation Tool (see **Appendix J** for the full GHG emissions worksheets).

3.7.1 Affected Environment

Air Quality

Air quality is generally assessed in terms of whether concentrations of air pollutants are higher or lower than ambient air quality standards set to protect human health and welfare. Three agencies have jurisdiction over the ambient air quality in the Port Gamble area: the United States Environmental Protection Agency (EPA), Washington State Department of Ecology (Ecology) and the Puget Sound Clean Air Agency (PSCAA). These agencies establish standards that govern both the concentrations of pollutants in the outdoor air and contaminant emissions from air pollution sources.

To track air quality conditions, Ecology and local agencies maintain a network of monitoring stations throughout the greater Puget Sound region. These stations are typically located where air quality problems may occur, and so are usually in or near urban areas or close to specific large air pollution sources. Other stations are used to indicate regional air pollution levels. Based on monitoring information collected over a period of years, the EPA and Ecology designate regions as being "attainment" or "nonattainment" for particular air pollutants. Attainment status is therefore a measure of whether air quality in an area complies with the National Ambient Air Quality Standard (NAAQS) for a specific so called "criteria" air pollutant. Regions that were once designated nonattainment that have since attained the standard are considered "maintenance" areas.

Most air contaminant measurements in most areas of the Puget Sound region have been below federal air quality standards in recent years and have shown decreasing trends for several years. This indicates air quality in most areas is generally good despite growth and development, although challenges exist complying with some recently promulgated and more stringent air quality standards. Pertinent air pollutants are discussed in greater detail below.

Greater Puget Sound Region

Particulate Matter – PM10 and PM2.5

Particulate matter air pollution is comprised of particles either emitted directly into the air (e.g., dust) or formed when hot gases cool and condense. Such air pollution is generated primarily by industrial activities and operations involving fuel combustion and material handling, and by other fuel combustion sources like motor vehicle engines, vessel engines, and residential wood burning. Federal, state, and local regulations set limits for particle concentrations in the air (i.e., mass per unit volume) based on the size of the particles and the related potential threat to health. When first regulated, particle pollution was based on "total suspended particulate," which included all size fractions. As sampling technology improved and the importance of particle size and chemical composition became more apparent, ambient standards were revised to focus on the size fractions thought to be most dangerous to human health.

At present, there are standards for inhalable "coarse" particles less than about 10 micrometers (microns) in diameter (PM10) and inhalable "fine" particles less than about 2.5 microns in diameter (PM2.5). The latter size range (and even smaller "ultrafine" particles) are now thought to represent the most dangerous size fractions of airborne particulate matter because such small particles (e.g., a typical human hair is about 100 microns in diameter) can be breathed deeply into the lungs. In addition, such particles are often associated with toxic substances, deleterious in their own right, which can adsorb to particulate matter and be carried into the respiratory system. Based on the most recent studies, in 2006 the EPA set more stringent standards for PM2.5.¹

There are currently no PM10 or PM2.5 monitoring stations in the immediate vicinity of the Port Gamble site. There are no designated non-attainment areas in Washington State at present, however, 10 communities have been identified as being at risk of violating standards for particulate matter. Because the remaining areas in Puget Sound have complied with the newest standard, it is likely that throughout most of the year, existing fine particulate concentrations are less than the limits set by the standards near the alternative sites as well. During prolonged periods of stagnant meteorological conditions, however, it is possible that emissions from vehicles and combustion sources like residential wood burning sometimes elevate particulate matter concentrations to levels that nearly reach or exceed the health based standards.

Carbon Monoxide (CO)

CO is a by-product of incomplete combustion. It is generated by vehicular traffic and other fuel-burning activities, such as residential space heating, especially if the space heating units

⁽¹⁾ USEPA, 2006, *40 CFR 50: National Ambient Air Quality Standards for Particulate Matter*, EPA-HQ-OAR-2001-0017; FRL-RIN 2060-AI44, September 21, 2006

use solid fuels such as coal or wood. There are two short-term air quality standards for CO: a 1-hour average standard of 35 ppm and an 8-hour average standard of 9 ppm.

The impacts of CO are usually localized near the source(s), with the highest ambient concentrations usually occurring near congested roadways and intersections during periods of cold temperatures (autumn and winter months), light winds, and stable atmospheric conditions. Such weather conditions reduce the atmospheric mechanisms that disperse and dilute pollutants.

The Port Gamble site is not within a CO air quality maintenance area.² There have been no measured violations of the standards in many years, and measured CO levels at all monitoring locations in the state have shown a decreasing trend in CO concentrations since the early 1990's.³ These trends are the result of federal, state, and local plans and vehicle emission control requirements designed to reduce vehicle emissions by implementing use of lower pollutant-emitting vehicles and cleaner fuels.

Ozone

Ozone is a highly reactive form of oxygen created by sunlight-activated chemical transformations of nitrogen oxides and volatile organic compounds (hydrocarbons) in the atmosphere. Ozone problems tend to be regional in nature because the atmospheric chemical reactions that produce ozone occur over a period of time, and because during the delay between emission and ozone formation, ozone precursors can be transported far from their sources. Transportation sources like automobiles and trucks are among the sources that produce ozone precursors.

Typical existing sources of air pollution on and near the Port Gamble site include automobile and truck traffic traveling on local roads and highways, light industrial enterprises, and residential wood-burning devices. Residential wood burning produces a variety of air contaminants, including relatively large quantities of fine particulate matter (PM10 and PM2.5, respectively). Pollutant emissions from diesel sources (e.g., most heavy-duty truck and bus engines) include PM2.5 and a variety of toxic air pollutants. Non-diesel vehicle emissions are comprised primarily of carbon monoxide (CO), but also include small amounts of sulfur dioxide, toxic air pollutants, and both hydrocarbons and nitrogen oxides, which can transform to become ground-level ozone.

Vehicles emit PM10 and PM2.5 directly in their exhaust and indirectly as a function of their tires acting on paved and unpaved surfaces, but the amounts of particulate matter

⁽²⁾ In 1991, a nonattainment area was established that encompassed a large portion of the Everett-Seattle-Tacoma urban area. EPA redesignated the Central Puget Sound region as attainment for CO in 1997, and the region remains a CO air quality maintenance area.

⁽³⁾ USEPA, 2011, AirData: Access to Air Pollution Data, <http://www.epa.gov/air/data/index.html>

generated by individual vehicles are small compared with some other sources (e.g., a wood-burning stove).

The Puget Sound Clean Air Agency (PSCAA) has jurisdiction over air quality in Kitsap County and for the Port Gamble site. There are no air pollutant monitors in the vicinity of the site except for one PM2.5 monitor near Bremerton, approximately 20 miles to the south of the site. As previously discussed, air quality in the Port Gamble site vicinity is generally good based on existing monitoring trends throughout the greater Puget Sound region.

Energy

On a planet-wide scale, a key source of GHG emissions is the burning of fossil fuels (especially coal) used to produce power used by consumers for electrical power and natural gas for home heating needs. However, in the Pacific Northwest - unlike other regions in the United States - power companies are able to use hydro-electric energy sources which are considered renewable.

Puget Sound Energy provides electricity to over 117,000 customers in most of Kitsap County and is the electrical service provider for the Port Gamble site. There is currently no commercial natural gas service to the site. Some individual residences and businesses have propane tanks.

Greenhouse Gas Emissions and Climate Change

The global climate is continuously changing, as evidenced by repeated episodes of warming and cooling documented in the geologic record. The rate of change has typically been incremental, with warming or cooling trends occurring over the course of thousands of years. The past 10,000 years have been marked by a period of incremental warming, as glaciers have steadily retreated across the globe. Scientists have observed, however, an unprecedented increase in the rate of warming in the past 150 years. This recent warming has coincided with the Industrial Revolution, which resulted in widespread deforestation to accommodate development and agriculture, and an increase in the use of fossil fuels, which has released substantial amounts of GHG emissions into the atmosphere.⁴

GHG emissions, such as carbon dioxide, methane, and nitrous oxide, are emitted by both natural processes and human activities and trap heat in the atmosphere. The accumulation of GHG in the atmosphere affects the earth's temperature. While research has shown that the earth's climate has natural warming and cooling cycles, evidence indicates that human activity has elevated the concentration of GHG in the atmosphere beyond the level of naturally- occurring concentrations resulting in more heat being held within the atmosphere. The Intergovernmental Panel on Climate Change (IPCC), an international

⁴ IPCC, 2007.

group of scientists from 195 governments, has concluded that it is “extremely likely” - a probability listed at 95-100 percent - that human activities accounted for more than half of the increase in global average surface temperatures from 1951 to 2010.”⁵

The IPCC states that climate change will amplify existing risks and create new risks for natural and human systems. Risks would be greater for disadvantaged people and communities and countries at all levels of development. Key risks include:

- risk of severe ill-health and disrupted livelihoods resulting from storm surges, sea level rise and coastal flooding; inland flooding in some urban regions; and periods of extreme heat;
- systemic risks due to extreme weather events leading to breakdown of infrastructure networks and critical services;
- Risk of food and water insecurity and loss of rural livelihoods and income, particularly for poorer populations; and,
- Risk of loss of ecosystems, biodiversity and ecosystem goods, functions and services;

The Department of the Interior Northwest Climate Science Center was created to help safeguard the Northwest’s natural and cultural resources by providing managers and decision makers with accessible science on climate change impacts and adaptation options. The Center’s research indicates the following projected impacts of human-based climate change in the Northwest, including Washington, Oregon and Idaho and surrounding river basins:⁶

- Changes in temperature (increase by 3 degrees Fahrenheit to 10 F by 2070-2099)
- Changes in precipitation with summer precipitation decreasing by up to 30 percent by the end of the century.
- Changes in water supply and quality including reductions in winter snow accumulation and melting glaciers.
- Increased wildfire frequency and severity.
- Increased Frequency and intensity of extreme events such as droughts, floods and heat waves.
- Coastal communities threatened by sea level rise, erosion, inundation, and threats to infrastructure and habitat posing a threat to coastal communities
- Increase spread and damage from invasive species, pests and pathogens.

⁵ IPCC, *Fourth Assessment Report*, February 2, 2007.

⁶ U.S. Department of the Interior, U.S. Geological Survey. Northwest Climate Science Center. *Science Agenda for 2018-23*. Adopted November 29, 2017.

On-site GHG Emissions

Existing GHG emissions on the Port Gamble site are currently associated with the existing residences, commercial/retail uses, light industrial uses on the Mill Site and transportation sources from vehicles traveling to and within the site.

Regulatory Context

United States Environmental Protection Agency

The U.S. Environmental Protection Agency (EPA) is charged with enforcing the Clean Air Act and has established air quality standards for common pollutants.

On September 22, 2009, EPA released final regulations that require 29 categories of facilities to report their GHG emissions annually, starting in 2011. Facilities covered by these regulations include oil refineries, pulp and paper manufacturing, landfills, and a variety of other manufacturing and industrial sources of emissions. Individual development projects, such as the Port Gamble Redevelopment Plan, are not subject to these regulations.

State of Washington

In February of 2007, Executive Order No. 07-02 was signed by the Governor establishing goals for Washington regarding reductions in climate pollution, increases in jobs, and reductions in expenditures on imported fuel.⁷ This Executive Order established Washington's goals for reducing GHG emissions as follows: to reach 1990 levels by 2020, 25 percent below 1990 levels by 2035, and 50 percent below 1990 levels by 2050. This order was intended to address climate change, grow the clean energy economy, and move Washington toward energy independence.

In 2007, the Washington legislature passed SB 6001, which among other things adopted the Executive Order No. 07-02 goals into statute.

In 2008, the Washington Legislature built upon SB 6001 by passing E2SHB 2815, the Greenhouse Gas Emissions Bill. While SB 6001 set targets to reduce emissions, the E2SHB 2815 made those firm requirements and directed the state to submit a comprehensive GHG reduction plan to the Legislature by December 1, 2008. As part of the plan, Ecology was mandated to develop a system for reporting and monitoring GHG emissions within the state and a design for a regional multi-sector, market-based system to reduce statewide GHG emissions.

⁷ http://www.governor.wa.gov/execorders/eo_07-02.pdf

In 2008,⁸ Ecology issued a memorandum stating that climate change and GHG emissions should be included in all State Environmental Policy Act (SEPA) analyses and committed to providing further clarification and analysis tools.

In 2009, Executive Order 09-05 was signed ordering Washington state actions to reduce climate-changing GHG emissions, to increase transportation and fuel-conservation options for Washington residents, and protect the state's water supplies and coastal areas. The Executive Order directs state agencies to: develop a regional emissions reduction program; develop emission reduction strategies and industry emissions benchmarks to make sure 2020 reduction targets are met; work on low-carbon fuel standards or alternative requirements to reduce carbon emissions from the transportation sector; address rising sea levels and the risks to water supplies; and, increase transit options, such as buses, light rail, and ride-share programs, and, give Washington residents more choices for reducing the effect of transportation emissions.

On December 1, 2010, the Department of Ecology adopted Chapter 173-441 WAC – *Reporting of Emission of Greenhouse Gases*. This rule aligns the State's greenhouse gas reporting requirements with EPA regulations, and requires facilities and transportation fuel suppliers that emit 10,000 metric tons carbon dioxide equivalents (MTCO₂e) or more per year, to report their GHG emissions to Ecology. Requirements for reporting began on January 1, 2012.

3.7.2 Impacts

This section focuses on the probable significant air quality, energy and GHG emissions impacts that could result with redevelopment of the Port Gamble site under Alternatives 1 and 2. New development under Alternatives 1 and 2 would add a mix of residential, commercial, agricultural and open space uses to the site, along with associated increases in population and employment. New development on the site would result in air quality emissions during both construction and operations, as well as increases in GHG emissions. Development of the Port Gamble site under Alternatives 1 and 2 would occur gradually over the approximately 15-year buildout of the site, and associated demands for energy and GHG emissions would also increase incrementally over that time period.

Alternatives 1 and 2

Air Quality

Construction

During site preparation and construction of the proposed Port Gamble Redevelopment Project under Alternatives 1 and 2, dust from activities such as excavation, grading, and

⁸ Manning, Jay. RE: Climate Change - SEPA Environmental Review of Proposals, April 30, 2008.

filling would contribute to localized increases in ambient concentrations of suspended particulate matter. Construction contractor(s) would be required to comply with the local air quality regulations to minimize or avoid fugitive dust emissions.

Some construction activities would cause odors, particularly during paving operations using tar and asphalt. The construction contractor(s) would be required to comply with the regulations to control odors so as to prevent undue interference with nearby uses. Such odors would be short-term and therefore unlikely to adversely affect the nearest residences both on and off-site.

Construction would require the use of heavy equipment and haul trucks to deliver construction materials and possibly fill to the site. Vehicle engines would emit air pollutants that would slightly and temporarily degrade local air quality, especially during earthwork activities. Construction activities would be temporary, would move to different portions of the site, minimizing the potential for exceedances beyond the NAAQs and beyond the borders of the site.

Nonetheless, emissions from construction sources and especially from diesel-fueled engines are subject to increasing scrutiny from regulatory and health agencies because of their confirmed and suspected risks to human health. So, even though there is little or no potential of such emissions resulting in pollutant concentrations that would exceed an ambient air quality standard, pollution control agencies are now urging that such emissions be minimized to the extent practicable in order to reduce health risks. With implementation of mitigation measures to provide reasonable controls of emissions of dust, odor, and diesel exhaust, construction activities would not be expected to significantly impact air quality.

Operation

The primary activity associated with operation of the Port Gamble Redevelopment Plan under both Alternatives 1 and 2 that would result in emissions of air pollutants would be traffic to and from the site. All other potential project-related emissions (e.g., heating, ventilation systems, and cooking) would be considered minor contributions. Thus, the focus of this air quality analysis is potential impacts associated with project-related traffic.

Of the various air pollutant emissions from vehicles that are regulated, carbon monoxide (CO) is the pollutant emitted in the largest quantity. CO is therefore often used as an indicator of potential air quality issues related to traffic sources. The most frequently used approach for evaluating CO concentrations in the ambient air is to review (and possibly perform air quality modeling of) traffic conditions near project-affected intersections. Accordingly, traffic conditions with operation of the facility at any of the alternative sites were considered based on the traffic impact analysis conducted for this project (see **Section 3.13, Transportation**, for additional details).

A review based on EPA guidance regarding potential air quality impacts from transportation sources indicated projected traffic conditions in 2023 with and without the Port Gamble

redevelopment would be unlikely to result in any significant air quality impacts. In accord with EPA guidance, the review focused on signalized intersections with levels of service (LOS) D or worse. Unsignalized intersections, and roundabouts or signalized intersections with LOS C or better do not warrant analysis because by EPA definition, the operation of such intersections would have little or no potential to adversely affect air quality nearby.

Expected signalized and unsignalized intersection LOS and average vehicle delays during PM peak traffic periods suggest that Port Gamble-related traffic would, at all but one location, not rise to the level of requiring quantitative analysis of possible CO levels. That is, with one exception; the SR 307 / SR 104 signalized intersection would operate at LOS F under Alternative 1 and LOS E under Alternative 2, without mitigation. However, with the installation of a westbound right-turn lane with an overlap signal phase, traffic operations at this intersection could be improved to operate at LOS C. Under these conditions, the air quality effects of Port Gamble traffic would be minor because project-related delays at nearby intersections are minimal and air quality conditions are unlikely to be adversely affected. Refer to **Section 3.13, Transportation**, for further information.

GHG Emissions

The following analysis estimates the GHG emissions associated with development of the Port Gamble site under Alternatives 1 and 2. The emissions estimates are not adjusted to account for any mitigation factors incorporated into the site design.

The scale of global climate change is so large that a project's impacts can only be considered on a "cumulative" scale. It is not anticipated that a single project would have an individually discernible impact on global climate change. It is more appropriate to conclude that GHG emissions associated with development under Alternatives 1 and 2 would combine with emissions across the state, country, and planet to cumulatively contribute to global climate change.

For purposes of this DEIS analysis, the climate change impacts of the future development, GHG Emissions Worksheets were prepared to estimate the emissions footprint for the lifecycle of the projects on a gross-level basis. The emissions estimates use the combined emissions from the following sources:

- Embodied Emissions – extraction, processing, transportation, construction and disposal of materials and landscape disturbance;
- Energy-Related Emissions – energy demands created by the development after it is completed; and
- Transportation-Related Emissions – transportation demands created by the development after it is completed.

The Worksheet estimates are based on building use and size of buildings under each alternative. Lifespan emissions refer to the total amount of GHG emissions that would be anticipated over the average lifespan of the proposed buildings (approximately 62.5 years). A summary of the potential annual GHG emissions under Alternatives 1 and 2 is shown in **Table 3.7-1** (see **Appendix J** for the full GHG emission worksheets pertaining to each alternative).

**Table 3.7-1
ESTIMATED ANNUAL GHG EMISSIONS – ALTERNATIVES 1 AND 2**

	Alternative 1 (MTCO ₂ e) ¹	Alternative 2 (MTCO ₂ e) ¹
Total Lifespan Emissions	626,054	461,654
Total Annual Emissions	10,017	7,386

Source: Washington State Department of Ecology – SEPA GHG Calculation Tool, 2018.

¹ MTCO₂e is Metric Ton Carbon Dioxide Equivalent.

As shown in **Table 3.7-1**, development under Alternative 1 would produce the largest amount of annual GHG emissions (approximately 10,017 MTCO₂e), with the primary source of emissions related to transportation (vehicle trips to and from the site). Development of the Port Gamble site under Alternatives 1 and 2 would not result in annual GHG emissions exceeding 25,000 MTCO₂e, which is the threshold for potential significance as identified by Ecology (see **Appendix J** for the GHG Emission Worksheets for Alternatives 1 and 2).

These calculations have not taken into account any potential efforts to reduce GHG emissions and the carbon footprint of the development, such as: LEED building techniques; use of sustainable materials; vehicle trip reductions through developing a neighborhood where residents can walk to commercial and recreational uses; and/or, energy conservation measures (see the Mitigation Measures section for potential measures under Alternatives 1 and 2).

As proposed, development of Alternatives 1 and 2 would create a mixed-use neighborhood that would provide residents with opportunities for non-motorized transportation and a range of services on the site, that could result in fewer vehicle trips to and from the site, thereby reducing air quality and GHG emissions.

No Action Alternative

Scenario A – Continuation of Existing Conditions

Under Scenario A, continuation of existing conditions, existing levels of air quality impacts, energy use and GHG emissions would be expected to continue on the Port Gamble site.

Scenario B – Redevelopment by Others Under Existing Zoning

Under Scenario B, redevelopment by others under existing zoning it is assumed that OPG sells the site Port Gamble site and that redevelopment would occur in piecemeal fashion by

others, including industrial development on the Mill Site. Air quality impacts, energy use and GHG emissions could be greater than those identified under Alternatives 1 and 2, due to the more energy intensive, industrial development of the Mill Site.

Scenario C – Redevelopment of Upland Area by Others Under Existing Zoning and Purchase of Mill Site by Others for Conservation

Under Scenario C, redevelopment of the site’s upland area is assumed to occur under existing zoning and the entire Mill Site is assumed to be purchased by others for conservation purposes. Air quality impacts, energy use and GHG emissions would be greater than existing conditions, but less than the impacts identified under Alternatives 1 and 2, as no development would occur on the Mill Site.

3.7.3 Mitigation Measures

Required/Proposed Mitigation Measures

Prior to and During Construction

- Site development and construction activities would comply with applicable Puget Sound Clean Air Agency (PSCAA) regulations regarding construction-related emissions.

During Operation

- Emissions related to building operations would be required to meet all applicable standards, including PSCAA regulations.

3.7.4 Significant Unavoidable Adverse Impacts

Development of the Port Gamble site under Alternatives 1 and 2 would result in increased energy usage and increased levels of GHG emissions, similar to any major development project. However, with the implementation of the required/proposed mitigation measures listed above, no significant unavoidable adverse air quality, energy or GHG-related impacts would be anticipated.

3.8 LAND USE

This section of the DEIS describes the existing land use conditions occurring on the Port Gamble site and the pattern of land uses in the site vicinity. The section evaluates how development under the DEIS alternatives would affect existing and future land uses on and in the vicinity of the site, either directly or indirectly.

3.8.1 Affected Environment

The Port Gamble site includes approximately 318.3 acres of contiguous waterfront and upland property and is located in the north end of Kitsap County in the community of Port Gamble, approximately one mile east of the Hood Canal Bridge adjacent to Hood Canal and Port Gamble Bay.

Existing Land Uses

Site and Vicinity Character

The general land use character of the Port Gamble site and surrounding area is rural with interspersed areas of residential and commercial development. The residential and commercial uses associated with historic Port Gamble are the most prominent uses in the area, with forest land and scattered residential uses typifying the surrounding area. Forest land along with scattered residential and commercial uses (including uses associated with the Port Gamble S'Klallam Tribe) typify land uses to the east across Port Gamble Bay. See **Figure 3.8-1** for a map of existing land uses in the Port Gamble site area.

Existing Uses on the Site

Existing land uses on the Port Gamble site are largely divided into two main areas, including the Type-1 Limited Area of More Intensive Rural Development (Type-1 LAMIRD) on the north portion of the site, and rural zoned areas that comprise the remainder of the site to the south (Rural Wooded and Rural Residential).

Existing uses on the Port Gamble site are detailed below according to the site's five zoning designations: RHTR, RHTC and RHTW (which compose the Type-1 LAMIRD) and RR and RW.

The Type-1 LAMIRD portion of the site (RHTR, RHTC and RHTW zoned areas, see **Figure 2-5** in **Chapter 2** for a zoning map) contains the historic Port Gamble National Historic Landmark District (designated by the National Park Service in 1966) with a town area including shops, restaurants, a museum, wedding pavilion, and other typical town uses, and a residential area to the west and south of the town. Existing residential uses on site are all single family homes. These uses are consistent with the subarea/zoning that was adopted by Kitsap County on July 21, 1999. To the east and north of the town and residential areas is the Mill Site (RHTW zone), the land along the waterfront, including the small spit at the juncture between Gamble Bay and Hood Canal. The rural zoned areas to the south contain forested area, a greenhouse, and several single family homes which are not part of the site.

Port Gamble Redevelopment Plan
Draft EIS



Note: This aerial photo includes some site features that have since been removed as part of the cleanup activities for the Port Gamble site such as the former wharf and dock.



Figure 3.8-1
Land Uses in Site Vicinity

Rural Historic Town Residential (RHTR)

The approximately 68.2 acre RHTR zone includes 27 single family homes, the Buena Vista Cemetery on the north edge of the bluff overlooking the water, and St. Paul's Episcopal Church (which is also used as a wedding venue). This portion of the site also contains open space in the form of grassy fields and forested area.

Several parcels of land surrounded by the RHTR zoned portion of the site, along Power Drive, are not owned by the Applicant and not part of the proposal. These parcels contain single family homes (refer to **Figure 2-3** for the location).

Rural Historic Town Commercial (RHTC) Town Site

The RHTC area, also referred to as the Town Site, is 13.8 acres and is primarily located to the north of SR 104, surrounding S Rainer Avenue. Land uses within the RHTC zone include retail/commercial, office and residential uses in 21 existing buildings. Other uses include the Port Gamble Historic Museum (originally the Pope and Talbot Office), the Walker-Ames House (which is currently vacant and in need of refurbishing), water tanks, community hall, an event pavilion and accessory structures, and surface parking.

Rural Historic Town Waterfront (RHTW) Mill Site

The 31.4 acre RHTW area, also referred to as the Mill Site, encompasses the land along the waterfront, including the small spit at the juncture between Gamble Bay and Hood Canal. This is a flat, low lying area with an elevation 10 to 14 ft. above Hood Canal and Port Gamble Bay. The landward edges of the Mill Site slope steeply up approximately 40 ft. to the town of Port Gamble. The Mill Site is accessed by an asphalt access road that runs down the bluff from the town site. Formerly used as a lumber mill and port with a lumber yard and docks, the Mill Site is currently used by a kayak business, with a large area of remaining concrete foundations and slabs from the mill. A number of older structures, such as docks and old lumber mill structures, were previously removed. Newfield's Laboratory, an environmental lab that conducts advanced biological testing, is also located on this portion of the Port Gamble site in the northwestern corner of this zone.

Rural Residential (RR)

The approximately seven acre RR zoned area includes the Hood Canal Nursery, a non-retail nursery owned by OPG. This area of the site contains two large greenhouses, an office, and several associated warehouses and outbuildings. The rest of the RR zoned area is primarily in open space in the form of critical area buffers.

Rural Wooded (RW)

The 197.9 acre RW area is primarily wooded natural area containing trails and second growth forest. This area also contains a former farm and its associated fields, which are currently used to graze cattle, as well as several abandoned farm buildings. A cleared area located in the southeast corner and consists of trails and fields that have been used by a model airplane flyer's club and organized events, including bike races, distance runs, marathons and ironman events.

Existing Uses in the Site Vicinity

There is limited existing development surrounding the Port Gamble site, which is surrounded by water on two sides (to the north and east) and Port Gamble Forest Heritage Park to the south and forested land owned by OPG (the applicant) to the west. Surrounding land uses are described in detail below. See **Figure 3.8-1** for a map showing existing land uses in the site vicinity.

North

Existing land uses to the north of the Port Gamble site include Hood Canal, a long, narrow natural waterway and one of the four main basins of Puget Sound. Hood Canal separates the Kitsap Peninsula from the Olympic Peninsula.

East

Existing land uses to the east of the Port Gamble site include Port Gamble Bay, and beyond the Bay to the east is the approximately 1,700 acre Port Gamble S’Klallam Tribal Reservation. Land uses on the reservation include residential, commercial and office, with the majority of the area in forestry. The S’Klallam Tribe extensively use Port Gamble Bay for shellfish harvesting, fishing and other subsistence activities.

South

Land uses to the south include the Port Gamble Forest Heritage Park, an approximately 3,400 acre park that contains a series of formal and informal trails systems used by the public for hiking, running, horseback riding and biking. Refer to Section 3.11, **Parks and Recreation**, for additional information about the park.

West

Existing land uses to the west include single family residential uses to the north of SR 104, and forested area with trails owned by OPG to the south of SR 104. Approximately 0.75 mile to the west is Salsbury State Park, which borders Hood Canal, and further west (approximately 1 mile from the site) is the Hood Canal Bridge.

Existing Comprehensive Plan, Zoning, and Shoreline Designations

Site

Existing Comprehensive Plan Designation and Zoning

The Kitsap County Comprehensive Plan land use map identifies three land use categories on the Port Gamble site including Rural Residential, Rural Wooded, and a Type-1 Limited Area of More Intensive Rural Development (Type-1 LAMIRD).¹

¹ Kitsap County Comprehensive Plan 2016-2036.

The current zoning classifications for the Port Gamble site follow the land use designations established in the Comprehensive Plan and include RR, RW and Type-1 LAMIRD. According to the Kitsap County Code, the intent of the Type-1 LAMIRD designation as it relates to the Port Gamble site is to provide for visually compatible infill, development and redevelopment of the existing commercial, industrial and residential areas of Port Gamble, while also containing such development within logical, permanent town boundaries. In conjunction with the Type-1 LAMIRD designation in the Kitsap County Comprehensive Plan, the County adopted the Port Gamble Rural Historic Town (RHT) ordinance that seeks to protect the historic character of the community and “provide for visually compatible infill development and redevelopment of the existing commercial, industrial and residential area in Port Gamble, while also containing such development within logical, permanent town boundaries.”² The RHT zoning seeks to protect the existing historic character of Port Gamble. The ordinance divides Port Gamble into three distinct zones: Rural Historic Town Residential (RHTR), Rural Historic Town Commercial (RHTC) and Rural Historic Town Waterfront (RHTW). The RHT zoning outlines compatible land uses in each zone and also has established Town Development Objectives to guide future development.

Of the total 318.7 acre Port Gamble site area, approximately 113.7 acres lie within the Type-1 LAMIRD area with the remaining 205 acres of the site outside the Type-1 LAMIRD area zoned Rural Residential (RR) and Rural Wooded (RW). The acreage of zoning designations on the Port Gamble site are shown in **Table 3.8-1**, below.

**Table 3.8-1
AREAS COMPRISING THE PORT GAMBLE SITE – EXISTING CONDITIONS**

Site Area (Zone)	Acreage
Rural Historic Town Residential (RHTR)	68.21
Rural Historic Town Commercial (RHTC)	13.75
Rural Historic Town Waterfront (RHTW)	31.39
Rural Residential (RR)	6.98
Rural Wooded (RW)	197.91
Total	318.24

Source: David Evans and Associates, 2018.

According to the zoning code, the RHTR zone is intended to recognize and encourage redevelopment of the historic residential patterns in the town. Residential densities are not to exceed 2.5 dwelling units per acre.

² KCC 17.321B; Ordinance 236.

The RHTC zone is intended to meet many of the town's needs for basic shopping and simple services. The zone also recognizes and reflects the historically significant commercial use of the town, as well as the types of uses present in July 1990. The commercial zone may provide for tourist, visitor, and recreation uses. This zone may also support limited new commercial uses including isolated small-scale businesses and cottage industries not designed to serve the town population, but providing jobs to rural residents.

The RHTW zone is intended to allow for maintaining, developing, or redeveloping a range of uses reflecting historic development and 1990 uses while supporting revitalization of the town as a whole. Forest products manufacturing, natural resource industries, and waterfront shipping are allowed, within the constraints imposed by the county's Shoreline Management Master Program. Other less intensive industrial and commercial uses similar to those of the commercial zone are also allowed. The areas within two hundred ft. of the water are governed by the county's Shoreline Management Master Program, which expresses a preference for water-dependent or water-related uses.

RR zoning is located in the central west portion of the site. According to Kitsap County Code, the zone promotes low-density residential development consistent with rural character. The maximum building height in the RR zone is 35 ft. There is no minimum density (du/acre) standard. However, minimum lot sizes of five (5) acres essentially restricts density to 1 unit per five acres. The maximum building height in the RR zone is 35 ft.

RW zoning is located in the south half of the site. According to Kitsap County Code, the zone is intended to encourage the preservation of forest uses, retain an area's rural character and conserve the natural resources while providing for some rural residential use. The maximum building height in the RW zone is 35 ft., and the maximum residential density is 1 dwelling unit per twenty (20) acres.

Shoreline Designation

The Shoreline Management Act (SMA) of 1971 (RCW 90.58) is intended to protect the public interest associated with shorelines of the state while, at the same time, recognizing and protecting private property rights consistent with the public interest. The primary implementing tool of the SMA is the adoption by local jurisdictions of Shoreline Master Programs (SMP), which must also be approved by the Department of Ecology (Ecology). The SMP applies to all shorelines of the state within unincorporated Kitsap County and those areas landward 200 ft. of such shorelines.

In December 2014, the updated SMP for Kitsap County was adopted. Although the Port Gamble application is vested under the SMP adopted in 1999, with a shoreline environment of "Urban", the 2014 SMP designates the shorelines of the Port Gamble site as "Urban Conservancy".

The SMA establishes two basic categories of shoreline: "Shoreline of State-wide Significance," which are identified in the SMA; and "shorelines," which includes all of the water areas of the state and their associated wetlands, together with the lands underlying

them. The Port Gamble Redevelopment site includes waterfront property and is bordered by Port Gamble Bay to the east and Hood Canal to the north; Hood Canal is considered a “Shoreline of State-wide Significance”. **See Section 3.9, Relationship to Plans, Policies and Regulations** for additional information on shoreline regulations.

The current SMP (2014) classifies shorelines into five distinct environments (Natural, Rural Conservancy, Urban Conservancy, Shoreline Residential, and High Intensity) that provide a framework for implementing shoreline policies and regulations. The shoreline on the Port Gamble site is classified as Urban under the vested 1999 SMP. The shoreline designation of the Port Gamble site was changed to Urban Conservancy when the updated SMP was approved by Ecology. Refer to **Section 3.9, Relationship to Plans, Policies and Regulations** later in this section for further information.

Site Vicinity

The existing Comprehensive Plan designation and zoning surrounding the Port Gamble site is RW to the south and RR to the west, to the north of SR 104. Two isolated areas of Public Facility zoning are also located nearby including Salsbury Point Park approximately 0.75 miles to the west, and a location approximately 0.5 miles to the west, just south of SR 104.

3.8.2 Impacts

Introduction

The Proposed Actions for the redevelopment of the Port Gamble site include: Kitsap County Performance Based Development with Preliminary Plat approval; Kitsap County Shoreline Substantial Development Permit approval; potential future Development Agreement between Kitsap County and Olympic Property Group; future local, state and federal permits that would be required for construction and redevelopment of Port Gamble; and a Kitsap County Critical Area Administrative reduction of the 15’ building setback to 5’. Approval of the Proposed Actions would allow for the redevelopment of the Port Gamble site that would integrate residential, commercial, agricultural and open space uses that are intended to respect the historic pattern of the community, and create an economically sustainable community.

For purposes of environmental review, three alternatives are analyzed in this DEIS, and include Alternative 1 (Full Buildout), Alternative 2 (Lesser Development) and a No Action Alternative with three scenarios. These alternatives are intended to represent a reasonable range of land uses and densities to address the development objectives for the site, the existing regulatory framework, and economic factors (see **Chapter 2** for these objectives). A mix of land uses would be provided on the site under the development alternatives including residential, commercial, agricultural and open space uses. See **Chapter 2, Section 2.6.1** for an overview of Alternatives 1 and 2, and **Table 2-4** for a summary of development under Alternatives 1 and 2.

The No Action Alternative includes three different scenarios: A) Continuation of existing conditions. B) Redevelopment by others under existing zoning. This scenario would assume OPG sells the property and redevelopment would occur with permitted uses under existing zoning in piecemeal fashion by others, including industrial development on the Mill Site. C) Redevelopment of the upland area by others under existing zoning and purchase of the Mill Site by others for conservation. This scenario differs from Scenario B in relation to the Mill Site, which is assumed to be restored to a natural condition with no new development occurring in this area.

As shown in **Table 3.8-2**, compared to existing conditions, redevelopment under the EIS Alternatives would result in increases in building footprint area, parking/roadway area, stormwater/sewage treatment area and dedicated park area (Alternatives 1 and 2), along with a decrease in natural/wooded area.

**Table 3.8-2
PORT GAMBLE SITE AREA SUMMARY**

	Existing Conditions (& No Action A)	Alternative 1	Alternative 2	No Action B Existing Zoning	No Action C Mill Site Conservation
Built Area (Impervious Area)					
Building Footprint	3.64	18.79	16.16	21.61	15.86
Paved Parking/Roadway/Other	34.62	41.28	37.86	39.48	34.64
Other Built Area	0	0	0	2.29	0
Open Space Area (Pervious Area)					
Landscape/Lawn Area	53.43	72.04	66.28	93.63	106.51
Dedicated Park Area	0	1.67	1.67	0	0
Agricultural Area	0	11.50	11.50	3.71	3.71
Natural/Wooded Area	122.41	37.96	37.96	25.75	25.75
Critical Areas/Buffers	103.12	100.62	100.62	103.33	103.33
Other Open Space*	0.00	15.61	27.44	9.02	9.02
Other Pervious Areas					
LOSS Area	0	16.27	16.27	16.28	16.28
Stormwater Ponds	0	1.40	1.40	2.09	2.09
Cemetery	1.11	1.11	1.11	1.11	1.11
Total Site Area	318.30	318.30	318.30	318.30	318.30

Source: David Evans and Associates, 2018.

*Other Open Space includes waterfront park and/or conservation area (RHTW) and airplane field (RW)

This DEIS assumes that buildout of the site would occur over an approximately 15-year time period. However, the actual buildout period could vary based on economic and market conditions.

The types of direct impacts that could potentially occur under the EIS alternatives generally relate to construction impacts, minimal displacement of existing uses, transition in land use patterns, conversion of land uses from vacant to developed, changes in relationships to surrounding uses, changes to building height/bulk and scale, and changes in relationship to existing onsite land uses. Indirect land use impacts that could occur include the potential for increases in off-site development, as well as land use impacts on the surrounding areas. These types of impacts are discussed below for each of the development alternatives.

Construction Impacts

Future development assumed under Alternatives 1 and 2 would consist of three primary activities: 1) clearing and grading; 2) construction of new site infrastructure, including roadways and utilities; and, 3) construction of new buildings, associated parking, and parks/trails.

Site preparation and infrastructure development (including roads and utilities) would generally occur commensurate with the development of specific building projects over the assumed buildout of the Port Gamble site (see **Chapter 2**, including **Figures 2-8** and **2-9** for a discussion of the anticipated phasing). Buildout of the proposed redevelopment is anticipated to occur over an approximately 15 year timeframe (2034), although actual buildout would depend on market conditions.

Site preparation and construction of infrastructure and buildings could result in periodic, temporary impacts to adjacent land uses over the assumed approximately 15-year redevelopment period. Construction-related impacts would include additional amounts of air pollution as a result of dust and emissions from construction equipment and vehicles; increased noise levels from construction activities; vibration associated with construction activities and vehicle movement; and, increased traffic associated with construction vehicles and construction workers. Although construction activities would occur incrementally over the approximately 15-year buildout of the site, such activity would move around the site and could result in temporary impacts to adjacent land uses when construction occurs near the boundary of the site or in close proximity to the existing residential uses within the site boundary.

As mentioned previously, there is limited existing development directly surrounding the Port Gamble site. The closest development is single family homes to the west and the homes/businesses associated with the S'Klallam Reservation to the east of Port Gamble Bay. There are also existing single family homes along Power Drive in the RHTR Zone, which are surrounded by the site property. Overall, construction-related impacts to both on and off-site land uses would be temporary in nature and with the implementation of identified mitigation measures, significant adverse impacts would not be anticipated.

Displacement of Existing Uses

The Port Gamble site contains a number of existing structures and uses. The majority of the existing uses on the Port Gamble site are concentrated within the Type-1 LAMIRD area, and

are associated with the National Historic Landmark District. Existing residential and town uses within the RHTR and RHTC zones (i.e. the RHTR area – 27 single family homes and St. Paul’s Church, and in the RHTC Area – existing businesses, a single family residence, the museum and the Walker-Ames House) would be retained under both Alternatives 1 and 2. The existing marine contractor and materials storage uses which presently occur on the RHTW zoned area (Mill Site) would be discontinued, except for the Newfields Laboratory in the west portion of the Mill Site, which would be retained. Within the RR zoned portion of the site, OPG’s Hood Canal Nursery would also be retained. The recreational trail uses which occur in the RW zoned portion of the site would be expected to continue.

As shown in **Table 3.8-2**, approximately 239 to 245 acres of the site (approximately 75 to 77 percent of the site) would be retained as open space³; additionally, approximately 2.5 to 3 miles of trails would be provided under Alternatives 1 and 2. As a result of the retention of the majority of existing uses and retention of approximately 75 to 77 percent of the site in open space, development under Alternatives 1 and 2 is not expected to result in significant adverse land use displacement impacts.

Transition in Land Use Patterns

Redevelopment of the Port Gamble site would add additional mixed-use development with commercial, residential, and parks/open space uses to the Type-1 LAMIRD area; and new residential, agricultural, utility and trail uses in the RW and RR areas. New development on the site would be consistent with the Comprehensive Plan designations and zoning classifications for the site; the intent of the RHTR zone to “recognize and encourage redevelopment of the historic residential patterns of the town,” the intent of the RHTC zone to “meet many of the town needs for basic shopping needs and reflect the historical significant commercial use of the town”, the intent of the RHTW zone to “allow for maintaining, developing or redeveloping a range of uses reflecting historic development”, the intent of the RR zone to “promote low-density residential development consistent with rural character”, and the intent of the RW zone to “encourage the preservation of forest uses, retain an area’s rural character and conserve the natural resources while providing for some rural residential use”.

The range of proposed land uses and their densities could result in potential land use impacts, including increases in traffic and noise. However, it is assumed that with implementation of proposed project features (i.e. perimeter buffers, roadway improvements, etc.), adherence to applicable development regulations (i.e. Kitsap County Type-1 LAMIRD procedures related to maintaining and enhancing the historic nature of the town), and the Development Agreement between the County and the applicant would

³ Note that open space as mentioned here refers to the aggregate area of “green space” which will exist at project completion. It should be distinguished from the open space calculations referenced on Sheets CV5 and CV6 of the Plat/PBD plan set which refer to open space set aside to meet the 50% open space code requirement.

minimize the potential land use impacts within the site and to surrounding uses in the site vicinity, and no significant land use transition impacts would be anticipated.

Alternative 1 (Proposed Action)

Alternative 1, which represents the applicant's proposal for site development, assumes that approximately 156,000 sq. ft. of commercial mixed-uses (retail and office), approximately 15,000 sq. ft. of restaurant use, approximately 265 new residential units, approximately 30,480 sq. ft. of community/education/industrial space, and approximately 30,000 sq. ft. of other uses (including the West Sound Wildlife Shelter) would be provided on the approximately 318.3-acre site. In addition, approximately 239 acres of open space uses would be provided, in various forms that include landscaped area, parks, agricultural area, natural/wooded area, critical areas and buffers, and stormwater retention ponds. See **Table 2-6 in Chapter 2** for a summary of assumed development on the Port Gamble site under Alternative 1.

The type, character, and pattern of land uses on the site would change by increasing the density of development with a range of additional mixed-uses and additional housing. This change in land use character is intended to be consistent with the existing Port Gamble development, and the Town Development Objectives set forth in the RHT zoning (in the Type-1 LAMIRD portion of the site), and the site's Comprehensive Plan designations and zoning classifications in the RR and RW zoned portions of the site.

Conversion of Land Uses

Rural Historic Town (RHTR, RHTC and RHTW Areas)

Over the approximately 15-year buildout period, redevelopment under Alternative 1 would change the type, character, and pattern of land uses on the Port Gamble site, particularly on the Mill Site (RHTW zoned area) which only contains the Newfield Laboratory at present. With redevelopment under Alternative 1, the existing largely paved Mill Site area would be converted to approximately 4.81 acres of building uses, 7.63 acres of paved area and parking, 10.71 acres of landscaped area, and 7.63 acres of critical areas and buffers; this redevelopment would contain approximately 78 multifamily housing units, approximately 121,000 sq. ft. of commercial uses, and a 100-room hotel.

Within the RHTR and RHTC zoned portions of the site, new development would be integrated with existing development, largely converting land that is presently vacant/undeveloped to building and paved/parking use.

Within the RHTR zoned portion of the site, 144 new residential units would be integrated into the 68.2 acre area together with existing uses that would be retained (including 27 single family homes, St. Paul's Episcopal Church, and the Buena Vista Cemetery). The RHTR area would be converted from the existing 8.27 acres of impervious area and 59.93 acres of pervious open space to 22.89 acres of impervious area (8.35 acres in building footprint and 14.54 acres in paved parking and roadway) and 45.32 acres of pervious open space area

including landscaped/lawn area, park, agricultural, natural/wooded area, critical areas and buffers, stormwater ponds, and the cemetery; a portion of the West Sound Wildlife Shelter would also be located within the RHTR zoned area (see **Table 3.8-1**).

Within the RHTC zone area, 33 new multifamily homes and approximately 35,000 sq. ft. of new commercial uses would be integrated into the 13.75 acre portion of the site together with one existing residence and 48,000 sq. ft. of existing uses that would be retained (commercial, community/education and other uses). The RHTC area would be converted from the existing 2.89 acres of impervious area and 10.85 acres of pervious open space area to 7.27 acres of impervious area (2.28 acres in building footprint and 4.99 acres in paved parking/roadway area) and 6.48 acres of pervious open space area including landscaped/lawn area, parks and critical areas and buffers.

RR and RW Areas

Within the RR zoned portion of the site, existing Hood Canal Nursery uses would remain, including the greenhouses and associated outbuildings, and used for commercial purposes or possibly as pea patches for residents. Active open space uses are also proposed in this area, including the West Sound Wildlife Shelter, agricultural activities and associated structures such as additional greenhouses. The RR area would be converted from the existing 1.38 acres of impervious area and 5.61 acres of pervious open space area to 1.92 acres of impervious area (1.66 acres in building footprint and 0.26 acres in paved parking/roadway area) and 5.06 acres of pervious open space area including agricultural area and critical areas and buffers.

Within the RW zoned portion of the site, new residential development is proposed to be clustered in the southwest corner together with agricultural related uses. In total, ten single family homes are proposed that would be clustered along a new loop road. Larger agricultural uses would be developed on several of the bigger lots within the RW area, associated with and in proximity to the single family uses; these agricultural uses would support and supplement activities occurring in the town and could include a vineyard, demonstration hops growing, beer brewery, vineyard, barns and equine facilities, outdoor recreation, agricultural uses, and open space. Several trails through the area would be retained or improved, connecting the RW zone area and the Port Gamble town site (RHTR and RHTC zone areas) to the north, and a section of the Sound to Olympics trail will pass through the area. The RW area would be converted from the existing 1.29 acres of impervious area and 196.66 acres of pervious open space area to 15.55 acres of impervious area (1.68 acres in building footprint and 13.87 acres in paved parking/roadway area) and 182.36 acres of pervious open space area that includes landscaped/lawn area, agricultural area, critical areas and buffers, stormwater ponds and other open space area.

In general, development under Alternative 1 would create new opportunities for employment and residences and would accommodate approximately 505 employees and

676 new residents⁴. The increase in on-site population (residents and employees) would result in associated increase in demand for schools, public services, and parks and recreation (see **Section 3.11, Parks and Recreation** and **Section 3.12, Public Services** for more information).

Relationship to Surrounding Uses

The relationship of the Port Gamble redevelopment to surrounding uses would primarily be a function of the intensity of the new uses (such as the types of uses, density of the development, and levels of activity associated with the development), the intensity of surrounding uses, the proximity of new uses to surrounding uses, and the provisions of buffers between new uses and surrounding uses.

The proposed land uses that are assumed for the site under Alternative 1 would reflect the existing uses on the site (including residential, commercial, agricultural and open space) and would be generally similar to surrounding land uses in the vicinity of the site. However, the overall building density and land use intensity would be greater on the Port Gamble site due to the assumed level of development. Overall, the amount of building square footage on the site (not including residential) would increase from approximately 114,000 sq. ft. under existing conditions with approximately 201,480 sq. ft. of new development under Alternative 1.

Activity levels (i.e. noise, traffic, etc. associated with new population) on the site would increase as a result of development under Alternative 1 due to the increase in density and associated on-site population (residents and employees) and visitors. Mixed-use redevelopment on the Port Gamble site would result in additional residents living on the site and additional residents and employees traveling to and from the site each day. The increase in on-site population would result in increased activity levels, including pedestrian activity and vehicular traffic travelling to and from the Port Gamble site. Vehicle access to the site would continue to be provided by SR 104; In general, the existing street grid system would be retained and expanded to reflect the town's historic character, with some streets improved to new standards. One potential major road improvement, if implemented by the applicant, would be the extension of Carver Drive to the southwest to provide access to the proposed residences and open space in the RW zone and the LOSS drainfield. Activity levels and vehicle traffic noise on these roadways (as well as along other smaller new internal roadways) would be anticipated to increase with development under Alternative 1 (see **Section 3.13, Transportation**, and **Appendix M** for details on traffic).

Proposed parks and trails together with the existing trail systems in the RW zoned portion of the site would provide recreation opportunities and gathering spaces for residents,

⁴ Based on 2.55 residents per Kitsap County household (2016 American Community Survey).

employees, and the general community, and would continue as a source of activity on the site. See **Section 3.11, Parks Recreation**, for more information.

In general, while activity levels on the Port Gamble site with proposed redevelopment would be greater than the existing commercial, residential and light industrial uses, new activity could be considered a consistent extension and intensification of existing commercial and residential uses. As well, redevelopment within the Type-1 LAMIRD area would be similar to that which historically occurred on the site when Port Gamble was operating at full capacity as an active lumber mill (see **Section 3.6, Historic Resources** for additional information). Proposed landscaping and/or the retention of existing forest/vegetated areas onsite would provide a buffer between on-site uses (and associated activity levels) and adjacent land uses to the west.

A discussion on the relationship of development on the Port Gamble site to surrounding areas is provided below (see **Section 3.10, Aesthetics**, for information on potential visual impacts).

The area east of the site (east of the RHTW and RW Areas) consists of Port Gamble Bay with residential, commercial and administrative uses associated with the Port Gamble S'Klallam Tribal Reservation beyond. Development on the eastern portion of the Port Gamble site would primarily occur on the RHTW area and would include a mix of uses (residential and commercial) that would represent an increase in density and building heights compared to existing uses across the bay. Activity levels would also be greater due to an increased number of employees and residents. The intervening Port Gamble Bay (approximately 400 ft. wide at its most narrow point), a minimum 50 ft. wide shoreline buffer from the water, building height limit of 35 ft. (30 ft. within the 200 ft. Shoreline area) and lighting controls would minimize the potential for land use impacts to the area east of the site.

The area west of the site (west of the RHTR and RW Areas) consists of single family residential and forested uses, with most residential development concentrated west of the RHTR area and north of SR 104, near the Hood Canal shoreline. Under Alternative 1, development on the western portion of the Port Gamble site would consist of additional residential uses in the RHTR area and a new access road and new residential and agricultural uses in the RW area.

Within the RW area, 10 new residences would be developed together with agricultural type uses including barns, a winery or brewery, demonstration gardens, the West Sound Wildlife Shelter, and an amphitheater. This proposed development would occur in a part of the site that is currently undeveloped, and would result in new residents living on this portion of the site and new residents, visitors and employees traveling to and from the area each day. The increase in on-site population would result in increased activity levels, including pedestrian activity and vehicular traffic; vehicle access to the site would be provided by a new access road, Carver Drive; a multi-use path would be provided along the roadway to accommodate pedestrian and bike access. This new development would be buffered from land uses to the

west by vegetation and trees, which would minimize the potential for land use impacts to the area west of the site.

Development on the west portion of the Port Gamble site in the RHTR area would include additional single family and multifamily residential uses that would represent an increase in density compared to existing uses on the site and to the west of the site. Activity levels would also be greater due to an increased number of residents. The approximately 100 ft. wide forested buffer along the west boundary of the RHTR area north of SR 104 would be retained, together with larger lots south of SR 104, which would minimize the potential for land use impacts to the area west of RHTR zoned area of the site.

The area south of the site (south of the RW Area) consists of forested area associated with Kitsap County's Port Gamble Forest Heritage Park, which contains formal and informal trails systems used by the public for hiking, running, horseback riding and biking; there is no existing development nearby the site. Under Alternative 1, new development on the south portion of the Port Gamble site would be limited, and would only occur near the southwest corner, as described above for the RW area. This new development would be buffered from land uses to the south by vegetation and trees, which would minimize the potential for land use impacts to the area south of the site.

The area north of the site (north of the RHTR and RHTW Area) consists of Hood Canal and no impacts to land uses beyond Hood Canal would be anticipated.

Building Height/Bulk/Scale

Existing buildings on the Port Gamble site and in the vicinity are mainly low-rise, one to two-story structures that vary in size; the larger buildings on the site include the four-story General Store building in the RHTC zone area along with the Hood Canal Nursery greenhouses in the RR zoned area, and the larger buildings in the site vicinity include the S'Klallam Tribal Center on the east side of Port Gamble Bay. Proposed redevelopment on the Port Gamble site would add new one, two, and possibly three story buildings to a maximum building height of 35 ft. (30 ft. in height for RHTW buildings within the 200 ft. Shoreline area; the applicant has also requested a variance to allow the proposed hotel to be up to 35 ft. in height). The height of the new buildings would generally be consistent with existing buildings on the site. The bulk and scale of new development would vary throughout the site, with larger buildings being developed on the central and north portion of the Mill Site for hotel, retail, restaurant and office uses. These buildings would be designed and sited to connect with the water and to allow public access to the waterfront. On the southern portion of the Mill Site, smaller scale residential buildings (townhomes and cottages) would be developed. The proposed larger scale buildings on the north portion of the Mill Site would be consistent with or smaller than industrial buildings that were historically situated on the Mill Site location, (such buildings included warehouses, machine shop, magazine, power house, mill, platforms, wharfs, etc.).

Within the RHTR area, new development would be low-rise, 30 ft. in height or less, and within the RHTC, RW and RR-zoned areas, new buildings would be 35 ft. in height or less. These building heights are consistent with the existing zoning requirements and similar to existing buildings on the site and in the site vicinity. Overall, buildings associated with the Port Gamble redevelopment would be compatible with the height/bulk and scale of buildings on the site and in the site vicinity.

Relationship to Existing Onsite Uses

It is assumed that the existing commercial and residential uses on the majority of the Port Gamble site would be retained and would continue to be in active use through construction and full occupancy of new Port Gamble uses. For the existing onsite commercial and residential uses, construction activities could introduce new sources of noise, dust and equipment emissions, and truck traffic that could affect operations on a temporary basis. In general, however, construction impacts would be temporary and the design and layout of new development proposed under Alternative 1 is intended to be compatible with existing land uses, and reflect and respect the historic patterns of the Port Gamble community. As noted previously, new development would create additional opportunities for employment and residences on the site and would accommodate approximately 505 employees and 676 residents. The increase in visitors to the site and on-site population (residents and employees) could result in associated increases in demand for existing commercial uses on the site.

Indirect Impacts

Redevelopment on the Port Gamble site under Alternative 1 would contribute to the cumulative residential and employment growth in Kitsap County and the Port Gamble community. An increase in on-site visitors, resident, and employment population would also contribute to a cumulative increase in vehicular traffic on surrounding roads. The increase in population, visitors and employment could also result in an increased demand for goods and services. It is likely that a majority of this demand would be fulfilled by commercial/retail uses on the Port Gamble site, although a portion of this demand could also be fulfilled by businesses in the vicinity of the site (including in Kingston).

To the extent that area property owners perceive an opportunity for development based, in part, on new employees, visitors and residents associated with the Port Gamble site, some new development in the area could be indirectly generated. Any development in the area generated indirectly by development of the Port Gamble site would likely occur incrementally over time. New development in the site vicinity would be controlled by existing zoning and Comprehensive Plan regulations, which are intended to preserve the local rural character of the surrounding area. Additionally, the recently completed Large On-Site Septic System (LOSS) would be managed to accommodate existing and new uses on the site only, and would not be anticipated to increase development potential outside the Port Gamble site. As a result, significant indirect/cumulative impacts to land uses would not be anticipated.

Alternative 2

Alternative 2 assumes that approximately 35,000 sq. ft. of commercial mixed-uses (retail and office), approximately 15,000 sq. ft. of restaurant use, 225 new residential units, and approximately 30,000 sq. ft. of other uses (including the West Sound Wildlife Shelter) would be provided on the approximately 318.3-acre site. In addition, approximately 250.76 acres of open space uses would be provided, in various forms that include landscaped area, parks, agricultural area, natural/wooded area, critical areas and buffers, and stormwater retention ponds. See **Table 2-8** in **Chapter 2** for a summary of assumed development on the Port Gamble site under Alternative 2.

In general, redevelopment under Alternative 2 would be similar to that under Alternative 1 in the RHTR, RHTC, RR and RW zoned portions of the site, with the primary difference relating to development in the RHTW zoned portion of the site (Mill Site). Although the number of residential units and square footage of commercial space would be less than under Alternative 1, the type, character, and pattern of land uses on the site would change generally as described for Alternative 1 by increasing the density of development with a range of additional mixed-uses and additional housing.

Conversion of Land Uses

Rural Historic Town (RHTR, RHTC and RHTW Areas)

Over the approximately 15-year buildout period, redevelopment under Alternative 2 would change the type, character, and pattern of land uses on the Port Gamble site, particularly on the Mill Site (RHTW-zoned area) is currently used by a kayak business and contains Newfield's Laboratory, an environmental lab that conducts advanced biological testing. A number of older structures, such as docks and old lumber mill structures were previously removed.

With redevelopment under Alternative 2, the existing largely paved Mill Site area would be converted to approximately 2.17 acres of building uses, 4.20 acres of paved area and parking, 4.95 acres of landscaped area, and 7.63 acres of critical areas and buffers and 12.44 acres of other open space area; this redevelopment would contain approximately 38 multifamily housing units, a 100-room hotel, and 15,000 sq. ft. of restaurant use.

Under Alternative 2, it is assumed that a portion of the Mill Site would be purchased by others for conservation purposes and would be subject to conservation activity under a separate permit. This area would include approximately 16 acres with the restored land being used conservation and park and/or open space with public access. Compared to Alternative 1, less residential and commercial development and more open space would occur on the Mill Site.

Similar to Alternative 1, within the RHTR and RHTC-zoned portions of the site, new development would be integrated with existing development, largely converting land that is presently in some form of open space use, to building and paved/parking use. Overall, new

development within the RHTR and RHTC-zoned areas of the site would be as described for Alternative 1 (see **Table 3.7-2**).

RR and RW Areas

Within the RR zoned portion of the site, existing Hood Canal Nursery uses would remain, as described for Alternative 1, including the greenhouses and associated outbuildings. Active open space uses are also proposed in this area, including the West Sound Wildlife Shelter, agricultural activities and associated structures such as additional greenhouses. The RR area would be converted from the existing 1.38 acres of impervious area and 5.61 acres of pervious open space area to 1.92 acres of impervious area (1.66 acres in building footprint and 0.26 acres in paved parking/roadway area) and 5.06 acres of pervious open space area including agricultural area and critical areas and buffers. Overall, the impervious area in the RR area under Alternative 2 is the same compared to Alternative 1 (1.92 acres).

Within the RW zoned portion of the site, new residential and agricultural development is proposed to be clustered in the southwest corner together as described for Alternative 1.

In general, redevelopment under Alternative 2 would create new opportunities for employment and residences and would accommodate approximately 263 employees and 574 new residents, which is less than Alternative 1 due to less development occurring on the Mill Site. The increase in on-site population (residents and employees) would result in associated increase in demand for schools, public services, and parks and recreation (see **Section 3.11, Parks and Recreation** and **Section 3.12, Public Services** for more information).

Relationship to Surrounding Uses

The relationship of the Port Gamble redevelopment to surrounding uses would be a function of the intensity of the new uses, the intensity of surrounding uses, the proximity of new uses to surrounding uses, and the provisions of buffers between new uses and surrounding uses, generally as described for Alternative 1.

The proposed land uses and activity levels that are assumed for the site under Alternative 2 would be generally as described for Alternative 1, except on the Mill Site, which would be redeveloped at a lower level of density as described below.

The area east of the site (east of the RHTW and RW Areas) consists of Port Gamble Bay with residential, commercial and administrative uses associated with the Port Gamble S'Klallam Tribal Reservation beyond. As with Alternative 1, development on the eastern portion of the Port Gamble site would primarily occur on the RHTW area and would include a mix of uses (residential and commercial) that would represent an increase in density and building heights compared to existing uses across the bay. However, less development would occur on the Mill Site under Alternative 2, as more open space (16 acres) would be retained for conservation activities to be conducted by others. Activity levels would be greater than existing conditions due to an increased number of employees and residents, but would be less than under Alternative 1. The intervening Port Gamble Bay (approximately 400 ft. wide

at its most narrow point) and retention of additional open space for conservation purposes would minimize the potential for land use impacts to the area east of the site.

The areas to the west, south and north of the site would be redeveloped generally as described for Alternative 1, and the relationship to surrounding uses would be as described for Alternative 1.

Building Height/Bulk/Scale

Existing buildings on the Port Gamble site and in the vicinity are mainly low-rise, one to two-story structures that vary in size; the largest buildings on the site are the Hood Canal Nursery greenhouses in the RR zoned area, and the largest buildings in the site vicinity are the S'Klallam Tribal Center on the east side of Port Gamble Bay. Proposed redevelopment on the Port Gamble site would add new one to three story buildings to a maximum building height of 35 ft. (30 ft. in height for RHTW buildings within the 200 ft. Shoreline area; however, the applicant has requested a variance to allow the proposed hotel to be up to 35 ft. in height). The height of the new buildings would be generally consistent with existing buildings on the site. The bulk and scale of new development would vary throughout the site, with larger buildings being developed on the north portion of the Mill Site for hotel and restaurant uses. These buildings would be designed and sited to connect with the water and to allow public access to the waterfront. The central and southern portions of the Mill Site would be subject to conservation activity under a separate permit.

Within the RHTR area, new development would be low-rise, 30 ft. in height or less, and within the RHTC, RW and RR zone areas, new buildings would be 35 ft. in height or less. These building heights are consistent with the existing zoning requirements and similar to existing buildings on the site and in the site vicinity. Overall, buildings associated with the Port Gamble redevelopment are compatible with the height/bulk and scale of buildings on the site and in the site vicinity.

Relationship to Existing Onsite Uses

As described for Alternative 1, it is assumed that the existing commercial and residential uses on the majority of the Port Gamble site would be retained and would continue to be in active use through construction and full occupancy of new Port Gamble uses. Existing uses on the Mill Site would be discontinued, except for the Newfields Laboratory.

Construction impacts to existing onsite commercial and residential uses would be similar to Alternative 1, and would be temporary. As noted previously, new development would create additional opportunities for employment and residences on the site and would accommodate approximately 263 employees and 574 residents, which is less than the 505 employees and 676 residents that would be accommodated under Alternative 1. The increase in visitors to the site and on-site population (residents and employees) could result in associated increases in demand for existing commercial uses on the site.

Indirect Impacts

Redevelopment on the Port Gamble site under Alternative 2 would contribute to the cumulative residential and employment growth, and intensification of land uses in Kitsap County and the Port Gamble community, in a manner similar to that described for Alternative 1. The potential for area property owners to perceive an opportunity for development based on new employees, visitors and residents associated with the Port Gamble site would be generally as described for Alternative 1.

No Action Alternative

Scenario A – Continuation of Existing Conditions

Under No Action Scenario A, no redevelopment would occur. The existing buildings and infrastructure would continue to age and degrade over time. The existing land uses and site coverage would remain as described under existing conditions.

Scenario B – Redevelopment by Others Under Existing Zoning

Under No Action Scenario B, land use impacts within the RHTR, RHTC and RR zones would be similar to that described for Alternative 1. Land uses within the RW zone would also be similar, except that no additional agricultural-related uses would be built in this area and residential lots would not be clustered.

Within the RHTW portion of the site (Mill Site), approximately 200,000 sq. ft. of industrial uses would be developed. These industrial uses would be more intensive than those which occur on the site currently, and more of the Mill Site would be in building area with seven large warehouse type buildings. Additional land uses on the Mill Site would include surface parking and a materials stockpile area (refer to **Figure 2-10** in **Chapter 2** for a site plan). Such uses would be consistent with those which historically occurred on the site and would be consistent with the existing zoning designation. However, the development of such uses would be anticipated to result in a greater visual impact to offsite land uses, as well as potentially more noise and air quality impacts in comparison to Alternatives 1 and 2. Although more intensive industrial use of the Mill Site would be historically consistent with land uses which occurred on this portion of the site, and are permitted under the existing uses, such uses could be perceived as incompatible with the current commercial and residential uses on the Port Gamble site. Overall, population and employment on the site would be less than Alternatives 1 and 2 No Action under Scenario B, with 336 residents and 275 employees accommodated by redevelopment under existing zoning.

Scenario C – Redevelopment of Upland Area by Others Under Existing Zoning and Purchase of Mill Site by Others for Conservation

Scenario C would include the same assumptions for the upland area as under Scenario B (development by others under existing zoning), including slightly larger lots in the RHTR zone and 20 acre lots in the RW zone. This scenario assumes that the Mill Site would be restored to a natural condition and no new development would occur in this area. The Mill

Site would be completely left as open space, except that the existing Newfield's Laboratory would remain.

Conservation of the Mill Site to a natural condition would result in fewer overall potential offsite land use impacts. It is assumed that visual impacts would be minimal as the site would be in open space. However, without redevelopment of the Mill Site, the applicant's objectives in terms of creating an economically sustainable community would not be met as there would not be enough new development to sustain the existing town in a viable manner. Overall, under No Action Scenario C, population and employment on the site would be less than Alternatives 1, 2, and Scenario B, with 336 residents and 69 employees accommodated by redevelopment under existing zoning.

3.8.3 Mitigation Measures

Required/Proposed Mitigation Measures

The following required/proposed mitigation measures would address the potential land use impacts associated with redevelopment of the Port Gamble site under Alternatives 1 and 2.

Prior to and During Construction

- The proposed Development Agreement would be negotiated and approved between Kitsap County and the applicant, either as part of the Proposed Actions. It is currently anticipated that the Development Agreement would be adopted concurrently or soon after the issuance of land use approvals for the Port Gamble site redevelopment. The Development Agreement would identify implementing land use regulations for the project that would include regulations and design guidelines related to building height, bulk, and design, consistent with standards in the Kitsap County Code. Future development would be reviewed for conformance with those regulations and design guidelines to ensure that new land uses are compatible with existing uses in the site and in the vicinity.
- Redevelopment would be phased over time, consistent with market demand, as well as the Development Agreement and applicable regulations and standards.
- Approximately 75 to 77 percent of the site would be retained in some form of open space area.

Additional mitigation measures related to construction, aesthetics, transportation, public services and utilities would be provided to minimize overall impacts from development of the site (see **Section 3.1, Earth**; **Section 3.9, Aesthetics**; **Section 3.13, Transportation**; **Section 3.12, Public Services**; and **Section 3.14, Utilities** for further details).

3.8.4 Significant Unavoidable Adverse Impacts

Development under Alternatives 1 and 2 would increase density on the Port Gamble site from its existing condition with new mixed-use development, resulting in an intensification

of uses onsite and an associated increase in on-site activity levels. It is assumed that proposed redevelopment would occur consistent with adopted standards, design guidelines, and regulations for the site, including the Development Agreement between Kitsap County and the applicant. Therefore, with the implementation of the required/proposed mitigation measures listed above, and the Development Agreement, no significant unavoidable adverse land use impacts would be anticipated.

3.9 RELATIONSHIP TO PLANS, POLICIES AND REGULATIONS

This section of the DEIS includes a discussion of the consistency of the EIS alternatives with relevant federal, Washington State and Kitsap County land use plans, policies, and regulations. Key plans that are summarized and evaluated include the State Growth Management Act, the State Shoreline Management Act, Kitsap County Comprehensive Plan, Kitsap County Shoreline Management Plan, Kitsap County Parks Recreation and Open Space Plan, North Kitsap County Trails Plan, and Kitsap County Zoning Regulations.

3.9.1 Federal Regulations

National Flood Insurance Act

Summary: The National Flood Insurance Act of 1968 led to the creation of the National Flood Insurance Program (NFIP), which enables property owners in participating communities to purchase insurance protection from the government against losses from flooding. The Act also authorizes the Federal Emergency Management Agency (FEMA) to administer the NFIP. In response to a 2004 federal court order, NOAA Fisheries released a biological opinion (“BiOp”) addressing the adverse effects of the FEMA’s continued administration of the NFIP throughout the Puget Sound region, which could jeopardize the continued existence of several federally-protected species protected under the Endangered Species Act (ESA). FEMA offered three options to local communities for compliance with the FEMA BiOp: a model ordinance, a BiOp checklist, or permit-by permit demonstration of compliance.

Discussion: Kitsap County elected to use the option of a permit-by-permit demonstration of compliance with the FEMA BiOp (“Door 3”). Kitsap County reviews floodplain applications “permit by permit” and requires the habitat assessment to maintain consistency with the Endangered Species Act. A site specific habitat assessment determines what, if any, habitat functions remain and any mitigation measures necessary to avoid adverse effect on those functions. A Biological Evaluation (BA) was prepared for the Port Gamble Redevelopment which fulfills the habitat assessment requirement (two separate BA’s were submitted as part of the development application; one for Alternative 1 and one for Alternative 2). The BA indicates that no habitat functions exist within the existing floodplain due to the historic mill use within this area.

Endangered Species Act

Summary: Section 7 of the Endangered Species Act (ESA) is administered by the United States Fish and Wildlife Service (USFWS). The ESA sets forth requirements for consultation to determine if the proposed action “may affect” a federally-listed endangered or threatened species and their critical habitat. If an agency determines that an action “may affect” a threatened or endangered species or critical habitat, then Section 7(a)(2) requires

the lead agency to consult with the U.S. Fish and Wildlife Service (USFWS) or the National Marine Fisheries Service (NMFS) (the Services), as appropriate, to ensure that any action the agency authorizes is not likely to jeopardize the continued existence of any federally listed endangered or threatened species, or result in the destruction or adverse modification of critical habitat.

Discussion: As discussed in Section 3.3, **Plants and Animals**, and **Appendix C**, the United States Fish and Wildlife Service (USFWS) lists species and critical habitat designated as threatened or endangered under the federal Endangered Species Act (ESA). The USFWS identifies two ESA animal species, no plant species and no designated critical habitats occurring in Kitsap County (USFWS, 2013). The two listed animal species are bull trout (*Salvelinus confluentus*) and marbled murrelet (*Brachyramphus marmoratus*), which are both found in marine waters within Kitsap County (USFWS, 2013). The National Marine Fisheries Service (NMFS) identifies west coast fish species listed under the ESA (NMFS, 2013). Species from both the NMFS and USFWS lists are likely found in the marine waters adjacent to the site (Port Gamble Bay and Hood Canal) but none were observed.

The Proposed Action would include stormwater control and wastewater treatment facilities that would improve water quality in Hood Canal and Port Gamble Bay. The existing community sewage discharge would be shifted from Hood Canal to a large onsite septic system (LOSS). Improved water quality treatment would also result with implementation of the permanent stormwater control system under the Proposed Action.

Bald and Golden Eagle Protection Act

Summary: The bald eagle has been delisted under the ESA, but continues to be protected by the Bald and Golden Eagle Protection Act. This law, originally passed in 1940, provides for the protection of the bald eagle and the golden eagle (as amended in 1962) by prohibiting the take, possession, or transport of a bald eagle or the parts, nests or eggs of such birds unless allowed by permit (16 U.S.C. 668(a); 50 CFR 22). This includes inactive nests as well as active nests.

Discussion: As discussed in Section 3.3, **Plants and Animals**, and **Appendix C**, a potential bald eagle nest may be located within the project site. If the potential nest is inhabited by an eagle, potential construction disturbance and permanent development within a 660-ft. buffer management zone would be reviewed by USFWS at the time of permitting.

3.9.2 State of Washington Plans and Policies

Growth Management Act

Summary: The Growth Management Act (GMA) (RCW 36.70A), adopted in 1990 and subsequently amended, provides a comprehensive framework for managing growth and coordinating land use planning with the provision of infrastructure. The general goals of the GMA include, in part: directing growth to urban areas; reducing sprawl; encouraging economic development consistent with adopted comprehensive plans; protecting private

property rights; providing efficient multi-modal transportation systems; encouraging a variety of housing types and densities affordable to all economic segments of the population; protecting the environment; and ensuring that public facilities and services necessary to support development meet locally established minimum standards at the time development is in place (RCW 36.70A.020).

Jurisdictions subject to GMA must prepare and adopt: countywide planning policies; comprehensive plans containing policies with specific elements for land use, transportation, housing, capital facilities, utilities, rural lands, and economic development; and development regulations implementing those plans.

The Growth Management Act requires that each city and county in Washington comprehensively review and revise its comprehensive plan and development regulations, as necessary every seven years to ensure that they comply with the GMA.

The Growth Management Act allows counties to plan for isolated pockets of more intense development in the rural area. Referred to as “Limited Area of More Intensive Rural Development”, or LAMIRD, these areas are intended to recognize existing areas of more intense rural development and to prevent additional low-density sprawl in the rural area by minimizing and containing the higher density areas. The LAMIRD process allows the county to tailor zoning regulations to individual industrial clusters based on current and historic land use.

Discussion: Consistent with the GMA, Kitsap County has adopted a Comprehensive Plan to guide future development and fulfill the County’s responsibilities under GMA (latest update in 2016). In 1998 Kitsap County designated Port Gamble as a Type-1 Limited Area of More Intensive Rural Development (Type-1 LAMIRD) in the Comprehensive Plan¹ to comply with the requirements of the State Growth Management Act, while preserving and enhancing the unique historic qualities of the town.

The Proposed Actions and Alternatives, as identified in **Chapter 2** of this DEIS would encourage economic development and provide a variety of housing types and densities within the Type-1 LAMIRD consistent with the GMA goals and policies outlined above. The relationship of the Proposed Actions and Alternatives to Kitsap County’s Comprehensive Plan is discussed in greater detail below, under **Section 3.9.2, Kitsap County Plans and Policies**.

Shoreline Management Act

Summary: The Shoreline Management Act (SMA) of 1971 (RCW 90.58) is intended to protect the public interest associated with shorelines of the state while, at the same time,

¹ The Kitsap County Comprehensive Plan was updated in 2016.

recognizing and protecting private property rights consistent with the public interest. The primary implementing tool of the SMA is the adoption by local jurisdictions of Shoreline Master Programs, which must also be approved by the Department of Ecology.

The SMA establishes two basic categories of shoreline: “Shoreline of State-wide Significance,” which are identified in the SMA; and “shorelines,” which includes all of the water areas of the state and their associated wetlands, together with the lands underlying them. Kitsap County’s Shoreline Master Program (SMP) applies to all shorelines of the state within unincorporated Kitsap County and those areas landward 200 ft. of such shorelines.

Discussion: The Port Gamble Redevelopment site includes waterfront property and is bordered by Port Gamble Bay to the east and Hood Canal to the north; Hood Canal is considered a “Shoreline of State-wide Significance”.

The relationship of the Proposed Actions and Alternatives to Kitsap County’s SMP is discussed in greater detail below in **Section 3.9.5, Kitsap County Shoreline Regulations**.

3.9.3 Kitsap County Plans and Policies

Kitsap County Comprehensive Plan

Summary: In 1998 Kitsap County designated Port Gamble as a Type-1 Limited Area of More Intensive Rural Development (Type-1 LAMIRD) in the Comprehensive Plan.² The intent of the Type-1 LAMIRD designation as it relates to the Port Gamble site is to provide for visually compatible infill, development and redevelopment of the existing commercial, industrial and residential areas of Port Gamble, while also containing such development within logical, permanent town boundaries.

The Kitsap County Comprehensive Plan land use map identifies three land use categories on the Port Gamble site including Rural Residential, Rural Wooded, and a Type-1 Limited Area of More Intensive Rural Development (Type-1 LAMIRD).

Three Comprehensive Plan policies address Type-1 LAMIRD, including:

Land Use Policy 52: For Type-1 Limited Area of More Intensive Rural Development (Type-1 LAMIRD), allow for limited areas of more intensive rural development, including necessary public facilities and public services to serve the limited area as follows: Rural development consisting of infill, development, or redevelopment of existing commercial, industrial, residential, or mixed-use areas, whether characterized as shoreline development, villages, hamlets, rural activity centers, or crossroads development and in accordance with Growth Management Act Requirements.

² The 2016-2036 Kitsap County Comprehensive Plan was most recently updated in 2016.

Land Use Policy 53: Outside of the Type III Limited Area of More Intensive Rural Development (LAMIRD), limit development only to that which serves rural residential or resource needs and does not draw population from Urban Growth Areas. This policy is implemented through Comprehensive Plan Land Use designations, zoning designations, and zoning code provisions.

Land Use Policy 58: Encourage business growth in existing LAMIRDs while limiting business growth outside of LAMIRDs so as to not impact the rural character.

Two of the land use designations in the Port Gamble Site are outside of the Port Gamble Type-1 LAMIRD boundary. These designations, Rural Residential (RR) and Rural Wooded (RW), allow limited residential development in the rural areas. The RR area allows 1 dwelling unit per 5 acres and the RW area allows 1 dwelling unit per 20 acres.

The following Comprehensive Plan policies provide guidance for development in the rural area, including the RR and RW designated areas:

Land Use Policy 66: Allow agricultural activities and practices from cultivation to harvest as well as on-farm value-added processing within the Rural Wooded, Rural Protection and Rural Residential zoning districts or the Farming Focus Areas identified in the Agricultural Strategic Plan and Inventory.

Land Use Policy 67: Permit all agricultural uses as defined KCC 17.110.050 and agricultural activities as defined in Revised Code of Washington 7.48.310 in the Rural Wooded, Rural Protection and Rural Residential zoning districts.

Land Use Policy 70: Consider procedures to notify neighboring landowners about approved agricultural uses in the Rural Wooded, Rural Protection and Rural Residential zoning districts.

Land Use Policy 72: Develop regulations that permit appropriate farm-related activities secondary to primary farm operations in Rural Wooded, Rural Protection and Rural Residential zoning districts. This includes, but is not limited to, farm infrastructure buildings, commercial activities in conjunction with adding value to products grown on the farm (on-farm processing, community kitchens), farm stands and sales, and other essential farm support activities.

Land Use Policy 82: Allow the use of normal Best Management Practices within the designated Forest Resource Lands and Rural Wooded area, provided all applicable environmental laws and regulations are followed.

The following Comprehensive Plan policies address infrastructure provision including transportation and utilities:

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

CapF and Utilities Policy 4: Ensure adequate infrastructure is in place for new development.

CapF and Utilities Policy 26: Encourage the use of alternative sanitary sewer techniques within Urban Growth Areas, such as package plants, membrane and drip systems and/or community drainfields, in areas where public sewer system may be 200 feet away. The use of these alternative sanitary sewer techniques for new development shall also achieve minimum urban densities of the applicable zone.

CapF and Utilities Policy 27: Repair or replace obsolete or worn out facilities, eliminate existing deficiencies, and meet the needs of future development and redevelopment as indicated by previously issued and new development permits.

Transportation Policy 6: Prioritize maintenance, preservation and operation of existing transportation infrastructure in a safe and usable state.

Transportation Policy 14: Develop and adopt intersection Level of Service (LOS) standards.

Transportation Policy 24: Develop and apply context sensitive roadway design standards that enhance neighborhood identities but do not infringe on the safety of motorized and non-motorized traffic.

Transportation Policy 26: Develop requirements for traffic impact studies that identify ways to mitigate development-related transportation impacts in accordance with SEPA.

Land Use Policy 60: When considering public spending for facilities and services within the rural area give priority to the follow:

- Maintaining existing facilities and services that protect public health and safety.
- Upgrading facilities and services when needed to support planned rural development at rural service level standards but which do not create capacity for urban growth.

Pursuant to GMA, the goals and policies of the Kitsap County Shoreline Master Program are incorporated by reference in the Comprehensive Plan. These policies include guidance on shoreline use, public access and environmental protection, including the following.

Policy SH-16: Accommodate and promote, in priority order, water-dependent, water-related and water enjoyment economic development. Such development should occur in those areas already partially developed with similar uses consistent with this Program, areas already zoned for such uses consistent with the Kitsap County Comprehensive Plan, or areas appropriate for water-oriented recreation.

Policy SH-32: Protect the public's opportunity to enjoy the physical and visual qualities of the shoreline by balancing shoreline use and development in such a way that minimizes interference with the public's use or enjoyment of the water. This may be achieved through regulatory provisions, incentives or other cooperative agreements.

Discussion: As indicated in **Chapter 2, Description of the Proposed Action(s) and Alternatives**, the applicant's objectives of site development include: develop the site to complement Port Gamble's historic character; implement infill that integrates a mix of compatible uses; comply with Type-1 LAMIRD regulations; and enhance economic vitality. As shown through compliance with the Town Development Objectives as outlined below, Alternatives 1 and 2 are intended to respect the historic character of the Port Gamble while allowing for residential, limited commercial, industrial and open space uses. Adequate public facilities and services to serve the additional development will be provided, as indicated in **Section 3.12, Public Services** and **Section 3.14, Utilities**.

Comprehensive Plan Land Use Policy 22 states features of historic, archaeological, cultural scientific and educational value or significant should be preserved and protected through coordination and consultation with the appropriate local, state and federal authorities, affected Indian tribes, and property owners through non-regulatory means. As a National Historic Landmark (NHL) District, Port Gamble is recognized as having exceptional national historic significance. Implementation of the Town Development Objectives, as outlined below, would serve to protect the unique resource of Port Gamble. Specific features incorporated into the proposed action intended to reflect the historic nature of the site include retention of the majority of the site's structures (including 28 single-family homes and the existing commercial structures), provision of a street system that reflects the historic street grid as feasible, and new development compatible in massing, size and scale with historic structures.

The proposed development of the Rural Residential designated area of the site under Alternatives 1 and 2 would include the West Sound Wildlife Shelter and retention of the existing greenhouses (Hood Canal Nursery). New development would consist of a series of buildings totaling approximately 14,300 sq. ft., along with open-air sheds and enclosures for rehabilitation. These proposed uses are consistent with the surrounding rural character and density. The proposed residential development within the Rural Wooded zone under Alternative 1 and 2 is at a density of one unit per 20 acres (10 dwelling units), but clustered in one portion of the site to protect the critical areas to the east and retain existing forested land. Large amounts of open space would be retained for active agriculture and natural uses.

The proposed road system builds upon the existing road network and maintains a majority of the historic street grid. No new road corridors are proposed, with the exception of an extension of Carver Drive connecting the RW-zoned area to the SR-104 in the historic core. With installation of the proposed roundabout within the site and an offsite westbound right-turn lane at the intersection of SR 307 and SR 104, the level of service would operate at the County's and, where applicable, State's (WSDOT) adopted standard. Roadway improvements and new internal road construction would be in accordance with adopted County standards and the Town Development Objectives, as outlined later in this section.

The existing water system would be replaced and upgraded with a new system providing potable water and fire flow. The new water source is provided by connecting to the Kitsap Public Utility District (KPUD) water main that was extended to the site in 2013/2014. In 2017, a new Membrane Bio-Reactor (MBR) System was constructed in the RW zone adjacent to the site, which includes a new treatment facility and pump station, new upland drain field, and abandonment of the previous sewage outfall to the Bay. The MBR System utilizes the existing collection pipe system to direct sewage to the MBR. New pipes are planned to gradually replace the current sewer collection pipe system with a combination of new 8-inch gravity main, 6-inch side sewers and 2 to 4-inch low pressure sewer lines. The new MBR System is designed for a flow of 100,000 gallons per day (gpd). The drainfield in operation today is designed for a maximum of 55,800 gpd. Reserve areas provided within the RW zone would be utilized to serve the fully developed town. The construction of these facilities, including the transportation facilities outlined above, would be funded by the applicant.

Shoreline restoration and public access would be provided in the shoreline buffer area under redevelopment of the Mill Site in Alternatives 1 and 2. The beach access and waterfront trail system is intended to provide residents and visitors with safe approaches to the saltwater and potential interpretive opportunities along the Mill Site. On the Mill Site, the scale of redevelopment under Alternatives 1 and 2 would reflect that of structures that were traditionally located on this portion of the site, including larger buildings housing a range of commercial, educational, maritime-related uses as well as smaller residential uses such as cottage housing and townhouses.

Kitsap County Shoreline Master Program

Summary: In December 2014, the updated Shoreline Master Program (SMP) for Kitsap County was adopted. However, the Port Gamble application is vested under the SMP adopted in 1999. Kitsap County's 1999 SMP classifies shorelines into five distinct environments (Natural, Rural, Semi-Rural, Conservancy, and Urban) that provide a framework for implementing shoreline policies and regulations. The shoreline on the Port Gamble site is classified as Urban in the 1999 SMP. The SMP applies to those areas landward 200 ft. of shorelines of the state within unincorporated Kitsap County, which includes Hood Canal and Port Gamble Bay.

Under the 1999 SMP, the following management policies apply to the Urban designation:

- (1) Development should occur within existing development sites, whenever possible.
- (2) Public visual and physical access to the shoreline should be encouraged on urban shorelines due to their intensive use and proximity to population centers.
- (3) To the maximum extent possible, with respect to human utilization, development within shoreline areas should strive to maintain, preserve, or enhance natural shoreline characteristics.

Discussion: A master plan for the Port Gamble site has been submitted under the Kitsap County PBD process, consistent with the RHT zoning for the Port Gamble Type-1 LAMIRD. EIS Alternatives 1 and 2 reflect site development consistent with the applicant's objectives for site development and consistent with the PBD application. Restoration and public access would be provided in the shoreline buffer area. See the discussion below in **Section 3.9.5, Kitsap County Shoreline Regulations** for additional detail regarding compliance with the shoreline regulations within the 1999 SMP.

Kitsap County Parks Recreation and Open Space Plan

Summary: In February 2018, Kitsap County adopted its 2018 Parks, Recreation and Open Space Plan. This Plan updates the County's previous plan of 2012 and provides a six-year plan and 20-year vision for the County's park system. Additionally, the Plan identifies necessary steps required to develop and improve park facilities, acquire new park facilities, and expand recreation opportunities based on expressed public need. The Plan also identifies strategies, goals and objectives for achieving the policy direction of the Kitsap County Parks and Recreation Department. A six-year Capital Facilities chapter identifies specific projects and funding sources to meet community needs. **Discussion:** The redevelopment alternatives would provide increased public active recreation areas (playgrounds) and passive recreation opportunities on the site in the form of a new publicly accessible shoreline trail, open space acreage along the shoreline where a trail would be located and the potential for improved connections from the proposed shoreline trail to the upland area. Site development under Alternatives 1 and 2 would retain approximately 75 to 77 percent of the site in open space in the areas of open space, playgrounds, shoreline access and trails (see **Section 3.11, Parks and Recreation** for additional detail).

North Kitsap County Trails Plan

Summary: After a two year process involving 1100 community members, the North Kitsap String of Pearls Trail Plan was officially adopted into Kitsap County's Comprehensive Plan in 2011. The Trails Plan establishes a route for the Sound to Olympics Trail (STO), a paved separated shared use path, to complete the missing link in the cross state trail from eastern Washington through North Kitsap communities to the Olympic Discovery Trail.

Discussion: The North Kitsap Trails Plan identifies the alignment of the Sound to Olympics regional trail through the properties formerly owned by Pope Resources which were recently sold to Kitsap County. This regional trail links with existing trails within the Port

Gamble site. The redevelopment of Port Gamble would retain these trail links. As part of the Proposed Action, an additional three miles of trails would be provided to supplement the existing trails on the site (existing trails are primarily located in the southern portion of the site in the RW zoned area). The new trails would include a beach access and waterfront trail system intended to provide safe access to the water, views to the townsite and water, and interpretive opportunities at the Mill Site area. The trail system on the site would be available for public use.

3.9.4 Kitsap County Zoning Regulations

The current zoning classifications for the Port Gamble site follow the land use designations established in the Comprehensive Plan and include Rural Residential (RR), Rural Wooded (RW) and Type-1 LAMIRD. In conjunction with the Type-1 LAMIRD designation in the Kitsap County Comprehensive Plan, the County adopted the Port Gamble Rural Historic Town (RHT) ordinance that seeks to protect the historic character of the community and “provide for visually compatible infill development and redevelopment of the existing commercial, industrial and residential area in Port Gamble, while also containing such development within logical, permanent town boundaries.”³ The RHT zoning seeks to protect the existing historic character of Port Gamble. The ordinance divides Port Gamble into three district zones: Rural Historic Town Residential (RHTR), Rural Historic Town Commercial (RHTC) and Rural Historic Town Waterfront (RHTW). See **Figure 2.5** for a delineation of these zones. The RHT zoning outlines compatible land uses in each zone and are described below, along with the RR and RW zones adjacent to the RHT zones.

Uses and Standards

Type-1 LAMIRD (RHTR, RHTC and RHTW Zoning Designations)

Summary: According to Title 17 of the Kitsap County Code, the RHTR zone is intended to recognize and encourage redevelopment of the historic residential patterns in the town. Residential densities are not to exceed 2.5 dwelling units per acre. The maximum building height in the RHTR zone is 30 ft.

The RHTC zone is intended to meet many of the town’s needs for basic shopping and simple services. The zone also recognizes and reflects the historically significant commercial use of the town, as well as the types of uses present in July 1990. The commercial zone may provide for tourist, visitor, and recreation uses. This zone may also support limited new commercial uses including isolated small-scale businesses and cottage industries not designed to serve the town population, but providing jobs to rural residents. The maximum building height in the RHTC zone is 35 ft.

³ KCC 17.321B; Ordinance 236.

The RHTW zone is intended to allow for maintaining, developing, or redeveloping a range of uses reflecting historic development and 1990 uses while supporting revitalization of the town as a whole. Forest products manufacturing, natural resource industries, and waterfront shipping are allowed, within the constraints imposed by the county’s Shoreline Management Master Program. Other less intensive industrial and commercial uses similar to those of the commercial zone are also allowed. According to Table 17.381.040(D) of the zoning code, residential use associated with mixed-use development is allowed with a Performance Based Development (PBD) application. The areas within 200 ft. of the water are governed by the county’s Shoreline Management Master Program (SMP), which expresses a preference for water-dependent or water-related uses. The maximum building height in the RHTW zone is 35 ft, but the SMP limits building height within the 200 ft. Shoreline area to 30 ft.

Discussion: The following discussion addresses the consistency of the Proposed Action and Alternatives with the uses and standards of the Kitsap County zoning code for the RHTR, RHTC and RHTW zones, including density, allowed uses, and building height.

Density: The maximum density within the RHT zones is 2.5 dwelling units per acre. The residential densities assumed under Alternatives 1 and 2 are consistent with these maximum densities as shown in **Table 3.9-1**.

**Table 3.9-1
DENSITIES UNDER ALTERNATIVES 1 AND 2**

	Area (Acres)	Maximum Density	Maximum Dwelling Units	Alternative 1	Alternative 2
RHTR	68.21	2.5 du/ac	171	171 ¹	171 ¹
RHTC	13.75	2.5 du/ac	34	34 ²	34 ²
RHTW	31.39	2.5 du/ac	78	78	39
RR	6.98	1 du/5 ac	1	0	0
RW	197.97	1 du/20 ac	10	10	10
Total	318.30		294	293	254

Source: David Evans and Associates, 2018.

¹*Includes 27 existing residential units.*

²*Includes 1 existing residential unit.*

Residential Uses: As indicated in **Table 3.9-1**, proposed residential densities are consistent with the maximum allowed numbers of dwelling units for each zone as defined under the Kitsap County Zoning Code. Of the 171 units proposed within the RHTR zone, twenty-seven (27) units exist and are occupied today. Forty (40) of the new proposed residential units in the RHTR area in Alternatives 1 and 2 would be multi-family units (cottages), split between two lots, one north of Walker Street and one at the southwest corner of Pope Street/SR104 and Olympian Avenue. A Binding Site Plan application would be submitted prior to construction consistent with zoning code requirements. The remainder of the new proposed units in the RHTR zone (104 units) would be single-family units as allowed under the zoning code.

Consistent with zoning code provisions, residential uses within the RHTC zone would include single family residences, townhouses and mixed-use buildings with upper-story residential units above primary commercial uses at the ground floor. These mixed-use buildings would be subject to future permit applications and approvals. Within the RHTW zone, townhomes would be physically integrated into the commercial areas of the site, as allowed through a PBD application. Cottages, which are allowed through a conditional use permit process, would be located in the southern area of the RHTW zoned area (Mill Site). The primary difference between EIS Alternatives 1 and 2 is the larger number of townhomes and cottages proposed on the Mill Site under Alternative 1 due to the fact that approximately 16 acres of the Mill Site under Alternative 2 would be retained for conservation.

Commercial Uses: The commercial lots within the RHTC zone would accommodate existing structures as well as new proposed structures. Alternatives 1 and 2 assume that the new commercial buildings would accommodate approximately 35,000 sq. ft. of space. Conceptual plans indicate that parking could be accommodated within an off-street parking area and on-street parking, which would provide adequate parking for the associated and adjacent commercial uses within the RHTC zone.

The commercial uses proposed within the RHTW zone include a 100 room hotel, restaurants, and general commercial uses. One lot in the northwestern portion of the Mill Site would house the existing Newfield's laboratory use. The new commercial uses would include approximately 121,000 sq. ft. under Alternative 1; no general commercial uses would be provided under Alternative 2. Restaurant uses in the RHTW zone would include approximately 15,000 sq. ft. under both Alternatives 1 and 2.

Building Height: The maximum building height is 35 ft. within the RHTC and RHTW zones. The maximum building height in the RHTR zone is 30 ft. Buildings in the RHTW zone that are within 200 ft of the Shoreline area would be 30 ft. in height; however, the applicant has requested a variance for the proposed hotel which would be up to 35 ft. The buildings proposed under Alternatives 1 and 2 would comply with these maximum building heights, with no structures exceeding three stories.

RR and RW Zoning Designations

Summary: RR zoning is located in the central west portion of the site. According to Kitsap County Code, the zone promotes low-density residential development consistent with rural character. The maximum building height in the RR zone is 35 ft. There is no maximum density (du/acre) standard but the minimum lot size is five acres, which essentially limits densities to one unit per five acres.

RW zoning is located in the south half of the site. According to Kitsap County Code, the zone is intended to encourage the preservation of forest uses, retain an area's rural character and conserve the natural resources while providing for some rural residential use. The maximum building height in the RW zone is 35 ft. The base residential density is 1 dwelling unit per 20 acres.

Discussion: Rural residential uses would be located within the RR and RW zones, including 10 units in the RW zone. The units within the RW zone would be clustered to preserve open space, as allowed under a PBD application. The lots would be located along Carver Drive and Rose Loop with the smallest lot at approximately one-half acre. All structures would be a maximum of 35 ft. in height. Agricultural uses would also be located in the RW zone. Larger agricultural uses would be developed on several of the bigger lots within the RW area; these agricultural uses would support and supplement activities occurring in the town and could include a vineyard, demonstration hops growing, beer brewery, cidery/creamery, barns and equine facilities, outdoor recreation, agricultural uses, and open space.

Town Development Objectives

Summary: The RHT zoning also established Town Development Objectives to guide future development on the Port Gamble site (KCC 17.321B.025). To ensure that development maintains and enhances the defining and essential characteristics of the town, development proposals shall be designed in a manner that highlights and enhances the historic nature of the town. Building design shall be based on characteristics of historic structures, but need not literally mimic historic styles. New structures are to be compatible with the old in mass, scale and character, but subtle differences in stylistic treatment that make buildings distinguishable as new construction are appropriate. New construction, including site design and layout, may reflect the evolution of the town, but must retain the existing visually significant sense of historic time and place. Development proposals should strive to create a dialogue between new and historic development in the town.

New development shall, to the greatest extent feasible, comply with the following Town Development Objectives (TDOs):

1. New development shall reflect historic town platting patterns, including small lot development, alleys, narrow streets, sidewalks, on-street parking, and historic styles of street lighting.
2. Homes shall face the street, with access for garages and parking off alleys whenever possible. Detached garages are preferred, with alley access or shared driveway access from the street. A development pattern with repeating double-bay garage doors facing the street shall be prohibited.
3. Large community open spaces are preferred, rather than large private yards.
4. Development in the RHTC zone shall be compatible in massing, size and scale with historic structures. As with residential development, existing styles should provide the basic framework, but new development shall be differentiated from the old.
5. Waterfront development may reflect the significant industrial and commercial nature of early uses on the site. Larger, bulkier structures than would be allowed in the RHTR and RHTC zones may be permitted in this zone. Tilt-up concrete structures, reflective glass, or other treatments which commonly characterize modern industrial park developments are to be prohibited.

6. Parking for the RHTC and RHTW zones shall be provided in shared or common parking areas whenever feasible. The parking standards set forth in Section 17.360C.030 shall be considered an element of these TDOs and shall apply to all new commercial and waterfront development.
7. New development shall be landscaped in such a manner as to reflect the historical character of the town and preserve and enhance publicly accessible open spaces and retain mature trees to the extent possible.
8. Creating, enhancing and preserving a town commons or a series of connected public open space linkages shall be required in conjunction with any master planned or other significant redevelopment of the town that reflects the same qualities of the historic town including visual assets and species of vegetation.

Discussion: Design guidance identified in each of the Town Development Objectives (TDOs) were considered in the design of the Proposed Action (as reflected in Alternatives 1 and 2), and will be applied to all rehabilitation and new construction. These guidelines were informed by the character-defining features noted above, and by the 1997 Historic American Engineering Record document, and adhere to *The Secretary of the Interior Standards for Rehabilitation and Guidelines for Rehabilitating Historic Structures*. Standards Nine and Ten specifically reference new construction and additions, and the guidelines for new additions to historic buildings. Guidelines provide direction for individual projects, and are intended to assure that the overall development retains its defining character.

Consistency with the TDOs set forth in the RHT zoning (KCC 17.321B.025) is described below. The PBD Preliminary Plat application reviews in detail the historic elements of Port Gamble that respond to the TDOs.

TDO #1

TDO #1 states that “New development shall reflect historic town platting patterns, including small lot development, alleys, narrow streets, sidewalks, on-street parking and historic styles of street lighting.”

All extant buildings listed as contributing to the National Historic Landmark district would be retained. The existing street pattern remains intact, and the historic district is buffered and differentiated from surrounding development. The PBD Preliminary Plat application describes the historic components of site design including: lot layout, streetscapes, streets, alleys, parking, furnishings, lighting, and sidewalks, along with a listing of the “character-defining elements.” These components have been incorporated into Alternatives 1 and 2 as follows:

Mill Site: No historic buildings remain on the Mill Site. Development under Alternatives 1 and 2 includes many of the traditional uses; however, including housing, commercial and maritime-related activities.

Town Site: The traditional layout of the town site is retained, with residential development predominating and commercial development occurring within the RHTC zone. As indicated below, the traditional lot sizes, grid street system, use of alleys and orientation of new structures to the street system is implemented as feasible.

Transition/Buffers: The important buffer areas east of Rainier Avenue and along the north bluff that visually shield the town from the Mill Site are retained in form. Roadway/sidewalk/trail improvements are proposed to increase non-vehicular circulation, and include a secondary emergency vehicle access point.

Babcock Farm and the wetlands area to the southwest also buffer the historic town site from potential intrusions of new development. Limited development is proposed and clustered in the RW zone. Existing and new agricultural and other active open space uses are proposed in areas not preserved for natural and common open space.

Cemetery: The cemetery site is unchanged in the proposal.

Commercial: Existing commercial nodes would be retained. The primary commercial area at Rainier Avenue and Walker Street would be retained with only limited new construction proposed. New infill is proposed for the area along Walker Street between Rainier Avenue and Puget Way, near to the existing event pavilion. Historic structures, including the stables, are integrated into this commercial node as adaptive reuses. The automobile repair building along Highway 104/Pope Street would also be retained and has been re-purposed. Commercial activity is also proposed for the Mill Site, which is reflective of historic use.

Residential: The proposed development as described under Alternatives 1 and 2 is intended to strengthen the residential nature of Port Gamble by retaining historic residences and infilling vacant lots primarily with single family structures that reflect the size, materials, and character of the existing residences. Lot sizes and layout would be maintained in blocks that are currently vacant. Housing at the Mill Site is considered a historically appropriate use, and new construction would reflect the historic industrial character of the area.

Lot Layout: Proposed lot sizes are consistent with existing lot sizes. On the Mill Site, which was never platted, lots would be larger to accommodate the proposed commercial, residential, and educational activities.

Streetscape/Streets and Alleys: Proposed site development would retain and extend the historic street grid, anchored by Rainier Avenue (the north/south axis) and SR 104 (the east/west axis). Access to the Mill Site would remain substantially unchanged, but improved to reflect new standards and provide emergency access. Streets throughout the RHT would retain traditional widths and street trees are extended into areas of new construction. As feasible, alleys are proposed to retain their historic use and importance for vehicular access. Limited driveways are proposed where necessary, or where alley access is not practical due to site constraints.

Sidewalks/Furnishings/Lighting: The proposal includes sidewalks, street lighting, and street furnishings such as benches and waste bins. The specific design of those elements would be addressed in eventual design guidelines and would require approval by Kitsap County.

TDO #2

TDO #2 states that “Homes shall face the street, with access for garages and parking off alleys whenever possible. Detached garages are preferred, with alley access or shared driveway access from the street. A development pattern with repeating double-bay garage doors facing the street shall be prohibited.”

TDO #2 relates to residential building design. The PBD Preliminary Plat application describes the historic components of building design at Port Gamble, including: cabins; employee-built housing; Port Ludlow housing; married employee housing; and multiple occupant buildings. Residential building design also includes components of building orientation, including: setbacks; lot layout and lot coverage; and rhythm and space. These components are implemented in the Plan as described below.

Rehabilitation: The majority of the existing historic buildings would be retained. However, up to a dozen outbuildings may need to be removed or relocated. For these structures, to the extent they are uninhabitable or thought to be a danger, they would undergo additional review by an historic consultant for photo and text documentation and removal. To the extent they are located in an area approved for new development, relocation to a pre-approved location may be considered by Kitsap County (potentially including a historic consultant retained by Kitsap County).

Commercial activities located within historic residential buildings, particularly along Rainier Avenue and along Walker Street and Puget Way may remain, but those buildings would continue to “read” as residential structures. Cottage and multi-family residential is proposed for the Mill Site where cabins once stood. Multi-family structures would also be appropriately sited in the block bounded by Rainier Avenue, Puget Way, Pope and Walker Streets where hotels operated.

New Construction: It is intended that new single and multi-family housing be introduced into Port Gamble to reflect the historic nature of the area. New structures are proposed to be located on or as near as practicable to the sites of former structures within the RHTR zone. New residential structures are proposed to respect the size, massing, scale, and materials of neighboring buildings. New construction would, however, reflect its own period in time and not mimic historic structures (mimicking historic structures can be considered to demean the authenticity of the truly historic buildings.) Many styles of housing were represented in Port Gamble from small cabins to ornate mansions. New construction is proposed to fill in the missing residential fabric, and display a variety of different approaches that are at once complementary to the historic but distinct in its own right. On the Mill Site, where no historic structures remain, contemporary interpretations are appropriate and encouraged. Cottage and multi-family housing on the Mill Site would be

considered to contribute to the overall size and massing desired to echo the site's industrial past. New cottage development would reflect the cabins that once occupied the Mill Site at the onset of the mill's existence.

Building Orientation: Existing buildings in Port Gamble interrelate through their proximity to each other and to public spaces. Setbacks, lot coverage, and building location and spacing all contribute to creating intimacy, a sense of importance and hierarchy that result in visual harmony. Retaining the historic character of Port Gamble is the highest priority. Upon build-out, the community is intended to be a mix of old and new, with traditional design elements providing the development theme. To that end, the development proposal addresses building orientation by maintaining historic setbacks from the street, and between buildings to achieve a streetscape that reflects the historic density patterns of the community. Through a PBD application, building setbacks in the RHTR zoned area may be modified as allowed under KCC 17.383.090, footnote 9). Alternatives 1 and 2 modify the front setback within the RHTR zone from 20 ft. to 10 ft. Lot coverage would be limited to what is allowed in KCC 17.382.090.

Garages are proposed to be placed to the rear of lots and accessed through alleys, although there are limited instances with site and physical constraints resulting in garages proposed to be accessed from the street in front of the homes. These garages may be street facing, or may be accessed via common driveway and grouped at the rear of the lot.

TDOs #3 & #8

TDO # 3 states that "Large community open spaces are preferred, rather than large private yards." TDO #8 states that "Creating, enhancing and preserving a town commons or a series of connected public open space linkages shall be required in conjunction with any master planned or other significant redevelopment of the town that reflects the same qualities of the historic town including visual assets and species of vegetation."

TDOs #3 and #8 relate to parks and open space. The PBD Preliminary Plat application describes the historic open space components at Port Gamble including: parks; vistas; and view corridors.

Historic development of Port Gamble changed over time and utilized available open space for recreational purposes, although these open spaces were utilized for residential and commercial development as needed. Although park areas are identified in early plans, these were generally rough logged-off areas that were not maintained to a level commonly thought of as parks. The exceptions being the north bluff area adjacent to the Puget Hotel and the designated recreation areas for a baseball field and tennis courts.

The proposal as reflected in Alternatives 1 and 2 include small park areas and a beach access and waterfront trail system. The areas to the rear of the Walker-Ames house and along the north bluff are designed to evoke the historic park-like areas that existed in these locations. An entry feature to Port Gamble and substantial buffering of the historic town site provide additional open space. The Buena Vista Cemetery would remain unchanged.

The proposed beach access and waterfront trail system is designed to provide residents and visitors with safe approaches to the saltwater, views over the water and to the town site, and potential interpretive opportunities along the former Mill Site. Additional trails on the site are proposed to connect the Mill Site, commercial area, residential areas, and agrarian area via sidewalks and off-street trails. This pedestrian system is intended to provide a continuous network for people to walk to their respective destinations.

The proposed agrarian area development utilizes the historic Babcock farm and continues an historic use within a contemporary context. This agrarian use would complement the historic town site, and provide a buffer from adjacent development.

Vistas and view corridors would be protected in the plan through building height restrictions in the town site and the Mill Site.

TDO #4

TDO #4 states that “Development in the RHTC zone shall be compatible in massing, size and scale with historic structures. As with residential development, existing styles should provide the basic framework, but new development shall be differentiated from the old.” TDO #4 relates to commercial historic structures. The PBD Preliminary Plat application describes historic structures and signage for commercial buildings at Port Gamble. The relationship between proposed site development under Alternatives 1 and 2 and historic commercial structures is described below.

Both rehabilitation of existing structures and new construction are proposed for the commercial area (RHTC). The primary commercial area along north Rainier Avenue would remain intact. Commercial activity is also proposed in the block immediately west of Rainier, bounded by Puget Way and NE View Drive and Pope Streets. This area was once the site of commercial activity with the Puget Hotel and Annex. The proposal (as defined under Alternatives 1 and 2) includes commercial uses fronting the streets of that block, and provides a shared parking lot for the existing uses within the historic Rainier Avenue commercial district as well as the events pavilion. In the RHTC zone, buildings would front the street except in the instances where historic buildings are adaptively re-used, such as the historic service station along SR 104.

Rehabilitation: Existing historic commercial buildings in the town would be retained. Commercial activities located within historic residential buildings, particularly those along Rainier Avenue and Walker Street are assumed to remain, but those buildings would continue to appear as residential structures. All existing historic buildings on the site, except for the Walker-Ames House, have been rehabilitated. All existing historic commercial structures are also being adaptively re-used as current active businesses.

New Construction: New commercial structures would reflect the size, massing, scale, and materials of neighboring buildings. New construction would, however, reflect its own period in time and not mimic historic structures. New construction could display a variety of different approaches that are complementary to, but not a mimic of, the historic structures.

Actual building designs would be reviewed by Kitsap County in regards to TDOs as part of the building plan approvals.

TDO #5

TDO #5 states that “Waterfront development may reflect the significant industrial and commercial nature of early uses on the site. Larger, bulkier structures than would be allowed in the RHTR and RHTC zones may be permitted in this zone. Tilt-up concrete structures, reflective glass or other treatment which commonly characterize modern industrial park developments are to be prohibited.”

TDO #5 relates to buildings and development on the waterfront (Mill Site portion of the site). The PBD Preliminary Plat application describes the historic Port Gamble waterfront uses including a variety of industrial buildings and a mix of support uses such as cabins, cook house and dining hall, Masonic Hall, stables and a similar range of mixed use; none of the buildings housing these previous uses remain on the Mill Site portion of the site. TDO #5 would be implemented in Alternatives 1 and 2 as described below.

Previous uses historically occurring at the Mill Site included community, lodging, commercial, residential, office, and industrial waterfront uses. Alternatives 1 and 2 propose uses at the Mill Site that reflect the previous uses. Although the mill and associated buildings no longer exists, new construction on the site would be intended to reflect the industrial legacy by incorporating elements of the character-defining features found in the historic buildings, emphasizing larger scale and massing than found in the town (RHTR and RHTC zoned areas of the site) to reflect the industrial nature of the site. Contemporary approaches to design in this area would be appropriate. Actual building designs would be reviewed by Kitsap County in regards to TDOs as part of building permit approvals.

Under both Alternatives 1 and 2, the majority of the larger buildings would be concentrated in the central part of the Mill Site. The commercial buildings, which would allow restaurant, hotel, retail and/or office uses, would be larger and bulkier in scale and mass, and would be designed and sited to provide a connection with the water, and to allow public access to the waterfront.

Further south on the Mill Site the intensity of the land use transitions to residential under Alternative 1, and open space under Alternative 2. Townhomes are included closer to the commercial areas as part of a mixed use development. Cottage development is further to the south under Alternative 1, clustering four or so units around a central common area, with access to a shared garage. The shared garage also includes a residential unit on top, commonly referred to as a “carriage unit.”

Buildings in the RHTW zone would be larger and denser than the other portions of the site, reflecting its industrial past. In the RHTR zone, homes would face the street, consistent with TDO guidelines.

TDO #6

TDO #6 states that “Parking for the RHTC and RHTW zones shall be provided in shared or common parking areas whenever feasible. The parking standards set forth in Section 17.321B.070 shall be considered an element of these TDOs and shall apply to all new commercial and waterfront development.” TDO #6 relates to parking in the commercial and waterfront zones. The PBD Preliminary Plat application describes the historic parking patterns at Port Gamble.

Historically, provisions for parking on the Port Gamble site has evolved to accommodate increased use of motor vehicles and Kitsap County parking requirements. Under Alternatives 1 and 2, parking in the RHTR zoned area is provided principally through garages with alley access. Some street parking may be utilized, and areas with site constraints would have front loaded garages or garages that are accessed via shared drive, but tucked behind the homes. Garages would primarily be detached and oriented to the rear of residential lots. Parking areas for the RHTC zone would be provided at the north end of Rainier Avenue and to the east along Walker Street – areas that have historically been used for parking. An additional parking lot located behind existing historic buildings to the west of Rainier Avenue would serve the RHTC commercial core and is located behind the historic buildings to the west of Rainier Avenue. Parking under Alternatives 1 and 2 would also be provided on the Mill Site for residential, commercial, and industrial activities, primarily through a centrally located lot, with some parking provided for the use of individual buildings. On-street parking would also be provided in the RHTC and RHTW zoned areas.

TDO #7

TDO #7 states that “New development shall be landscaped in such a manner as to reflect the historical character of the town and preserve and enhance publicly accessible open spaces and retain mature trees to the extent possible.”

TDO #7 relates to historical landscaping. The PBD Preliminary Plat application discusses historical landscaping including: walls and fences; shrubs; perennials and annuals; lawns; and trees. The relationship between proposed site development under Alternatives 1 and 2 and TDO #7 is discussed below.

The principal remaining historic landscape feature in Port Gamble is mature trees, in particular, the street trees along Rainier Avenue. Under Alternatives 1 and 2, the historic pattern of street trees would be maintained and expanded. Although formal landscaping was not a part of Port Gamble’s past, parking areas would include landscaping to provide a visual buffer from surrounding areas. Individual landscaping around homes, community facilities, and commercial buildings would be subject to design guidelines and would be reviewed by Kitsap County as part of building permits.

The majority of the existing, healthy mature trees would be preserved under Alternatives 1 and 2. All trees along Rainier Avenue and SR 104 (Pope Street) would be retained unless they are determined to be a danger tree. A very limited number of existing trees would be

removed either as part to accommodate new road construction or utility improvements. A large number of additional trees would be planted either as street trees, or as landscape improvements within open space tracts.

3.9.5 Kitsap County Shoreline Regulations

In 2010, Kitsap County began the process of updating its SMP, which was originally adopted in 1976 and last updated in 1999. A draft SMP was completed in 2012, and on January 30, 2013, the Board of Kitsap County Commissioners voted to approve an ordinance locally adopting the updated SMP. The updated SMP was approved in 2014, however, the Port Gamble application was submitted prior to Ecology approval of the updated SMP and is therefore vested under the 1999 SMP. The application will be reviewed by Kitsap County for compliance with the 1999 SMP.

1999 SMP

Summary: Under the 1999 SMP, Port Gamble is called out specifically with separate review processes and standards. Uses are permitted within the shoreline environment in Port Gamble within the context of the submittal of a Port Gamble Master Plan.

The standard buffer for the Urban designation under the 1999 SMP is 50 ft. A Critical Areas Variance is required to reduce the buffer.

Discussion: Alternatives 1 and 2 propose a 50 ft. shoreline buffer, which would be consistent with the 1999 SMP. Since Alternative 2 includes the purchase of 16 acres of shoreline property for conservation, most of the development would be set back substantially further than the minimum 50 ft. shoreline buffer, particularly on the eastern and southern shorelines of the Mill Site. Buildings within the 200-ft. Shoreline area are limited to a building height of 30 ft.; however, the applicant has requested a variance to allow the proposed hotel to be up to 35 ft. in height.

3.9.6 Kitsap County Critical Areas Regulations

Summary: Washington State's Growth Management Act (Chapter 36.70A RCW) requires all cities and counties to identify critical areas within their jurisdictions and to formulate development regulations for their protection.

Kitsap County has adopted codes (KCC Title 19) to define and regulate critical areas to avoid adverse environmental impacts and potential harm on the parcel and to adjacent property, the surrounding vicinity, and the drainage basin. Title 19 defines six types of environmentally critical areas including: wetlands, fish and wildlife habitat conservation areas, geologically hazard areas, frequently flooded areas, and critical aquifer recharge areas. Kitsap County most recently updated their critical areas regulations in October 2017; however the Port Gamble application was submitted prior to the adoption of the critical areas ordinance update and would be vested to the regulations in place at the time the application was submitted to Kitsap County (January 2013).

Discussion: All of the critical areas regulated by Kitsap County have been identified on the site. Seventeen wetlands and four streams are located within the site. A 100-year floodplain and a Class I aquifer recharge area are present on the Mill Site. Wetlands, frequently flooded areas, and critical aquifer recharge areas are discussed in further detail in **Section 3.2, Water Resources**. One fish-bearing stream, Machias Creek, travels through the center portion of the site. Eagles are also present in the vicinity of the site. Fish and wildlife habitat conservation areas are discussed in more detail in **Section 3.3, Plants and Animals**. A steep slope separates the upland area and the Mill Site. Geologically hazardous areas are discussed in further detail in **Section 3.1, Earth**.

3.9.7 Conclusions

Redevelopment of the site under Alternatives 1 and 2 is consistent with the State Growth Management Act and the applicable policies and designations in the Kitsap County Comprehensive Plan and Shoreline Management Plan. The proposed redevelopment is also consistent with the allowed uses and standards for the five zoning districts and the Town Development Objectives for Port Gamble. Proposed development on the Mill Site under Alternatives 1 and 2 are consistent with the 1999 SMP under which the application was submitted and vested.

The fill of the floodplain is contingent upon review and approval of a habitat assessment confirming no harm to federally listed species (a FEMA requirement as a result of the Biological Opinion ruling – the “FEMA BiOp”). As noted under Section 3.9.1, the Biological Assessment (BA) completed for the Port Gamble Redevelopment application submitted to Kitsap County fulfills this requirement. The BA indicates that no habitat functions exist within the existing floodplain due to the historic mill use within this area.

Under Scenario A of the No Action Alternative, no redevelopment would occur. The existing buildings and infrastructure would continue to age and degrade over time.

Under Scenario B of the No Action Alternative, the Port Gamble site would not be built by the applicant, but would be developed by others over time. Due to staggered development and potentially several different property owners/developers, this scenario could include a lack of coordination for residential construction, less control over architectural standards and less continuity through the town compared to development by a single owner as under Alternatives 1 and 2. Development standards associated with applicable local and state regulations would be required to be met. Subdivision of land is assumed to occur in a piecemeal fashion over time (i.e. numerous plats/short plats). Under this scenario, residential development within the RHTR zone would occur within slightly larger lots. The upland RW zone would be platted out with 20-acre lots per code without clustering. The Mill Site would be industrialized (consistent with existing zoning), including large buildings for manufacturing, boat building and/or shellfish/fish processing facilities, plus open storage yards (as allowed per current code). Limited or no open space would be included, resulting in a loss of existing public access and trails.

Scenario C of the No Action Alternative would include the same assumptions for the upland area as under Scenario B (development by others under existing zoning), including slightly larger lots in the RHTR zone and 20-acre lots in the RW zone. Development standards associated with applicable local and state regulations would be required to be met. This scenario assumes the Mill Site would be restored to a natural condition and no new development would occur in this area. Conservation of the Mill Site would be required to meet all applicable local, state and federal permit requirements. The Mill Site would be completely left as open space, except that the existing Newfield's Laboratory would remain.

3.10 AESTHETICS / LIGHT AND GLARE

This section of the DEIS describes the existing aesthetic conditions at the site and in the surrounding areas, and evaluates how redevelopment on the Port Gamble site would change the aesthetic character and potentially affect surrounding uses. Illustrations of the visual conditions that could result with redevelopment under the EIS Alternatives are provided from representative view locations. An emphasis of the aesthetics analysis is potential impacts to views with redevelopment of the site from publicly accessible locations on SR 104, Port Gamble Bay and Hood Canal. The viewpoints analyzed are intended to reflect representative views of the site and site redevelopment. Existing light and glare conditions are also described and potential light and glare impacts are analyzed.

3.10.1 Affected Environment

Aesthetics

Site Character and Views

The Port Gamble site is located in the northern portion of Kitsap County, with Hood Canal to the north and Port Gamble Bay to the east. The general visual character of the Port Gamble site is varied and generally distinguishable according to the site's zoning areas (see **Figure 2-3** in **Chapter 2** of this DEIS for a map of existing site conditions and **Figures 3.10-4** through **3.10-7** later in this section for photographs of the existing conditions on the Port Gamble site).

Overall, the site's topography consists of flat to moderate slopes throughout the site with steep slopes at the northern and eastern edge of the town site (RHTC zone area) sloping down approximately 40 ft. to the Mill Site and waterfront (RHTW zoned area). There are also steep slopes along the banks of the Machias Creek. The Mill Site portion of the site is relatively level.

Views of the Port Gamble site are primarily available from area roadways, including SR 104, from the waters of Port Gamble Bay and Hood Canal, as well as from certain areas of the S'Klallam Reservation across Port Gamble Bay, to the east. Views of the site along the east/west segment of SR 104, which traverses the site, mainly include portions of the existing RHTR area and the RHTC area (Town Site). Views of the site from SR 104 are generally limited to areas immediately adjacent to the roadways due to the presence of existing trees and vegetation, as well as topographic changes on the Port Gamble site.

The identification of viewpoints for specific analysis in this EIS considered several factors including identification of the primary viewer groups in the area and the potential for viewer groups to view proposed site redevelopment. The primary viewer groups in the area include residents to the immediate west and south; residents across Port Gamble Bay to the east; boaters on Port Gamble Bay and Hood Canal; and, motorists on SR 104. Accordingly, as part of the visual analysis for this DEIS, four viewpoints were selected as representative viewpoints to the site, including: two viewpoints on SR 104 providing representative views

from motorists traveling on the highway; one viewpoint from Hood Canal representing views from boaters on the canal; and, one viewpoint from Port Gamble Bay representing views from boaters on the bay and residences on the east side of the bay. Because residents to the immediate west and south of the site have only a limited potential to view site redevelopment, the residential uses to the east across Port Gamble Bay are considered to be the residential viewer group with the greatest potential to view site redevelopment (refer to **Figure 3.10-3** later in this section for a map illustrating the location of the viewpoints). A discussion on the general aesthetic character of the site, along with a description of the existing views to the site from the identified viewpoints, is provided below. For descriptive purposes, the discussion on existing aesthetic character is organized by zoning area on the site.

RHTC Area (Town Site)

The aesthetic character of the 13.74-acre RHTC area is reflective of the historic Port Gamble town with one- and two-story commercial buildings lining N Rainier Avenue and Puget Way NE. Mature trees, sidewalks and white picket fencing along Rainier Avenue frame the street edges. Other buildings in this portion of the site include the Port Gamble Historic Museum, the Walker-Ames House, water tanks, community hall, service station and garage, a wedding pavilion and accessory structures, and surface parking.

The view north from the intersection of SR 104 and Puget Way NE (Viewpoint 1) is shown in **Figure 3.10-4** presented later in this section. The existing view from this location looking north includes: the SR 104/Puget Way NE roadway with associated street parking; sidewalk, picket fence, picnic area, lawn area, one- and two-story buildings associated with the historic town, and interspersed trees to the east; and, a small structure, lawn area and interspersed trees to the west (in the RHTR zone area). In the background to the north are views to two-story buildings, the Buena Vista cemetery and Hood Canal. The general visual character of the site from this viewpoint is that of a rural commercial center with interspersed open space.

RHTR Area

The aesthetic character of the 68.2-acre RHTR portion of the site is reflective of a rural residential area with single family homes (27) interspersed between yards and open space in the form of grass fields. A strip of forested area borders the west boundary of this zone. The Buena Vista Cemetery is located on the north edge of a bluff overlooking Hood Canal, and St. Paul's Episcopal Church is located west of SR 104 overlooking Port Gamble Bay. In general, the RHTR zoned area of the site maintains an open feeling due to the presence of large tracts of open space in the form of lawns interspersed with mature trees.

The view north from SR 104 immediately south of the sharp turn to the west (Viewpoint 2) is shown in **Figure 3.10-5** provided later in this section. The existing view from this location looking north includes: the SR 104 roadway, picket fence, and one- to two-story homes to the west; and, open space lawn area along SR 104 to the east. Background views to the Mill Site and Port Gamble Bay are afforded to the east, with views to buildings of the town site

(RTHC zone area) afforded to the north. In general, the visual character of the site from this viewpoint is reflective of a rural residential area with interspersed open space.

RHTW Area (Mill Site)

The aesthetic character of the 31.40-acre RHTW Area, also referred to as the Mill Site, is reflective of a flat, low lying area with an elevation 10 to 14 ft. above Hood Canal and Port Gamble Bay. The landward edges of the Mill Site slope steeply up approximately 40 ft. to the town of Port Gamble. Aesthetically, this area is reflective of former mill uses and the ongoing industrial activity and cleanup operations occurring onsite. The area is currently primarily vacant and is used for storage of equipment, vehicles and material. Existing one- and two- story structures include an office, sheds, docks, old lumber mill structures and the Newfield's Laboratory building in the northwest corner. A paved surface parking lot is located to the east of the Newfield's Laboratory.

The view west from Port Gamble Bay (Viewpoint 3) and south from Hood Canal (Viewpoint 4) are shown in **Figures 3.10-6** and **3.10-7** (respectively) presented later in this section. The existing view from Port Gamble Bay (Viewpoint 3) looking west includes: water of Port Gamble Bay; wharf/bulkhead along the shoreline; in-water dock structures (off-site); mill structures and cranes associated with the Mill Site; one and two-story buildings associated with the Town Site (RTHC zone area); and, vegetated ridgeline are available beyond the Mill Site. The existing view from Hood Canal (Viewpoint 4) looking south includes: water of Hood Canal; rocky bulkhead, beach area and jetty (off-site) along the shoreline; structures associated with previous mill activities; cranes, light poles and single-story structures associated with current activities on the Mill Site; a vegetated slope, and structures and surface parking associated with the Town Site (RTHC zone area); and, vegetation and open space associated with RTHC and RHTR zone areas. In general, the view of the site from the water to the north and east is that of a developed shoreline with dispersed industrial/storage uses near the water, with dispersed single- and multistory buildings and vegetation along the ridgeline behind.

RR Area

The existing visual character of the 6.99-acre RR zoned area of the site reflects areas of dense forest and two large greenhouses, an office, and several associated warehouses and outbuildings that are with the Hood Canal Nursery.

RW Area

The existing visual character of the 197.95-acre RW zoned area of the site is primarily undeveloped dense forest with wetlands, a creek (Machias Creek), trails and several cleared areas/fields in the southeast area which are used for recreational purposes/events and by model airplane flyers. A former farm with associated fields, cattle grazing areas and abandoned farm buildings are located in the central west portion of this zone area.

Character of Surrounding Area

The visual character of the area to the north of the Port Gamble site is characterized by the waters of Hood Canal, and the area to the east is characterized by the waters of Port Gamble Bay. Beyond Port Gamble Bay, the Port Gamble S'Klallam Reservation is visible approximately 400 ft. to the east at the Bay's narrowest point. To the south of the site is the Port Gamble Forest Heritage Park, a densely forested area with a series of trail systems owned by Kitsap County. The area to the west of the RHTR zoned area consists of rural residential single family homes, while to the west of the RR and RW zoned areas, additional forested area owned by Pope Resources defines the visual character of this area.

Light and Glare

Site Light and Glare

Current lighting conditions on the site are indicative of the existing development pattern, with little to no lighting in the RW and RR zone portions of the site, with the primary sources of light located in the RHTR, RHTC and RHTW zone portion of the site. In the RHTR and RHTC zone areas, existing sources of light primarily consist of street lighting (primarily along Rainier Avenue NE and Puget Way NE), and interior and exterior building lighting. Sources of light on the RHTW portion of the site are primarily limited to pole lighting.

When viewed from surrounding areas, existing nighttime lighting on the RHTR, RHTC and RHTW portion of the site is generally at a higher level than the surrounding area but is generally consistent with lighting generated at areas with higher development concentrations, including developed areas on the S'Klallam Reservation across Port Gamble Bay to the east and residential subdivision to the east.

Existing buildings (primarily in the RHTR, RHTC and RHTW zone areas) and vehicles traveling on the site currently generate limited glare.

Surrounding Light and Glare

Existing light and glare conditions to the west of the Port Gamble site are typical of a rural residential area, with some light and glare emanating from stationary and mobile sources including roadway lighting along certain existing streets such as SR 104, vehicle headlights, and interior and exterior lighting from existing single family residential housing. Other rural residential uses along existing roads and rights of way in the site vicinity are limited. The balance of the immediately surrounding area to the south and west is mostly undeveloped and forested and produces minimal light or glare.

Existing sources of glare in the vicinity of the Port Gamble site include vehicles, parking areas, roadway surfaces, and building surfaces (i.e. glass, metal, etc.) associated with residential development and regional and local roadways. Reflection off the water in Hood Canal and Port Gamble Bay is also a source of glare.

3.10.2 Impacts of the Alternatives

This section describes changes to the aesthetic character of the built environment and light and glare conditions that could occur as a result of redevelopment of the Port Gamble site under the EIS Alternatives. As described in **Chapter 2** of this DEIS, development under Alternatives 1 and 2 would be similar and would feature a mix of residential, commercial, agricultural and open space uses, and would change the existing aesthetic character of the site and add new sources of light and glare.

The No Action Alternative includes three different scenarios: A) Continuation of existing conditions. B) Redevelopment by others under existing zoning - this scenario assumes OPG sells the property and redevelopment would occur with permitted uses under existing zoning in piecemeal fashion by others, including industrial development on the Mill Site. C) Redevelopment of the upland area by others under existing zoning and purchase of the Mill Site by others for conservation. This scenario assumes the Mill Site would be conserved in a natural condition and no new development would occur in this area.

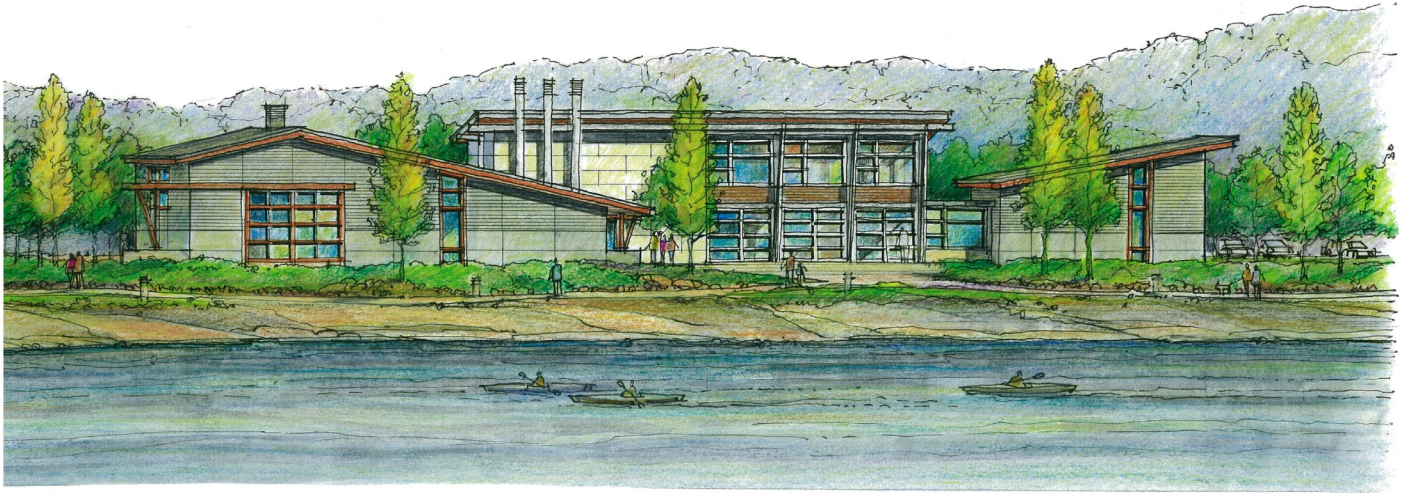
Changes in aesthetic conditions under the EIS Alternatives would be anticipated to occur incrementally over the approximately 15-year build out of the site.

Aesthetics

Visual Character

Alternatives 1 and 2 reflect the Applicant's objectives for site redevelopment, including: *provide new/infill development that recognizes and respects the historic pattern of the community; and, comply with the regulations of the Type-1 Limited Area of More Intensive Rural Development (Type-1 LAMIRD)*. Because the specific design details of proposed buildings on the Port Gamble site would not be defined until the building permit stage, the exact design of redevelopment cannot be provided. However, based on the design guidelines for Port Gamble established by Kitsap County (including Town Development Objectives in KCC 17.321B.025 – refer to **Section 3.9, Relationship to Plans and Policies**, for detail) and the project objectives identified by the Applicant, character sketch renderings depicting redevelopment on the Mill Site (RHTW zone area) has been prepared. In addition, photos of existing buildings in the RHTR and RHTC zone areas are also provided to illustrate anticipated architectural design style; for example, the photo of the wedding pavilion (constructed in 2009) reflects the anticipated design style in that the pavilion was designed in consideration of the Town Development Objectives. **Figure 3.10-1** presents a character sketch of potential development on the Mill Site (RHTW-zoned area) and **Figure 3.10-2** presents a photograph of the wedding pavilion in the RHTR zone area.

Port Gamble Redevelopment Plan
Draft EIS



Light Industrial/ Office/ Educational/ Research Lab



Hotel/ Lodge

Source: David Evans and Associates, 2018.

Port Gamble Redevelopment Plan
Draft EIS



Source: David Evans and Associates, 2018.



Figure 3.10-2
Photograph of Building Example

These sketches and photographs are intended to convey a sense of the general design character of redevelopment under Alternatives 1 and 2. These sketches/photographs are not intended to represent specific design details, but rather express the general style of redevelopment. As illustrated in **Figure 3.10-1**, the Mill Site would represent a denser level of development than currently exists, with a general style of design including the use on natural materials and window overhangs to reflect a “Northwest style”. The design and scale is intended to respect the historic character of the site and be at a pedestrian scale.

As illustrated in **Figure 3.10-2**, the wedding pavilion incorporates design features intended to respect but not mimic historic structures on the Town Site (RHTR and RHTC zone areas).

Visual Analysis Methodology

As part of the visual analysis for this DEIS, four viewpoint locations were selected as representative views of the site¹. Based on these viewpoints, visual simulations of site redevelopment under the EIS Alternatives were prepared to represent massing based on proposed building locations and heights.

The visual analysis presented in this DEIS section includes figures that incorporate the following:

- Photographs illustrating the existing visual condition as viewed from the respective viewpoint.
- Simulations of building massing envelopes representing the extent of building massing visible from the respective viewpoint and consistent with assumed total building square footage, setbacks and maximum heights. The building massing envelopes represent vertical extensions of the building footprints illustrated in **Figure 2-6** of Chapter 2 of this DEIS, and are intended to indicate the general bulk and scale of proposed redevelopment. Because building locations, square footage and heights would be similar under Alternatives 1 and 2, simulations prepared for Alternative 1 are also applicable to Alternative 2; with the exception of views to the Mill Site (RHTW zone area) which would differ. These simulations, which do not include anticipated sidewalks, street trees or landscaping, are not intended to reflect building character; they are used as a tool to address the extent to which proposed building massing envelopes would be visible from the identified viewpoints.

¹ Approximately 100 photographs were taken from public areas surrounding the site, representing 26 separate viewpoints to the site. From this inventory, four of the viewpoints were selected as being most representative of area viewpoints and/or were determined to have the greatest potential for site redevelopment to change the character of the view. Simulations of site redevelopment were formulated for these four viewpoints and detailed analysis in this DEIS.

Visual Conditions

The primary viewer groups on and in the vicinity of the site include: motorists using area roadways (primarily SR 104); residents in the surrounding area including residential uses associated with the Port Gamble S'Klallam Tribal Reservation across Port Gamble Bay to the east and residential area to the west; and, boaters in Hood Canal and Port Gamble Bay.

Figure 3.10-3 provides a location map of all selected viewpoints.

Alternative 1

At full buildout, Alternative 1 would change the aesthetic character of the site by increasing the overall level of building development. As described above, full buildout of the site would occur incrementally over the approximately 15-year buildout period; thus, changes in site character would occur gradually.

By 2028, it is assumed that approximately 265 new residential units (as well as 28 retained existing residential units), approximately 156,000 sq. ft. of commercial space, a 100-room hotel, 15,000 sq. ft. of restaurant space, 30,480 sq. ft. of education/industrial/other use and approximately 236.27 acres of open space would be provided on the site. The majority of the proposed development would occur in the previously developed RHTR, RHTC and RHTW zone portions of the site, and proposed development would represent a continuation of existing and historic development patterns.

The aesthetic character of the site in the RHTC, RHTR and RHTW portions of the site would reflect that of a small town with an historic character. Within the RHTR and RHTC zone areas, proposed redevelopment would include the retention of existing historic structures, retention of traditional street grid, infill with buildings at a similar scale with existing buildings (at a maximum building height of 35 ft. in the RHTC zone and 30 ft. in the RHTR zone), and provision of open space. Within the Mill Site (RHTW portion of the site) no historic buildings remain and buildings with commercial and residential uses would be developed at a scale reflecting those traditionally located on the Mill Site. New buildings would be developed at a maximum height of 35 ft. Buildings within the 200-ft. Shoreline area are limited to building height of 30 ft.; however, the applicant has requested a variance to allow the proposed hotel to be up to 35 ft. in height. A 50 ft. shoreline buffer would be provided, consistent with the 1999 Shoreline Master Program (SMP).

The RR and RW zone portions of the site would reflect rural residential (RW zone area) and agricultural (RR zone area) visual character, including a substantial amount of open space. New buildings in the RW and RR zone portions of the site would be developed to a maximum height of 35 ft.

Depending on the viewpoint, different portions of redevelopment on the site would be visible. Representative views of the site illustrating existing visual conditions and proposed visual conditions under Alternative 1 are shown in **Figures 3.10-4** through **3.10-7**. Views depicting the site were chosen to illustrate a variety of representative views affecting primary viewer groups in the site vicinity.

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— Site
Boundary

Note: This aerial photo includes some site features that have since been removed as part of the cleanup activities for the Port Gamble site such as the former wharf and dock.

Source: David Evans and Associates, 2018.



Figure 3.10-3
Viewpoint Location Map

The view north from the intersection of SR 104 and Puget Way NE (Viewpoint 1) is shown in **Figure 3.10-4**. The existing view north from this location includes sidewalk, picket fence, lawn and one- and two-story buildings associated with the historic town, with views to buildings, cemetery and Hood Canal beyond.

The view from this viewpoint under Alternative 1 would include new one- and two-story buildings on both the east and west sides of Puget Way NE². The buildings at the northeast corner of Puget Way are intended to create the entrance to a proposed farmers market. A distant view to the upper portion of a new building located in an area of lower elevation would be visible to the northeast. Current views to lawn open space on either side of Puget Way NE would be converted to views of new buildings. The new buildings would continue and expand upon the existing building pattern, and further visually define Puget Way NE.

Viewpoint 2 is located on SR 104 immediately south of the sharp turn to the west. The existing view from this location looking north (**Figure 3.10-5**) includes picket fence and one- and two story buildings to the west, with lawn open space to the east. Distant views to Port Gamble Bay to the east and the Town Site in the RHTC zone area are afforded.

The view from this viewpoint under Alternative 1 would include new two-story buildings along the west side of SR 104, immediately behind the existing picket fence; consistent with Kitsap County Town Development Objectives, the proposed buildings would be located close to the SR 104 right-of-way to reflect the historic pattern of development². Background views of new buildings on the Mill Site would be afforded, and these new buildings would block a portion of the existing view to Port Gamble Bay from this viewpoint. Views to the Town Site (RHTC zone area) would remain as under existing conditions. The visual character of new buildings along SR 104 would appear as a continuation of the existing development pattern, with the distant view of new buildings on the Mill Site changing the visual character from a mostly vacant developed area to a more densely developed area generally reflecting the visual character of historic use.

The view west from Port Gamble Bay (Viewpoint 3) is shown in **Figure 3.10-6**; this viewpoint is also intended to generally reflect views to the site from the Port Gamble S'Klallam Reservation. The existing view to the site to the west from Viewpoint 3 includes the developed but mostly vacant Mill Site with the wharf/bulkhead along the shoreline, and mill structures and cranes, with background views to the ridgeline and one- and two-story buildings associated with the Town Site in the RHTC zone area afforded. An off-site dock structure is also visible in the foreground.

² It should be noted that these simulations are not intended to reflect final building design; they are provided as a tool to address potential visual changes of site development from the identified viewpoints.

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Existing Conditions



Proposed

Legend	
	Existing Buildings
	Proposed Buildings
	Detached Residential
	Mill Site Townhomes
	Mill Site Cottages
	Sensitive Area and Buffer
	Active Open Space
	Mill Site Open Space
	Play Area
	Existing Trails
	Proposed trails/sidewalk
	Proposed multi use path



Site Plan Context

Source: David Evans and Associates, 2018.



Figure 3.10-4

Viewpoint 1 - View North from the Intersection of SR 104 and Puget Way NE (Alternative 1)

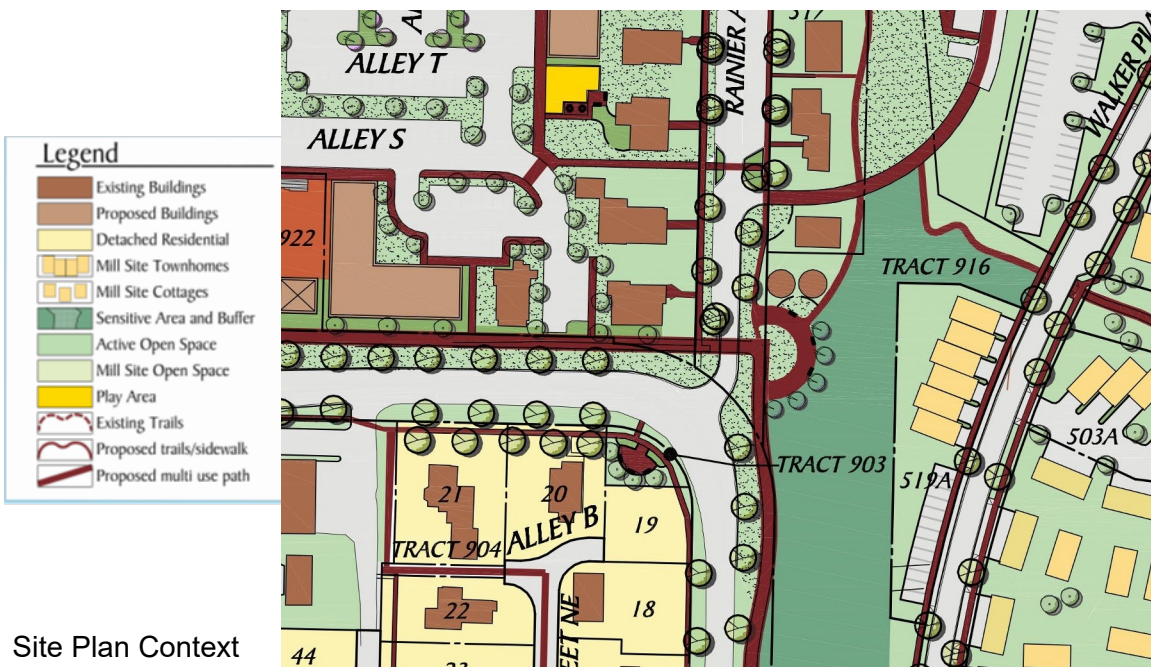
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Existing Conditions



Proposed



Site Plan Context

Source: David Evans and Associates, 2018.

Figure 3.10-5

Viewpoint 2 - View North from SR 104 (Alternative 1)

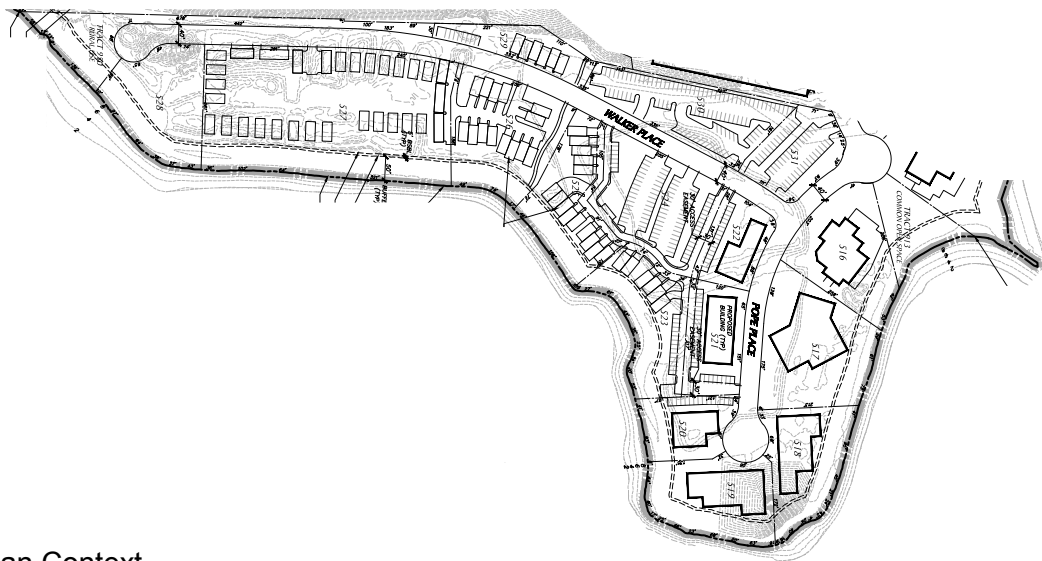
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Existing Conditions



Proposed



Site Plan Context

Source: DEA, 2018.



Figure 3.10-6
Viewpoint 3 - View West from Port Gamble Bay (Alternative 1)

From Viewpoint 3, the visual character of the site would change from a developed but mostly vacant area to a more dense mixed-use community with two- to three-story buildings (built to a maximum of 30-35 ft. in height) appearing to encompass the majority of the site. The overall visual character of the Mill Site (RHTW zone area) as viewed from the west would reflect that of a mixed-use community with greater building density than that of the surrounding area. Views to one-and two-story buildings associated with the Town Center (RHTC zone area) would also be visible above new buildings on the Mill Site.

Viewpoint 4 is located north of the site in Hood Canal. The existing view to the site from this viewpoint looking south (**Figure 3.10-7**) includes rockery bulkhead, beach, cranes and other mill structures, several small single-story structures, vegetated slope, and buildings/parking lot associated with the Town Site (RTHC zone area).

The view to the Mill Site (RHTW zone area) from this viewpoint under Alternative 1 would include new two-story buildings developed to a maximum of 30-35 ft. in height, compared to the currently developed but mostly vacant view. Views to new buildings along the ridgeline in the RHTC zone area would also be afforded. Views to the shoreline beach and rockery bulkhead would remain. Similar to the view from Port Gamble Bay (Viewpoint 3), the overall visual character of the Mill Site as viewed from the north would reflect that of a mixed-use community with greater building density than that of the surrounding area.

Alternative 2

As under Alternative 1, Alternative 2 would change the aesthetic character of the site by increasing the overall level of building development on the site. As under Alternative 1, full buildout of the site under Alternative 2 would occur incrementally over the approximately 15-year buildout period; thus, changes in site character would occur gradually.

Redevelopment under Alternative 2 would include approximately 225 new residential units, approximately 35,000 sq. ft. of commercial space, a 100-room hotel, 15,000 sq. ft. of restaurant space, 30,480 sq. ft. of education/industrial/other use, and approximately 245 acres of open space would be provided on the site. Assumed redevelopment under Alternative 2 would result in a similar change in aesthetic character in the RHTR, RHTC, RR and RW zone areas on the site. Views to site redevelopment in the RHTR and RHTC zone areas under Alternative 2 would be similar to that illustrated from Viewpoints 1 and 2 (**Figures 3.10-4** and **3.10-5**, respectively).

However, under Alternative 2 an additional 16 acres of the Mill Site (RHTW zone area) would be in restored open space area. **Figure 3.10-8** illustrates the view to site redevelopment on the Mill Site portion of the site as viewed from Port Gamble Bay to the east (Viewpoint 3). As illustrated, the visual character of the Mill Site would change from a developed but mostly vacant area to a more dense mixed-use community with two- to three-story buildings (built to a maximum of 30-35 ft. in height). The overall visual character of the site from this viewpoint would reflect a lower level of development than under Alternative 1, particularly in the south portion of the Mill Site and the extent of

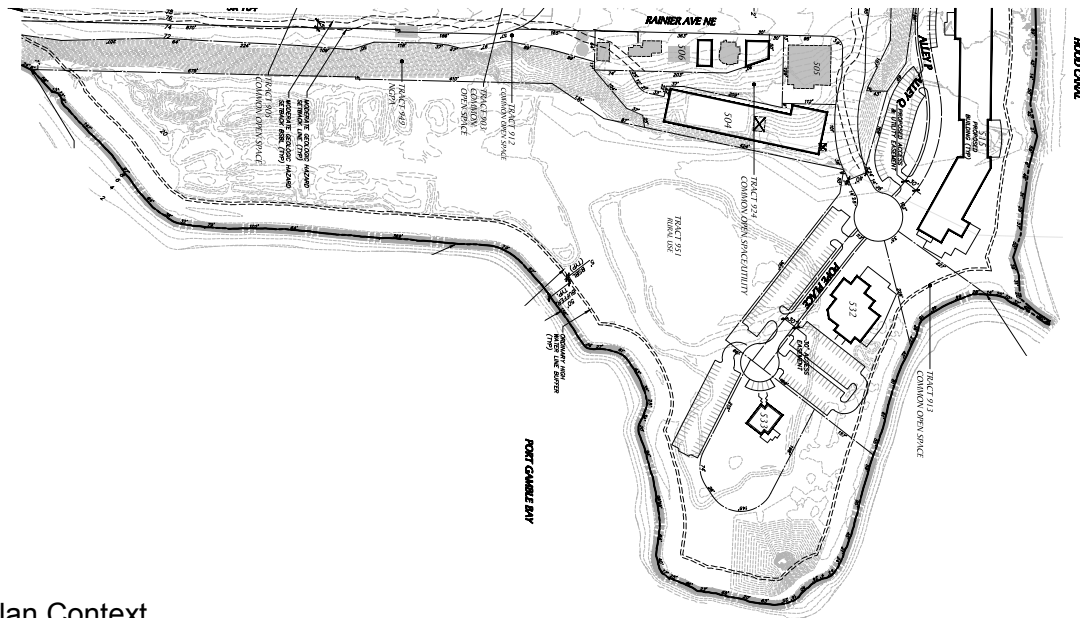
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Existing Conditions



Proposed



Site Plan Context

Source: DEA, 2018.



Figure 3.10-8
Viewpoint 3 - View West from Port Gamble Bay (Alternative 2)

of visible buildings at the southern portion of the Mill Site would be less. Views to one- and two-story buildings associated with the Town Site (RHTC zone area) would also be visible above the new buildings on the Mill Site.

The view to the Mill Site portion of the site under Alternative 2 from Hood Canal to the north (Viewpoint 4) would be generally similar to that under Alternative 1, except that buildings on the Mill Site would not extend as far to the east and additional open space would be provided on the eastern and southern portions of the Mill Site (see **Figure 3.10-9**). Views of one- and two-story buildings associated with the Town Site (RHTC zone area) would also be visible above the new buildings on the Mill Site, similar to Alternative 1.

No Action Alternative

As indicated earlier in this section, the No Action Alternative includes three different scenarios: A) Continuation of existing conditions. B) Redevelopment by others under existing zoning. This scenario would assume OPG sells the property and redevelopment would occur with permitted uses under existing zoning in piecemeal fashion by others, including industrial development on the Mill Site. C) Redevelopment of the upland area by others under existing zoning and purchase of the Mill Site by others for conservation. This scenario differs from Scenario B in relation to the Mill Site. This scenario assumes the Mill Site would be restored to a natural condition and no new development would occur in this area.

Scenario A – Continuation of Existing Conditions

Under No Action Scenario A, no new development would occur on the site and visual conditions on the site would remain as under existing conditions.

Scenario B – Redevelopment by Others Under Existing Zoning

Under No Action Scenario B, assumed redevelopment would result in a similar change in aesthetic character in the RHTR, RHTC, RR and RW zone areas on the site. Views to site redevelopment in the RHTR and RHTC zone areas under No Action Scenario B would be similar to that illustrated from Viewpoints 1 and 2 (**Figures 3.10-4** and **3.10-5**, respectively).

However, under No Action Scenario B industrial development consistent with existing zoning would occur on the Mill Site (RHTW zone area). On the Mill Site up to seven large industrial type buildings are assumed, along with associated materials storage and surface parking; buildings on the site would also be built to a height of 35 ft.; within 200 ft. of the shoreline building heights are limited to 30 ft. **Figure 3.10-10** illustrates the view to site redevelopment on the Mill Site portion of the site as viewed from Port Gamble Bay to the east (Viewpoint 3). As illustrated, the visual character of the Mill Site would change from a developed but mostly vacant area to a denser industrial park development with industrial/warehouse buildings built to a maximum height of 35 ft.

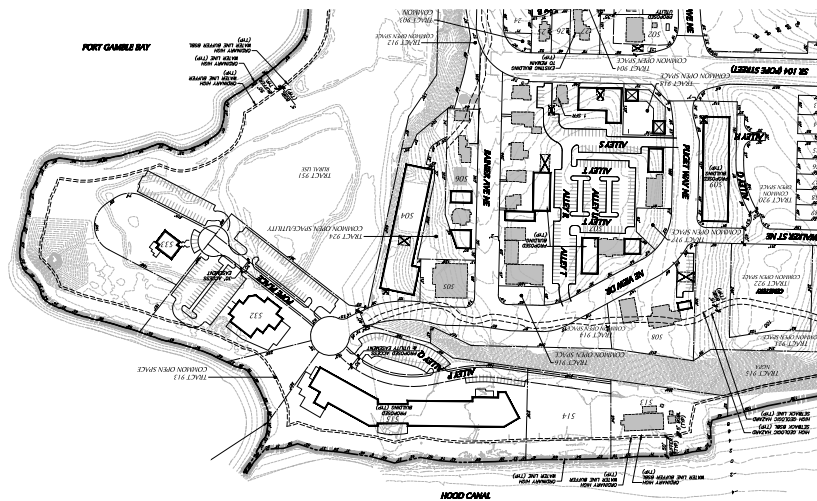
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Existing Conditions



Proposed



Site Plan Context

Source: DEA, 2018.



Figure 3.10-9

Viewpoint 4 - View South from Hood Canal (Alternative 2)

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Existing Conditions



Proposed



Site Plan Context

Source: David Evans and Associates, 2018.

The overall visual character of the site from this viewpoint would be similar to that under Alternative 2, although the amount of building modulation and design detail would likely be less. Although no buildings are assumed for the southern portion of the Mill Site, outdoor storage assumed for this area could also be visible. Views to one- and two-story buildings associated with the Town Site (RHTC zone area) would also be visible.

The view to the Mill Site portion of the site under No Action Scenario B from Hood Canal to the north (Viewpoint 4) would be similar to that under Alternative 1 with new buildings visible on the Mill Site and reflecting a greater building density than that of the surrounding area (see **Figure 3.10-11**). Views of one- and two-story buildings associated with the Town Site (RHTC zone area) would also be visible above the new buildings on the Mill Site generally as described for Alternative 1.

Scenario C – Redevelopment of Upland Area by Others Under Existing Zoning and Purchase of Mill Site by Others for Conservation

Under No Action Scenario C, assumed redevelopment would result in a similar change in aesthetic character in the RHTR, RHTC, RR and RW zone areas on the site. Views to site redevelopment in the RHTR and RHTC zone areas under No Action Scenario C would be similar to that illustrated from Viewpoints 1 and 2 (**Figures 3.10-4** and **3.10-5**, respectively) for Alternative 1.

However, No Action Scenario C assumes that the Mill Site would be purchased and restored to a natural condition by others, and no new development would occur in this area; as indicated in Chapter 2 of this DEIS, it is possible that a building housing a cultural center or similar use could be developed in this area.

Conclusion

Changes in the visual and aesthetic character of the site would occur over the 15-year buildout period. The character of the site and changes in visual conditions would thus occur incrementally over time. At full buildout, development under Alternatives 1 and 2, and No Action Scenarios B and C would change the aesthetic character of the RHTR and RHTC zone areas by continuing and increasing the number of visible buildings in these areas; in general, redevelopment in these areas would appear as an extension of the current visual character. On the Mill Site (RTHW zone area), Alternatives 1 and 2, and No Action Scenarios B and C would substantially change the aesthetic and visual character of this portion of the site from its developed but mostly vacant condition to a more dense development form. The effect of the change in site character to a particular viewer is generally a function of the locational relationship between the viewer and the site. For example, viewers at a similar elevation as the site and/or in close proximity to the site could perceive a substantial change in visual character, including increased building scale and altered views; the potential for obstruction of existing views would also generally be greater for close proximity viewpoints. Conversely, viewers at a higher elevation and/or at a distance from the site could perceive a moderate to limited change in the visual character.

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Existing Conditions



Proposed



Site Plan Context

Source: David Evans and Associates, 2018.



Figure 3.10-11
Viewpoint 4 - View South from Hood Canal (No Action—Scenario B)

Although the character of the site would change under the EIS Alternatives (including Scenarios B and C of the No Action Alternative), this assessment does not indicate if a particular change in visual character would be adverse. The determination as to whether a particular change could be adverse is often defined by the subjective reaction of an individual viewer. For example, some viewers could perceive the change in character of the Mill Site from developed but mostly vacant industrial area to a mixed-use redevelopment with a range of uses (Alternatives 1 and 2) as a negative impact, while others could perceive this change as a positive condition. On an overall basis, positive or negative perceptions related to visual aesthetic character would likely be defined by the quality and consistency of building design, the public access improvements and the “pedestrian-friendliness” of the site.

Light and Glare

Alternatives 1 and 2

New temporary sources of light would be introduced to the site during construction activities over the long-term buildout of the site. The lighting sources would be associated with infrastructure and building construction, trucks and other equipment and improvements to building interiors. Lighting associated with construction activities would be limited by Kitsap County regulations (KCC 10.28.040) which limit activities during nighttime hours, thus limiting construction lighting. Interior building lighting associated with interior improvements could potentially occur at all hours and could be visible from surrounding areas.

Redevelopment of the site under Alternatives 1 and 2 would add a variety of sources of light and glare on the site. General light sources and lighting types would be similar under Alternatives 1 and 2 and would primarily occur in the RHTR, RHTC and RHTW portions of the site.

In general, new residential, commercial and hotel uses would result in new light sources on the site, including: interior and exterior building illumination, parking area lighting, street lighting, walkway lighting and vehicle traffic. New lighting associated with redevelopment near Hood Canal and Port Gamble Bay shorelines could include interior and exterior building lighting; however, Alternatives 1 and 2 both include a 50 ft. shoreline buffer consistent with the 1999 SMP, as well as a 5 ft. building setback from the shoreline. Light levels would be generally higher in the evenings and during winter months when there are more hours of darkness.

Lighting sources associated with redevelopment on the RHTR, RHTC and RHTW portions of the site would be generally greater than those found in the surrounding area. Light levels associated with agricultural and residential uses in the RR and RW zone areas would be similar to those of the surrounding area. The naturally vegetated buffers proposed to be retained between proposed uses in the RR and RW areas and surrounding uses would further minimize the potential for light impacts.

New sources of glare on the site under Alternatives 1 and 2 could include reflection from building facades and windows, and reflections from vehicle traffic. Specific glare impacts would depend upon the degree of reflective surfaces (glass windows) used. Given the anticipated design character of new building exhibiting a “Northwest style” with an emphasis on natural materials and window overhangs, it is not anticipated that the amount of glare generated by proposed buildings would result in significant impacts.

No Action Alternative

Scenario A – Continuation of Existing Conditions

Under No Action Scenario A, no new development would occur on the site and light and glare conditions on the site would remain as under existing conditions.

Scenario B – Redevelopment by Others Under Existing Zoning

Under No Action Scenario B, assumed redevelopment would result in a similar light and glare conditions in the RHTR, RHTC, RR and RW zone areas on the site. Industrial development consistent with existing zoning would occur on the Mill Site (RHTW zone area), with up to seven large warehouse type buildings assumed, along with associated materials storage and surface parking. Depending on the types of materials utilized for the buildings, the amount of glare generated on the Mill Site could be more that under Alternatives 1 and 2.

Scenario C – Redevelopment of Upland Area by Others Under Existing Zoning and Purchase of Mill Site by Others for Conservation

Under No Action Scenario C, assumed redevelopment would result in a similar light and glare conditions as under Alternatives 1 and 2 in the RHTR, RHTC, RR and RW zone areas on the site. However, No Action Scenario C assumes that the Mill Site would be purchased and conserved in a natural condition by others, and minimal new generators of light and glare would occur in this area.

3.10.3 Mitigation Measures

The following measures have been incorporated into the proposal and/or identified in the DEIS to minimize the potential for aesthetic/light and glare impacts.

Required/Proposed Mitigation Measures

Site Design and Use

- Consistent with Kitsap County Town Development Objectives, proposed new buildings would include the use of natural materials, architectural detailing and modulation within the RHTC and RHTR zones and would be intended to respect the historic character of the site. In conformance with Town Development Objective 5, within the RHTW zone, the proposal could provide greater massing and a more industrial style in keeping with the historic industrial use of the Mill Site. Adherence to the Town Development Objectives would result in a cohesive design theme throughout the site.

- A substantial portion of the site would be retained in open space, parks and landscaping to soften the aesthetic character of overall site redevelopment.

Other Possible Mitigation Measures

- Lighting standards and design guidelines could be developed and included in the Development Agreement, such as :
 - Lighting for building and circulation routes could be designed with sensitivity to surrounding areas and fixtures could be located in a manner to avoid glare into surrounding land uses.
 - Exterior lighting features and security lighting near the perimeter of the site could use appropriate shields and could be directed away from adjacent areas to reduce light spillage.
 - All streets would be well lit for safety and security purposes to meet the standards of Kitsap County.
 - Informal path and trail lighting could be designed to not exceed a certain maximum height.

3.10.4 Significant Unavoidable Adverse Impacts

Portions of the site contain various forms of existing development, including development in the Town Site (RHTR and RHTC zoned areas) and on the Mill Site (RHTW zoned area) – thus, these portions of the site do not reflect the aesthetic character of an undeveloped site. Redevelopment under Alternatives 1 and 2 would change the aesthetic character of the Town Site by continuing and expanding upon the existing development pattern as allowed by the Comprehensive Plan and current development regulations. On the Mill Site, redevelopment under Alternatives 1 and 2 would change the aesthetic character of this portion of the site from a developed but mostly vacant area to a more dense mixed-use development. Changes in visual character would occur incrementally over the 15-year buildout period. Under the No Action Alternative Scenario B, redevelopment on the Mill Site would reflect a change in visual character to a more densely developed industrial area.

As noted previously, this assessment of aesthetic conditions does not indicate if a particular change in visual character would be adverse. The determination as to whether a particular change could be adverse is often defined by the subjective reaction of an individual viewer.

Redevelopment of the site would result in an increase in light and glare on the site and in the surrounding area. With implementation of mitigation measures, no significant unavoidable adverse impacts would be anticipated for light and glare.

3.11 PARKS AND RECREATION

This section provides a summary of existing parks and recreational facilities at the Port Gamble site and in the site vicinity, and discusses potential environmental impacts associated with added demand from site development and appropriate mitigation measures to address adverse impacts potentially associated with parks and recreation.

3.11.1 Affected Environment

Parks and Recreation Facilities on the Site

As described in **Chapter 2** of this DEIS, recreational uses on the Port Gamble site currently consist of a network of formal and informal trails that are mostly located in the southern portion of the site, within the RW area. These trails are used for hiking, running, horseback riding and biking. The Port Gamble trails host events year-round (including the largest mountain bike race in Washington; informal trailhead and fields are also located in the southeastern area of the site, and have been used by a model airplane flyer's club (Castleman's Field). Organized events occur in this portion of the site and continue into the Town Site including bike races, distance runs, marathons, and IRONMAN events. Additional recreational uses on the site include:

- A large open space area that is often used for community fairs and exhibitions and informal recreational purposes; located in the center of the RHTC area.
- A children's play area with a play structure; located near existing commercial uses in the RHTC area.
- A children's play area; located in the southeast portion of the site, on Olympian Avenue.
- A passive-use plaza/deck containing benches and a picnic table with views of Hood Canal to the North and Port Gamble Bay to the East; located at the northerly terminus of Rainier Avenue NE.
- A baseball diamond; located on the west part of the site, north of SR 104 and south of the former sewer treatment plant.

Parks and Recreation Facilities in the Site Vicinity

According to the Kitsap County 2018 Parks, Recreation, and Open Space Plan (**Appendix L**), Kitsap County's park and open space system currently includes 73 individual sites totaling 10,478 acres.

These include a range of park types and classifications:

- **Heritage Parks**, at least 400 acres in size, accommodating both active and passive recreation while providing open space and preservation;

- **Community Recreation Complexes**, which draw people from more than a five-mile distance;
- **Waterways and Waterfront Parks**, which are established near lakes, rivers, and bay beaches
- **Legacy Parks and Properties**, which include historical sites and other properties with educational opportunities
- **Specialized-Use Parks**, which are provide recreational facilities for skateboarders, dog-walkers, and golfers;
- **Partnership Properties**, which are county-owned park properties that are cooperatively managed and maintained with non-county properties; and
- **Other Park System Property Assets**, including trail systems, open space and greenbelts, and sustainable harvest forest lands.

For park and recreation planning purposes, Kitsap County is divided into three planning areas that are defined by geography: North Kitsap, Central Kitsap, and South Kitsap. Port Gamble is located within the North Kitsap area. Existing park and open space areas within the Port Gamble vicinity (the North Kitsap area) are detailed below (see **Figure 3.11-1** for the location of these parks and open space areas).

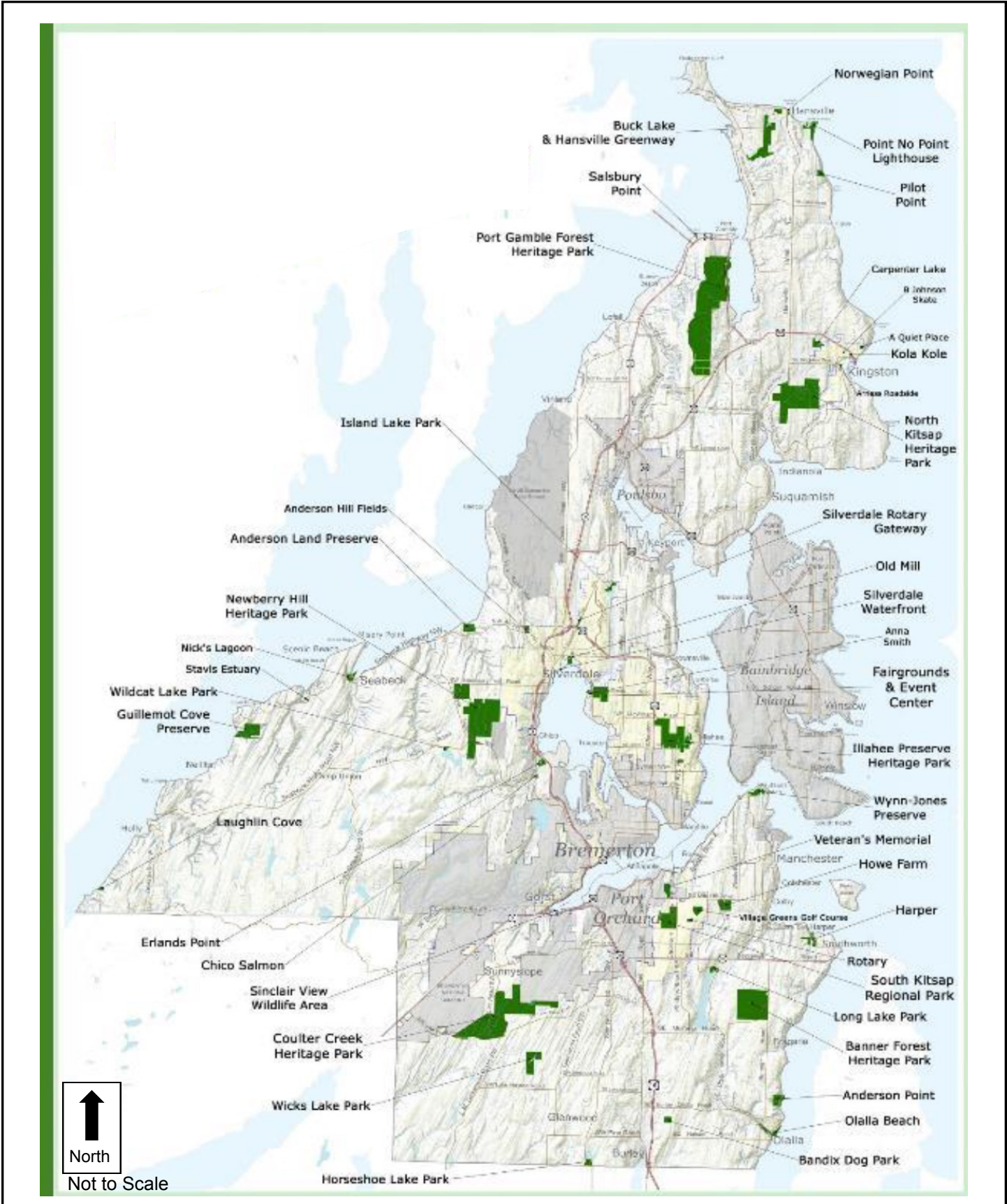
More than 75 percent of all park and open space acreage within Kitsap County is within six heritage parks. Port Gamble Forest Heritage Park was newly acquired in 2018 by Kitsap County and consists of approximately 3,493 acres (33 percent of Kitsap County’s Inventory) that is located in North Kitsap adjacent to State Highway 104, less than one mile south of Port Gamble. North Kitsap Heritage Park is approximately 799 acres (7.6 percent of Kitsap County’s inventory) and is located north of Indianola off of Miller Bay Road, approximately seven miles from Port Gamble. Heritage parks are large enough to remain primarily undeveloped natural areas, with trails and environmentally sensitive areas preserved or enhanced. These heritage parks have enough land to appropriately accommodate active use areas to meet current and future needs. With the exception of trails running through parts of the heritage parks, these lands are mostly undeveloped.¹

No community recreation complexes are located within three miles of Port Gamble.

One waterway and waterfront park, Salsbury Point Park, is located approximately one mile west of Port Gamble north of the Hood Canal Bridge. This park includes a boat launch, fishing, picnic areas, picnic shelter, playground, restrooms, viewpoints, and water access. Three other North Kitsap waterway and waterfront parks are located near Hansville (Buck

¹ Kitsap County. Parks, Recreation and Open Space Plan.
<https://www.kitsapgov.com/parks/Documents/PROSPlan2018.pdf>

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Source: Kitsap County Parks, Recreation and Open Space Plan, 2018.

Figure 3.11-1

Parks and Recreational Facilities

Lake, Point No Point, Norwegian Point County Parks), one is located near Indianola (Indianola Waterfront & Woodland), one is located near Kingston (Arness Roadside Park) and one is located northeast of Poulsbo (Island Lake County Park).

No legacy parks are located within three miles of Port Gamble. Kola Kole Park is located near Kingston approximately eight miles from the project site.

No specialized use parks are located within three miles of Port Gamble. The Billy Johnson Kingston Skate Park is located near Kingston, approximately eight miles from the project site. It should also be noted that construction will begin in 2019 on the new 200-acre Port Gamble Mountain Bike Ride Park that is located south of the Port Gamble project site.

As noted above, Port Gamble Forest Heritage Park is a newly acquired area by Kitsap County which contains approximately 3,493 acres of open space and forested area that is located less than one mile south of Port Gamble. Several other open space and greenbelt areas are located near Kingston, including Carpenter Lake/Creek, the Kingston Nike Site, A Quiet Place, and Kingston Salt Marsh. Pilot Point and the Hansville Greenway are located near Hansville

Smaller Partnership Properties are scattered throughout the North Kitsap County area, but beyond three miles of Port Gamble. The Indianola Greenway is within the Indianola area. Snyder Park is located north of Poulsbo. The Rude Road site, an undeveloped site, is located west of Poulsbo. Keyport Saltwater Park is located within the Keyport area and the Suquamish Nature Preserve and Sport Court is located within the Suquamish reservation.

Kitsap Memorial State Park is located west of SR 3, five miles south of the Hood Canal Bridge. It includes camping sites, a hall for large gatherings, individual cabins, playfields and children's play equipment along with 1800 ft. of shoreline.

The Kitsap Forest and Bay Project, a collaborative planning effort by recreation and conservation interest groups, tribes, and agencies, has worked to acquire open space lands in North Kitsap County. Over 4,000 acres are currently protected through the partnership with Forterra and the Port Gamble/S'Klallam and Suquamish Tribes, with a goal of eventually acquiring up to 7,000 acres. Five blocks of land have been established as acquisition priority, including Hansville, the North Kitsap Heritage Park Expansion, the Divide, Port Gamble Upland, and Port Gamble Shoreline blocks. These tracts of forestland contain ecologically important streams, wetlands, forests, shorelines, and tidelands. The lands typically serve the County for diverse passive recreation opportunities.

Parks Level of Service Standards

Kitsap County's *2016 Capital Facilities Plan* addresses open space, parks and recreation services in the City for a 20-year time frame. This plan presents target level of service (LOS) standards for park and recreation facilities in the County, as shown in **Table 3.11-1**. In general, the LOS standards represent overall levels of facilities that the County seeks to

achieve on a county-wide basis and are not necessarily intended to be implemented on a project-specific basis.

**Table 3.11-1
PARKS AND OPEN SPACE LOS**

Park Land	Kitsap County Facilities	Other Agency Facilities	Total Facilities	2015 Kitsap County Ratio Per Capita ¹	2012 PROS Target LOS Ratio Per Capita	2015 Facilities Required to meet Target LOS ¹	2015 Net Reserve or Deficit ¹	2036 Net Reserve or Deficit ²
Natural Resource Areas ³ (acres)	1,191	16,699	17,890	0.069	0.071	18,332	(442)	(5,757)
Heritage Parks ³ (acres)	4,699	0	4,699	0.018	0.019	4,906	(207)	(1,629)
Regional Parks ³ (acres)	590	2,342	2,932	0.011	0.016	4,131	(1,199)	(2,397)
Community Parks ³ (acres)	339	806	1,145	.0044	0.0465	1,201	(56)	(404)
Shoreline Access ³ (miles)	8.5	18	26.5	0.00010	0.000061	16	10.7	6.2

Source: Kitsap County 2016 Capital Facilities Plan.

1. Calculated using 2015 Kitsap countywide population of 258,200.
2. Calculated using projected 2036 Kitsap countywide population of 333,053. Assumes that no additional parkland is gained by 2036.
3. Kitsap County changed the park classification terminology between the issuance of the 2016 Capital Facilities Plan and the issuance of the 2018 Parks, Recreation and Open Space Plan. Therefore, the parks classification differs between this section and those described above.

Table 3.11-1 also contains an inventory of the County’s current (2015) park and recreation facilities; the current LOS provided in the County (based on the County’s 2015 population of 258,200; a calculation of current surpluses or shortfalls of these facilities, based on the adopted LOS standards; and, a calculation of projected 2036 surpluses or shortfalls of these facilities, based on the adopted LOS standards and a 2036 population of 333,053. As shown in **Table 3.11-1**, the County currently has a natural resource area deficit of 442 acres, a deficit for heritage parks of 207 acres, a regional park deficit of 1,119 acres, and a community park deficit of 56 acres. Due to population growth, the deficit in all categories is expected to increase by 2036. Therefore, the existing acreage of parks and open space land are below the identified LOS standards and the 2016 Capital Facilities Plan identifies the need for additional park and open space land. The Kitsap Forest and Bay Project, as described above, will serve to address these deficiencies primarily in the categories of heritage parks and open space. As noted above, Port Gamble Forest Heritage Park is a recently acquired area by Kitsap County which contains approximately 3,493 acres of open

space and forested area that addresses some of the existing and projected deficiencies in park and open space area within the County.

Parks Planning

In February 2018, Kitsap County adopted its 2018 Parks, Recreation and Open Space Plan. This Plan describes existing park and recreation facilities and services within Kitsap County; and, analyzes the supply, demand and need for additional park and recreation facilities. The Plan provides a six-year plan and 20-year vision for the County's park system, the steps needed for developing and improving park facilities, acquiring new park facilities, and expanding recreation opportunities in existing areas based on expressed public need. Updating the Parks, Recreation and Open Space Plan periodically is a requisite component of the Growth Management Act.

North Kitsap String of Pearls Trails Plan

After a two year process involving 1100 community members, the North Kitsap String of Pearls Trail Plan was officially adopted into Kitsap County's Comprehensive Plan in 2011. Kitsap County is studying the location of the Sound to Olympics Trail (STO), a regional paved shared use path that will come through Port Gamble and is planned to connect Kitsap communities with the Olympic Discovery Trail and via the ferries, with the Burke Gilman Trail, Mountain to Sound Greenway and the Cross State trail.

Shoreline Master Program Regulations

The Shoreline Management Act (SMA) of 1971 (RCW 90.58) is intended to protect the public interest associated with shorelines of the state while, at the same time, recognizing and protecting private property rights consistent with the public interest. The primary implementing tool of the SMA is the adoption by local jurisdictions of Shoreline Master Programs (SMP) which is intended to comprehensively guide the management of shorelines that are under the jurisdiction of the local government. The regulatory provisions of the Kitsap County's currently adopted SMP are contained within the Kitsap County Code (Title 22). Numerous regulations within the SMP relate to public access along the shoreline. At present, access to the Port Gamble Bay and Hood Canal shoreline on the project site is only granted with permission by Pope Resources, including the private dock (see **Section 3.9, Relationship to Plans, Policies and Regulations**, for additional information on the adopted SMP and on the update to the SMP that is currently underway).

3.11.2 Impacts

This section focuses on the probable significant impacts on parks and recreation facilities in the vicinity of the site that could occur with redevelopment on the Port Gamble site under Alternatives 1 and 2.

Impacts Common to Alternatives 1 and 2

Both Alternatives 1 and 2 would include the removal of the existing recreational uses on the site (children's play areas, baseball diamond, existing central open space areas, and plaza overlook) and the creation of new recreational opportunities throughout the development.

Construction Impacts

Existing recreation areas would be removed during construction, including the two small children's play areas east of Puget Way and east of Olympian Avenue and the baseball diamond/soccer fields west of North Teekalet Avenue. The existing plaza overlook north of View Drive and existing sidewalks throughout the site would also be removed and replaced during construction. Existing non-wooded open space areas would generally be redeveloped.

Construction activities associated with redevelopment of the Port Gamble site would result in periodic increases in dust and noise levels as a result of construction of new site infrastructure (including roadways, utilities and paved areas) and buildings. These activities would not be anticipated to result in impacts at the parks and recreation facilities in the vicinity of the site due to the distance to these areas and intervening land uses and roads. The closest park to the site is the state-owned Salsbury Park (located approximately one mile to the west of the site) which would be buffered from site construction by intervening residential uses and forested areas.

Use of the existing trails within the site would be anticipated to be disrupted during construction of frontage improvements and site access driveways, as well as the extension of Carver Drive from the new roundabout to the western portion of the site. Such temporary impacts could include physical blockage of the trails, which may impede use of the trail and result in safety concerns. Signage, potential detours and safety measures to ensure safe travel would be required to address these impacts.

Operational Impacts

Redevelopment of the site would include the development of new parks throughout the site, approximately commensurate with the loss of the existing active parks within the site. A large park would be located west of Puget Way, which would include a larger play structure for children. One pocket park would be located at the southwestern corner of Olympian Drive and Talbot Street and another pocket park would be located west of the commercial uses on Rainier Avenue. These pocket parks could include a small children's play area or include more passive uses. The net result of redevelopment would be the loss of the existing baseball diamond and soccer fields on the site.

A majority of the existing non-wooded open space in the upland area would generally be redeveloped into residential, commercial, or parking uses. A market square for farmer's market activities or other seasonal events would be provided at the corner of Pope Street and Puget Way NE. An overlook park would be constructed in generally the same location as existing conditions. An additional trail link to the waterfront would be provided in the

northeast corner of the upland area. Open space within the Mill Site would include a waterfront park that would provide public access to the shoreline, and a shoreline trail or boardwalk in the shoreline buffer area. A new trail would be provided in the northwest corner of the site near the new stormwater outfall which would provide additional pedestrian access to the shoreline. A shoreline bluff foot path trail would also be provided to connect Port Gamble with the adjacent Port Gamble Forest Heritage Park; space for three trailhead parking areas would also be provided to serve the Port Gamble Forest Heritage Park and trail facilities.

Table 3.11-2 below compares the distribution of open space between existing conditions and under development of Alternatives 1 and 2.

**Table 3.11-2
DISTRIBUTION OF OPEN SPACE**

Open Space/Recreation Uses	Existing Conditions	Alternative 1	Alternative 2
Parks		1.67 acres	1.67 acres
Agricultural		11.50 acres	11.50 acres
Natural/Wooded Area		37.96 acres	37.96 acres
Critical Areas and Buffers	122.38 acres	100.62 acres	100.62 acres
Landscape/Lawn Area	103.12 acres	72.04 acres	66.28 acres
Other Open Space Areas	53.43 acres	15.61 acres	27.44 acres
Total Open Space Area	278.93 acres	239.41 acres	245.47 acres
Trails		~ 3.0 miles	~ 2.5 miles

Source: David Evans and Associates, 2018.

As indicated by the table above, development under Alternatives 1 and 2 would result in a net loss of open space by approximately 15 percent and 10 percent, respectively. The loss would generally occur due to the redevelopment of existing open space in the developed portion of the site. However, under Alternatives 1 and 2, approximately 3.0 to 2.5 miles of new trails would also be provided on the site. In addition, the future Sound to Olympic Trail could be accommodated within two potential locations on the Port Gamble site to allow for further access to trails on site and in the site vicinity.

Increases in the on-site population from proposed residential uses, as well as on-site employees from proposed retail, hotel and restaurant uses, would increase demands on community and regional parks and recreation facilities. Off-site recreation facilities most likely to receive increased demand would include facilities near the site, such as Salsbury Park.

Table 3.11-3 shows the amount of park and open space facilities that would be needed in Kitsap County to achieve the County’s LOS standards and the projected residential population under Alternatives 1 and 2. Heritage parks and regional parks are not included in this table, since Port Gamble is not of a size to provide these types of parks. However, playgrounds and trails are included in the table, since these types of facilities would be provided within the redevelopment of Port Gamble.

For this analysis, it is assumed that the new residential population onsite would consist entirely of new residents to Kitsap County, with no residents moving to the site from other areas within Kitsap County. Additional employees onsite could also potentially contribute to some increased use of nearby park and recreation facilities, but would not be expected to use these facilities at substantial levels and are not included in the analysis. As shown in **Table 3.11-2**, additional community parks could be needed in the County based on the County’s LOS standards and the increased on-site residential population under Alternative 1 and Alternative 2.

**Table 3.11-3
PARK AND RECREATION IMPACTS – ALTERNATIVES 1 AND 2**

	Kitsap County’s LOS Standard	Alternative 1 (676 residents**)		Alternative 2 (574 residents**)	
		Needed to meet LOS goal	Provided	Needed to meet LOS goal	Provided
Open Space	71 acres per 1,000 pop.	48.00 acres	165.69 acres*	40.75 acres	177.52 acres*
Community Parks	46.5 acres per 1,000 pop.	31.43 acres	1.67 acres	26.67 acres	1.67 acres
Playgrounds	0.56 facilities per 1,000 pop	0.38 of a playground	At least 1 playground	0.32 of a playground	At least 1 playground
Trails	0.2 miles per 1,000 pop	0.14 miles	3 miles	0.11 miles	2.5 miles
Shoreline Access	0.06 miles per 1,000 pop.	0.04 miles	0.7 miles	0.03 miles	0.7 miles

Source: Kitsap County, 2012 Parks, Recreation and Open Space Plan and EA, 2018.

*Includes Agricultural, Natural/Wooded Area, Critical Areas and Buffers, and other Open Space Areas from Table 3.9-1 above.

**Based on a household size of 2.55 persons per household in Kitsap County (2016 American Community Survey).

As indicated in **Table 3.11-3**, site development under Alternatives 1 and 2 would provide surplus recreational resources (i.e., more than sufficient to meet LOS goal) in the areas of open space, playgrounds, shoreline access and trails. Site development under Alternatives 1 and 2 would contribute to the deficit in community parks. However, the large open field in the southeastern portion of the site, currently classified in this analysis as open space, could be used informally as a community park, as it is currently for events and recreational activities.

The redevelopment alternatives would provide increased public passive recreation opportunities on the site in the form of a new publicly accessible shoreline trail, open space acreage along the shoreline where a trail would be located and the potential for improved connections from the proposed shoreline trail to the upland area. Improved access for residents and visitors includes sidewalks and plazas and other visually accessible open space in the development.

The increases in on-site population due to new residents and employees would result in increased demand on area parks and recreational facilities on an incremental basis over the buildout of the Port Gamble site. Increases in on-site population could result in additional demand for both passive and active recreational facilities in the site vicinity. However, proposed open space and recreational facilities provided with Alternatives 1 and 2 would help to fulfill the increased demand.

Alternative 1

Impacts associated with Alternative 1 are described above in the Impact Common to Alternatives 1 and 2. The only difference in parks and recreation facilities between Alternatives 1 and 2 are within the shoreline area of the site.

Alternative 2

Alternative 2 includes the conservation of 16 acres of shoreline area. This conservation activity would be done by others under a separate permit. Trails and limited access would be provided throughout this conservation area. As a result, additional trails would be provided under Alternative 2 as compared to Alternative 1.

No Action Alternative

Scenario A – Continuation of Existing Conditions

Under No Action Scenario A, no redevelopment would occur. The existing land uses and open spaces would remain as described under existing conditions.

Scenario B – Redevelopment by Others Under Existing Zoning

Under No Action Scenario B, the impacts to parks and recreational facilities within the upland portion of the site would be similar to that described for Alternatives 1 and 2.

Within the Mill Site, approximately 200,000 sq. ft. of industrial uses would be developed. No parks or trails would be constructed within the Mill Site under this scenario. Public access to the shoreline would not be provided as the Mill Site would be utilized for industrial purposes.

Scenario C – Redevelopment of Upland Area by Others Under Existing Zoning and Purchase of Mill Site by Others for Conservation

No Action Scenario C would generally include the same assumptions for the upland area as under No Action Scenario B (development by others under existing zoning). This scenario assumes that the Mill Site would be restored to a natural condition and no new development would occur in this area. The Mill Site would be completely left as open space, except that the existing Newfields Laboratory would remain. Public access to the shoreline would be dependent upon conservation plans developed by the future owner of the Mill Site.

Conservation of the Mill Site to a natural condition would result in additional open space for overall site. However, without redevelopment of the Mill Site, the applicant's objectives in terms of creating an economically sustainable community would not be met as there may not be enough new development to sustain the existing town in a viable manner.

3.11.3 Mitigation Measures

Required/Proposed Mitigation Measures

The following required/proposed mitigation measures would address the potential parks and recreation impacts associated with redevelopment of the Port Gamble site under Alternatives 1 and 2.

Prior to and During Construction

- Potential increased demand for parks and recreation facilities would be mitigated, through the provision of new on-site parks, recreational facilities, trails and open space, and payment of park impact fees. Approximately 75 to 77 percent of the site would be retained in some form of open space area and 2.5 to 3 miles of trails would be provided.

3.11.4 Significant Unavoidable Adverse Impacts

Development under Alternatives 1 and 2 would result in increased demand for parks and recreational facilities from new uses and on-site population. With implementation of the required/proposed mitigation measures listed above, no significant unavoidable adverse impacts to parks and recreational facilities would be anticipated.

3.12 PUBLIC SERVICES

This section of the DEIS describes the existing status of public services that are provided to the Port Gamble site, and evaluates the impacts of added demand on such services from redevelopment of the site under the EIS alternatives. Services evaluated in this section include law enforcement, fire and emergency medical services, and public schools.

3.12.1 Affected Environment

Law Enforcement

Law enforcement services within the Port Gamble site are provided by the Kitsap County Sherriff's Office, which serves the unincorporated Kitsap County population. The Sherriff's Office has facilities at six locations throughout the County, with the main office located in Port Orchard. **Table 3.12-1** below, details the Sheriff Office's current facility locations.

Table 3.12-1
KITSAP COUNTY SHERRIFF'S OFFICE LOCATIONS

<i>Name</i>	<i>Location</i>
Main Office	614 Division St., Port Orchard, WA
Central Office	3133 Randall Way, Silverdale, WA
Kitsap Community Resources Office	Jackson Avenue, Port Orchard, WA
Fire Station 17 Office	7990 McCormick Woods Dr. SW, Port Orchard

Source: Capital Facilities Plan for Kitsap County 2016 Comprehensive Plan Update

Current Kitsap County Sherriff's Office staffing includes 118 Commissioned Deputies and 91 corrections staff. The majority of the uniformed personnel are assigned to the Patrol Division, which responds to emergency calls for service.

The Kitsap County Sheriff's Office Patrol Division provides 24-hour coverage for a 396-square mile area, which is divided into eight patrol areas. The Port Gamble site is located within the Nora patrol area, however, it is common for deputies in the Nora and Lincoln patrol area to share responses to the Port Gamble site and site vicinity. Typically there are two deputies on duty to patrol the area north of Poulsbo, and a single emergency response typically requires two or more deputies. Therefore, at times when there are multiple calls for service, the Kitsap County Sheriff's Office ability to respond is compromised. In such instances, there is a reliance on deputies responding from other parts of Kitsap County if they are available. The Kitsap County Sheriff's Office is currently staffed at a level of 0.67 officers per 1,000 population in unincorporated areas of Kitsap County. The near-term goal

is to staff at a level of 0.75 officers per 1,000 population, and the long-term goal is to staff at a level of 0.80 officers per 1,000 population.¹

The Kitsap County Sheriff’s Office has emergency response time goals for three types of service calls. Response time goals together with the current actual average response times are detailed in **Table 3.12-2**, below.

Table 3.12-2
KITSAP COUNTY SHERRIFF’S OFFICE
RESPONSE TIME GOALS AND RESPONSE TIME AVERAGES, 2013

Call Type	Response Time Goal	Actual Response Time Average
Emergent	6:00 minutes	7:50 minutes
Urgent	9:35 minutes	9:30 minutes
Routine	10:20 minutes	9:50 minutes

Source: Kitsap County Sheriff’s Office, Personal Communication, 2013.

It should be noted that the current response time averages are approximations based on quarterly data. As shown in **Table 3.12-2**, response time goals are being met for ‘urgent’ and ‘routine’ call types, but are not being met for ‘emergent’ call types.

Call Volume

In 2012 (the most recent year for which data is available), the Kitsap County Sherriff’s Office received a total of 99,710 calls for service. Calls in 20120 represented an approximately 6.2 percent increase in call volume from the previous year, and approximately less than 1.0 percent decrease since 2007. Given the County’s 2010 population of approximately 168,900 people, the 2012 call volume reflected approximately 590 calls per 1,000 population. **Table 3.12-3** summarizes the total call volumes for the Kitsap County Sherriff’s Office from 2007 to 2012.

¹ Personal Communication with Kitsap County Sheriff’s Office, August 2013.

**Table 3.12-3
KITSAP COUNTY SHERIFF'S OFFICE CALLS FOR SERVICE**

<i>Year</i>	<i># Calls</i>
2007	99,582
2008	95,880
2009	92,043
2010	98,340
2011	93,899
2012	99,710

Source: Kitsap County Sheriff's Office 2013 Annual Report.

The Kitsap County Sheriff's Office indicates that current staffing is low and space in facilities is lacking. As well, response times are expected to decline as the County population increases unless additional personnel and equipment are provided.²

Fire and EMS

Fire and emergency services for Port Gamble are provided by Kitsap County Fire District 18 (Poulsbo Fire Department), which serves a 55 square mile area from Port Gamble to Keyport out of four stations (Stations 71, 72, 73 and 77). The Department is staffed with career personnel and volunteers; Station 71 and 77 are staffed full time, while flex staffing occurs at Station 72, and Station 73 is staffed by volunteers. The Department has a total of 33 career firefighters, of which nine are paramedics. There are currently 30 volunteers, of whom 10 are firefighter/EMTs and 20 are EMT only.

The station closest to the Port Gamble site is Fire Station 72, which is located off Highway 3 (28882 Falkner Road NE) approximately four miles south of the site. The station building includes a three-bay apparatus storage facility, a kitchen, dayroom and five bedrooms. Equipment at the station presently includes an engine unit and an aid unit. Station 72 serves an estimated population of 3,515 within an 11.08 sq. mile area with 38.50 road miles. The station is flex staffed (that is, the station is staffed when resources are available) and minimus flex staffed (meaning that the station has an engine and aid unit available). Currently, the station is staffed 80 percent of the time with a minimum of six hours per day. The secondary response station is Station 77, located on Pioneer Hill.

² Personal Communication with Kitsap County Sheriff's Office, August 2013.

Call Volume and Workload

Table 3.12-4 provides a summary of the types of calls received by the Poulsbo Fire Department as a whole from 2009 to 2011. In 2011, the Department received a total of approximately 3,067 calls for service, which represented an approximately 3.9 percent decrease in calls since 2009.

**Table 3.12-4
POULSBO FIRE DISTRICT 18 – CALLS FOR SERVICE, 2009-2011**

Call Type	2009 (Calls)	2010 (Calls)	2011 (Calls)
Fire	96	60	64
EMS/Rescue	2048	2052	2,028
Hazardous Conditions	85	85	83
Service calls	389	410	361
Good Intent	362	372	369
False Call	175	169	143
Blank/Invalid/Other	39	30	19
TOTAL	3,194	3,178	3,067

Source: Kitsap County Fire District 18/Poulsbo 2009, 2010 and 2011 Annual Report of Service Level Objectives

Table 3.12-5 summarizes the total call volumes for Fire Station 72 over the last three years. The District received approximately 253 calls in 2011, which represented an approximately 8.3 percent decline compared to 2010, and a 15.8 percent decline compared to 2009. In 2011, the majority of the calls for service (approximately 60 percent) were to respond to rescue and emergency medical service (EMS) incidents.

**Table 3.12-5
STATION 72 – CALLS FOR SERVICE, 2009-2011**

Call Type	2009 (Calls)	2010 (Calls)	2011 (Calls)
Fire	15	12	6
EMS/Rescue	157	161	152
Hazardous Conditions	12	8	13
Service calls	42	43	36
Good Intent	44	30	34
False Call	18	19	11
Blank/Invalid/Other	5	3	1
TOTAL	293	276	253

Source: Kitsap County Fire District 18/Poulsbo 2009, 2010 and 2011 Annual Report of Service Level Objectives

Response Times

Through a resolution of the Board of Fire Commissioners, the Poulsbo Fire Department has adopted service level objective goals for turnout time (the time between units receiving

notification of an emergency to the beginning point of response time) and response time (the time immediately following the turnout time that it takes for units to arrive at the scene). The turnout time goal for emergency medical events is 1.5 minutes, while the goal for all other event types is 2 minutes. Response time goals differ for suburban and rural areas; the goal for the first unit responding to most types of events in a suburban location is 8 minutes, and the goal for rural locations is 11 minutes. The Port Gamble site is located within a rural area. **Table 3.12-6** summarizes response time goals for various types of events in rural areas, and results for the Department in 2011.

**Table 3.12-6
POULSBO FIRE DEPARTMENT
2011 RESPONSE TIME GOALS AND ACTUAL RESPONSE TIMES**

Call Type	Rural Response Time Goal	Actual Response Time
Turnout Time: -Priority 1 & 2 Events	2 minutes	2:19 minutes
-Fire Events	2 minutes	2:41 minutes
-EMS	1.5 minutes	1:37 minutes
First Arriving Unit, Priority 1 & 2 Events	11:00 minutes	11:26 minutes
First Arriving Engine Company	11:00 minutes	13:00 minutes
Full First Alarm Assignment	18:00 minutes	15:41 minutes
First Responder at EMS Incident	11:00 minutes	12:05
Advanced Life Support Unit at EMS Incident	11:00 minutes	12:00 minutes

Source: Kitsap County Fire District 18/Poulsbo 2009, 2010 and 2011 Annual Report of Service Level Objectives.

As shown by the above table, as of 2011, except for EMS turnout time and full first alarm assignment call types, the Department was not meeting most response time goals.

Public Schools

The Port Gamble site is located within the North Kitsap School District, which provides services for approximately 5,900 students. The District includes seven K-5th grade elementary schools, two 6th-8th grade middle schools, two 9th-12th grade high schools, an alternative high school (Spectrum Community School) and West Sound Technical Skills Center.

The Port Gamble site is primarily served by Kingston Middle School and Kingston High School. Up through the 2012/2013 school year, Breidablik Elementary served students on the Port Gamble site. In February 2013, the North Kitsap School Board of Directors voted to close Breidablik Elementary School in the 2013-2014 school year, and to redraw school boundaries. This decision was made due to reduced state funding and declining enrollment. David Wolfe Elementary school now serves students living on the Port Gamble site in the future, according to new boundary maps effective fall, 2013.

Existing Enrollment

For the 2017-2018 school year, the North Kitsap School District had a total enrollment of 6,055 students. This represents an approximately three percent decline over the past five years. **Table 3.12-7** summarizes enrollment in the North Kitsap School District over the past five years.

**Table 3.12-7
NORTH KITSAP SCHOOL DISTRICT ENROLLMENT 2013-2018**

School Year	Enrollment
2013/2014	6,252
2014/2015	6,116
2015/2016	6,059
2016/2017	6,037
2017/2018	6,055

Source: State of WA, OSPI.

Enrollment at individual schools within the District over the past five years has fluctuated based on the particular school. Enrollment for the schools serving the Port Gamble site in the 2017-2018 school year included: David Wolfe Elementary – 390 students; Kingston Middle School – 503 students; and, Kingston High School – 760 students. See **Table 3.12-8** for a summary of historic enrollment at these three schools over the past five years.

**Table 3.12-8
NORTH KITSAP SCHOOL DISTRICT ENROLLMENT 2013-2018**

School	2013/2014	2014/2015	2015/2016	2016/2017	2017/2018
David Wolfe Elementary	352	347	362	345	390
Kingston Middle School	557	542	498	488	503
Kingston High School	894	817	852	769	760

Source: State of WA, OSPI.

The Port Gamble site presently contains 28 residential units (single family) with approximately 75 residents, and the site currently generates approximately 15 students.

Projected Enrollment

The North Kitsap School District uses a model to project enrollment predictions out to the year 2029 using State Office of Financial Management (OFM) forecasting assumptions of population and residential units. This model assumes approximately 350 to 400 new single family homes and 75 multi-family units will be constructed in the North Kitsap School District annually. The District's student generation rates are based on the assumption of 0.52 students per single family dwelling unit and 0.36 students per multifamily dwelling unit. Based on these generation rates, and the forecasted residential development,

approximately 209 to 235 new students could be added to the District annually. Overall, student enrollment is projected to be 7,408 in ten years (2023). **Table 3.12-9**, below, details the District’s projected enrollment until 2029.

**Table 3.12-9
NORTH KITSAP SCHOOL DISTRICT PROJECTED ENROLLMENTS 2013 - 2029**

Grade Level	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
Grades K-5	2,975	3,025	3,024	3,018	3,016	3,019	3,037	3,082	3,148	3,219	3,298	3,384	3,478	3,582	3,689	3,797	3,907
Grades 6-8	1,502	1,562	1,608	1,687	1,739	1,758	1,762	1,746	1,727	1,723	1,741	1,771	1,800	1,832	1,869	1,911	1,958
Grades 9-12	2,023	2,008	2,043	2,044	2,083	2,175	2,227	2,303	2,360	2,377	2,369	2,354	2,347	2,350	2,376	2,413	2,449
District K-12 Total	6,501	6,594	6,676	6,749	6,838	6,952	7,026	7,131	7,235	7,319	7,408	7,509	7,625	7,764	7,933	8,121	8,314

Source: State of Washington, Superintendent of Public Instruction, School Construction Assistance Program. Report 1049 – Determination of Projected Enrollments. School Year 2012-2013.

Building Capacity

Total student capacity in the North Kitsap School District is approximately 6,893 with the use of portables. Given the current enrollment for the District (approximately 6,055 students), the District currently has an overall surplus capacity of approximately 838 students with the use of portables³. **Table 3.12-10** summarizes existing student capacity and current enrollment.

**Table 3.12-10
NORTH KITSAP SCHOOL DISTRICT CAPACITY AND 2012/2013 ENROLLMENT**

School	Enrollment Capacity	Current Enrollment
ELEMENTARY SCHOOLS		
Breidablik Elementary	394 ¹	0
Gordon Elementary	404	460
Pearson Elementary	328	317
Poulsbo Elementary	571	561
Suquamish Elementary	404	399
Vinland Elementary	560	613
Wolfe Elementary	361	390

³ Surplus includes capacity from Breidablik Elementary, which is currently closed. Not including Breidablik Elementary, the surplus capacity is 444 students.

Table 3.12-10 Continued

Total Facilities	3,021²	
MIDDLE SCHOOLS		
Kingston Middle School	958	503
Poulsbo Middle School	721	815
Total Facilities	1,678	
HIGH SCHOOLS		
North Kitsap High School	1,316	1,144
Kingston High School	806	760
Spectrum High School	60	
Total Facilities	2,194	

Source: North Kitsap School District 2015 Capital Facilities Plan.

¹ *Breidablik Elementary has been closed since 2013. The District is currently evaluating the need to reopen Breidablik Elementary to provide additional classrooms in lieu of purchasing additional portables.*

² *Total capacity without Breidablik Elementary is 2,627.*

As shown in **Table 3.12-10**, the enrollment for schools serving the Port Gamble site is currently below capacity.

School District Planning

The current Capital Facilities Plan for the North Kitsap School District was adopted in 2015 (revised in May 2016) and identifies facility capacity at the time of publication, potential deficiencies and surpluses in the District, and potential future capital projects and financing plans over a six year period (2016-2022). The Plan projects increasing enrollment over the next twenty years, with increases in enrollment at both primary and secondary levels.

To accommodate projected enrollment growth the six-year Capital Facilities Plan identified the reopening of Breidablik Elementary as a solution to capacity issues at the elementary level. Over the next six years, middle school and high school enrollment is not anticipated to exceed capacity; however, the District acknowledges that if growth trends continue, the District will need to evaluate capacity needs for middle and high schools in the next six-year Capital Facilities Plan (2022-2028).

In addition to the District’s capital facilities planning, the Growth Management Act (GMA) allows cities, towns, and counties to impose impact fees on new development to help finance certain public facilities, including schools within their jurisdiction. In unincorporated Kitsap County, school impact fees of \$206.95 per single family residential unit and \$108.29 per multi family unit are collected.⁴ These fees are intended to address the fiscal impacts associated with increased demand for public schools from new residential development.

⁴ Kitsap County Code, Chapter 4.110.220

3.12.2 Impacts

This section focuses on the probable significant impacts to law enforcement, fire and EMS, and public school services that could occur as a result of redevelopment of the Port Gamble site under Alternatives 1 and 2. New development under Alternatives 1 and 2 would result in new residential, commercial/retail, light industrial/education uses and parks/open space uses, along with associated increases in population and employment on the site. Increases in on-site population and employment would create related increases in demand for law enforcement, fire and EMS and public school services. Development of the Port Gamble site under Alternatives 1 and 2 would occur gradually over the assumed 15-year buildout of the site and associated demands on law enforcement services would increase incrementally over that time period.

Alternatives 1 and 2

Construction Impacts

Law Enforcement

Construction activities for Alternatives 1 and 2 could result in an increase in demand for law enforcement services. Service calls to the Kitsap County Sheriff's Office could increase during construction due to potential construction site theft or vandalism. Potential construction-related increases in demand for police services would be temporary in nature and would cease once full buildout of the site is completed. It is anticipated that existing Kitsap County Sheriff's Office staff would be sufficient to respond to the potential increase in service calls from construction activities.

Fire and EMS

During the redevelopment and construction process for the Port Gamble site under Alternatives 1 and 2, the Poulsbo Fire Department would be involved in the review and inspection of permit applications for new development infrastructure on the site. The Department would also conduct final on-site inspections for new development to ensure that construction complies with applicable fire safety standards. Fire Department service calls related to inspection of specific construction projects onsite and to respond to potential construction-related accidents and injuries could increase as a result of new development and construction. Site preparation and construction of new infrastructure and buildings could also increase the risk of a medical emergency or accidental fire.

Operational Impacts

Law Enforcement

Potential increases in on-site population and employment associated with new development under Alternatives 1 and 2 would be incremental and would result in associated incremental increases in demand for law enforcement services. It is anticipated that annual call volumes could increase under both of the development alternatives;

however, the Sheriff's Office does not have a method for quantifying the actual number of calls for new service that could be generated.

As noted previously, the Kitsap County Sheriff's Office is already operating under low staffing and insufficient facilities space. The department indicates that the Port Gamble redevelopment would not be anticipated to generate a high demand for services, however, the additional population and employment generated on the site as a result of redevelopment under Alternatives 1 and 2 could exacerbate pre-existing service issues. This could contribute to negatively impacting response times in the north area of the County. It is anticipated that tax revenues generated from redevelopment of the site (including construction sales tax, retail sales tax, business and occupation tax, property tax, utilities tax, and other fees, licenses and permits) would accrue to Kitsap County and would help to offset the increased demands for law enforcement services and increased staffing that could be required. The Sheriff's Office indicates that if current staffing was sufficient, then the additional residents and employees under Alternatives 1 and 2 would not be anticipated to result in an impact.

Fire and EMS

Proposed new development under Alternatives 1 and 2 would be constructed in compliance with applicable codes, including the International Fire Code and the International Building Code, as adopted by Kitsap County (KCC Chapter 14). Adequate fire flow to serve the proposed development would be provided as required by these codes (see **Section 3.14, Utilities**, further details on fire flow). Specific requirements regarding emergency access to structures would also be adhered to, as required by the Fire Code.

New development under Alternatives 1 and 2 would result in an incremental increase in on-site residents and employees, and an associated incremental increase in demand for fire and emergency services. It is assumed that Alternative 1 would generate a slightly higher level of demand than Alternative 2, due to the slightly higher increased level of proposed development. The Department has indicated that at full buildout, Alternative 1 could result in an estimated increase of approximately 135 calls for service per year, and Alternative 2 could result in an estimated increase of approximately 115 calls for service per year.

As noted previously, Station 72 is the primary response station to the Port Gamble site and it is currently staffed 80 percent of the time. In order to effectively handle the increased number of calls resulting from the Port Gamble redevelopment, the Poulsbo Fire Department would need to ensure full time staffing of Station 72. It is anticipated that tax revenues generated from redevelopment of the site (including construction sales tax, retail sales tax, business and occupation tax, property tax, utilities tax, and other fees, licenses and permits) would accrue to Kitsap County and would help to offset the increased demands for fire services and increased staffing that could be required. As well, it is anticipated that additional staff needs would be identified and planned for as part of the Department's annual strategic planning and budget process, and significant impacts to fire and emergency medical services would not be anticipated.

Public Schools

Residential development and associated increases in on-site population under Alternatives 1 and 2 would generate additional student enrollment in the North Kitsap School District. Increases in on-site population and associated student generation would occur incrementally as the Port Gamble site develops over the full buildout period and would be accompanied by subsequent increases in demand for public school services.

As noted previously, the North Kitsap School District bases student generation rates on the district demographics to project future enrollment, and the District's generation rates are 0.52 students per single family dwelling unit and 0.36 students per multifamily dwelling unit. According to these generation rates, Alternative 1 could result in approximately 113 new students (114 new single family homes plus 151 new multi-family homes), at full buildout of the site in 2023, and Alternative 2 could result in approximately 99 new students (114 new single family homes plus 151 new multi-family homes).

As noted previously, the North Kitsap School District has identified potential projects as part of their capital facilities planning process to respond to existing capacity issues and accommodate future growth within the District. Potential projects include three new elementary schools, a new middle school, and additions to the comprehensive high schools. It is anticipated that the potential projects identified as part of the District's capital facilities process could accommodate the projected students generated by the redevelopment under Alternatives 1 and 2.

It is anticipated that future student enrollment would be adequately planned for by the North Kitsap School District through their capital facilities planning process and enrollment projections to ensure that adequate capacity would be provided to meet future needs within the District. With continued planning by the North Kitsap School District, as well as the payment of impact fees for new residential development on the site, it is anticipated that proposed redevelopment of the Port Gamble site would not result in significant impacts to public schools.

No Action Alternative

Scenario A – Continuation of Existing Conditions

Under No Action Scenario A, no redevelopment would occur. No increases in employment or the residential population would occur. Demands for law enforcement services would remain as under existing conditions.

No new development would be added to the site, and demand for fire and EMS services would remain as under existing conditions.

No increases in the residential population and potential students would occur. Demands for public school services would remain as under existing conditions.

Scenario B – Redevelopment by others under Existing Zoning

Under No Action Scenario B, it is assumed that less residential development and less employment would occur on the Port Gamble site than under Alternatives 1 and 2; calls for law enforcement service would still increase, but likely at a lower level. As with Alternatives 1 and 2, the additional population onsite could exacerbate pre-existing service issues that the Kitsap County Sheriff's Office is experiencing, and could negatively impact response times in the north area of the County.

With 138 single family units and 31 multi-family units, the Poulsbo Fire Department estimates that approximately 62 calls per year could result under No Action Scenario B. As with Alternatives 1 and 2, in order to effectively handle the increased number of calls resulting from No Action Scenario B, the Poulsbo Fire Department would need to ensure full time staffing of Station 72.

Under Scenario B, it is assumed that less residential development would occur on the Port Gamble site than under Alternatives 1 and 2. With 138 single family units and 31 multi-family units, approximately 83 new students could be generated by Scenario B of the No Action Alternative. Since the resulting projected student generation would be less than what is generated under Alternatives 1 and 2, no significant impacts would be anticipated to result to public schools.

Scenario C – Redevelopment of Upland Area by others under Existing Zoning and Purchase of Mill Site by others for Conservation

Under No Action Scenario C, it is assumed that the same amount of residential development would occur on the Port Gamble site as Scenario B (i.e. 138 single family units and 31 multi-family units), but less employment would occur. As described for No Action Scenario B, the additional population and employment onsite could exacerbate pre-existing service issues that the Kitsap County Sheriff's Office is experiencing, and could negatively impact response times in the north area of the County.

Under No Action Scenario C, it is assumed that the same amount of residential development would occur on the Port Gamble site as No Action Scenario B (i.e. 138 single family units and 31 multi-family units). Impacts to fire and EMS services would be similar to or somewhat less than those described for No Action Scenario B due to the lesser amount of commercial development.

Under Scenario C, it is assumed that the same amount of residential development would occur on the Port Gamble site as Scenario B (i.e. 138 single family units and 31 multi-family units). As described for Scenario B, no significant impacts would be anticipated to result to public schools.

3.12.3 Mitigation Measures

Required/Proposed Mitigation Measures

The following required/proposed mitigation measures would address the potential public services impacts associated with development of the Port Gamble Redevelopment Plan under Alternatives 1 and 2.

- A portion of the tax revenues generated from development of the site (including construction sales tax, retail sales tax, business and occupation tax, property tax, utilities tax, and other fees, licenses and permits) would accrue to Kitsap County and would help to offset the increased demands for law enforcement, fire and EMS and public school services.
- All new buildings would be constructed in compliance with the International Building Code (as amended by Kitsap County) and the International Fire Code (as amended by Kitsap County).
- Adequate fire flow would be provided for all new development on the Port Gamble site in accordance with Kitsap County requirements.
- Automatic fire sprinkler systems would be provided in accordance with Kitsap County requirements for buildings greater than 10,000 sq. ft. or for certain types of building uses or occupants.
- Kitsap County has adopted impact fee requirements for new single family and multi-family residential development within the District in order to mitigate potential impacts on public schools from new residential uses within the North Kitsap School District. Payment of impact fees (\$206.95 per single family residential unit and \$108.29 per multi family unit) would provide additional revenue to help offset potential development-related impacts. Further, it is anticipated that incremental increases in on-site population, along with general growth in the area, would be planned for through the North Kitsap School District's capital facilities planning process to ensure that the District would have adequate capacity in the future.

3.12.4 Significant Unavoidable Adverse Impacts

Redevelopment of the Port Gamble site under Alternatives 1 and 2 would result in increased demand for law enforcement, fire and EMS and public school services from the Kitsap County Sheriff's Office, Poulsbo Fire Department and North Kitsap School District due to increased on-site population and employment. With implementation of the required/proposed mitigation measures listed above, no significant unavoidable adverse impacts to public services would be anticipated.

3.13 TRANSPORTATION

This section of the DEIS describes the existing transportation systems and traffic operations on and in the vicinity of the Port Gamble site, and evaluates potential impacts associated with proposed development under the EIS alternatives. The section is based on the Transportation Technical Appendix (May 2018) prepared by the Transpo Group (see **Appendix K** of this DEIS for the full report).

3.13.1 Affected Environment

This section describes the existing transportation conditions within the Port Gamble site and site vicinity, including the roadway network, non-motorized transportation facilities, transit service, safety, traffic volumes and traffic operations.

Study Area

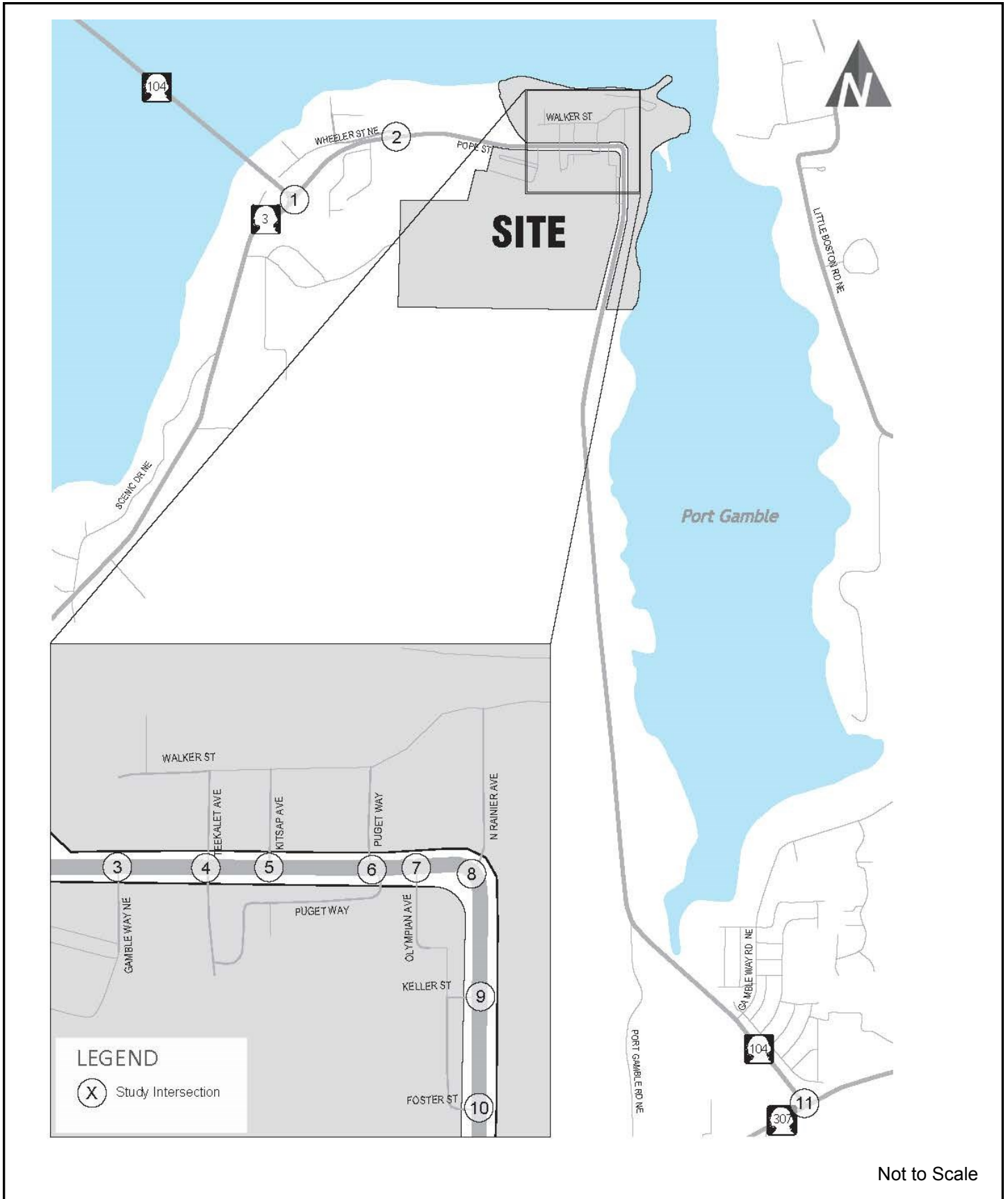
The study area for the transportation analysis was developed in conjunction with Kitsap County to identify those roadways and intersections most likely to be impacted by redevelopment of the Port Gamble site. The study area, which generally includes the roadway network between the east terminus of the Hood Canal Bridge to the intersection of SR 104/SR 307 includes 11 intersections, as shown in **Figure 3.13-1**. With the exception of two signalized intersections, the study area intersections are typically stop-controlled on the minor street approaches with free-flow travel along the major roadways such as SR 104. **Figure 3.13-1** illustrates the existing lane configurations and traffic control devices at each study intersection. Refer to **Appendix K** for detail on methodology employed to define the study area.

Roadway Network

Circulation within the Port Gamble site includes a multi-modal network of internal streets to accommodate vehicular, bicycle, and pedestrian traffic. The internal streets within the site primarily consist of two travel lanes with stop controlled intersections, parking, and sidewalks. See **Figure 3.13-2** for a depiction of the street system on and in the vicinity of the Port Gamble site.

The roadway network serving the Port Gamble site consists of a combination of regional highways and local roads. Regional highways include SR 104, SR 3 and SR 307, and connect Port Gamble to Poulsbo and Kingston, southern portions of the Kitsap Peninsula, and the Olympic Peninsula. State highways within the study area are classified as Principal Arterials by the Washington State Department of Transportation (WSDOT) and carry the greatest traffic volumes. As Principal Arterials these roadways provide limited access to surrounding land uses. Local streets provide access and circulation within the Port Gamble site. **Figure 3.13-3** illustrates the functional classification of roads on and within the vicinity of the site. The following sections describe the regional highways and local roads within the study area.

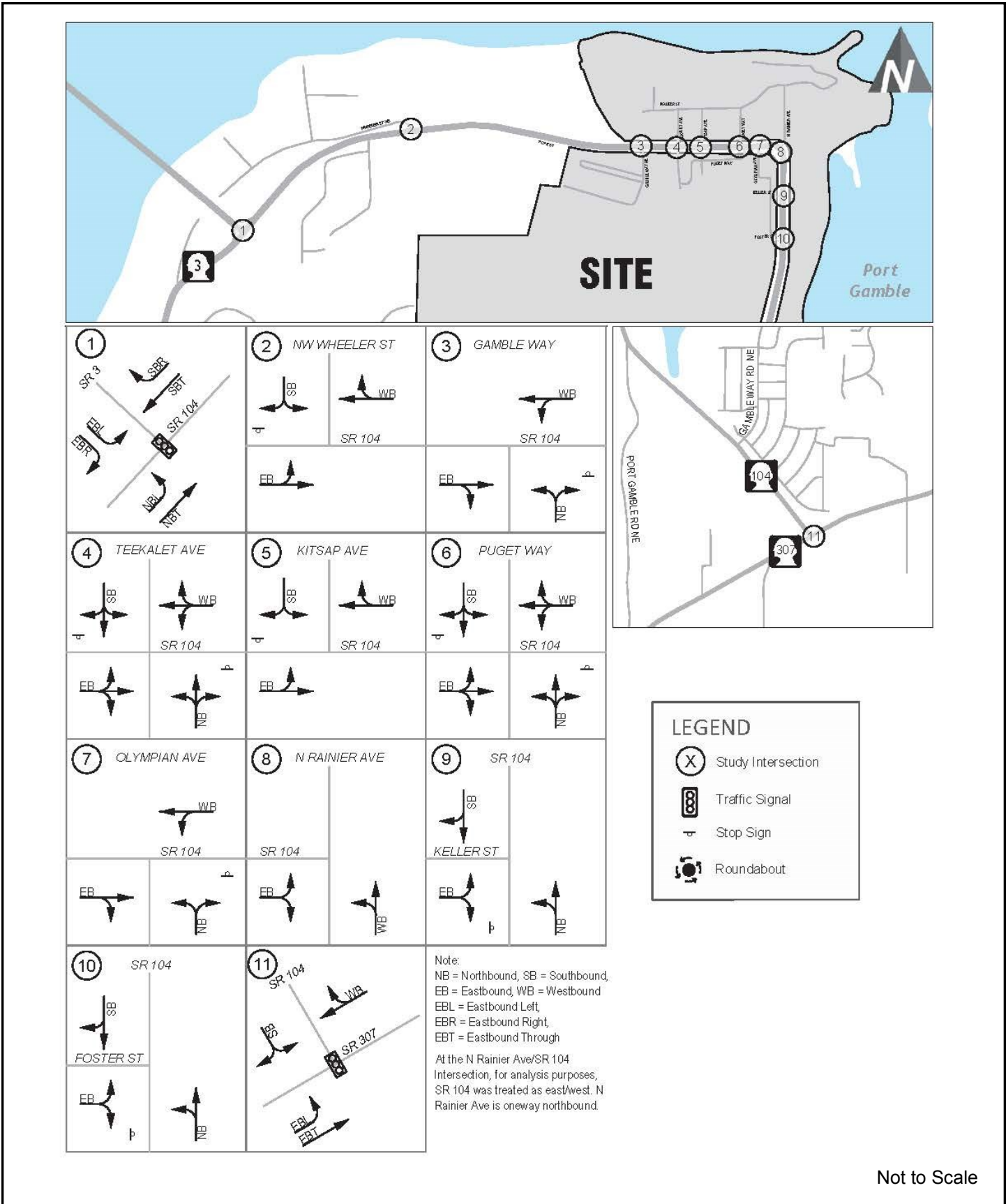
Port Gamble Redevelopment Plan Draft EIS



Source: Transpo Group, 2018.

Figure 3.13-1
Existing Study Intersections

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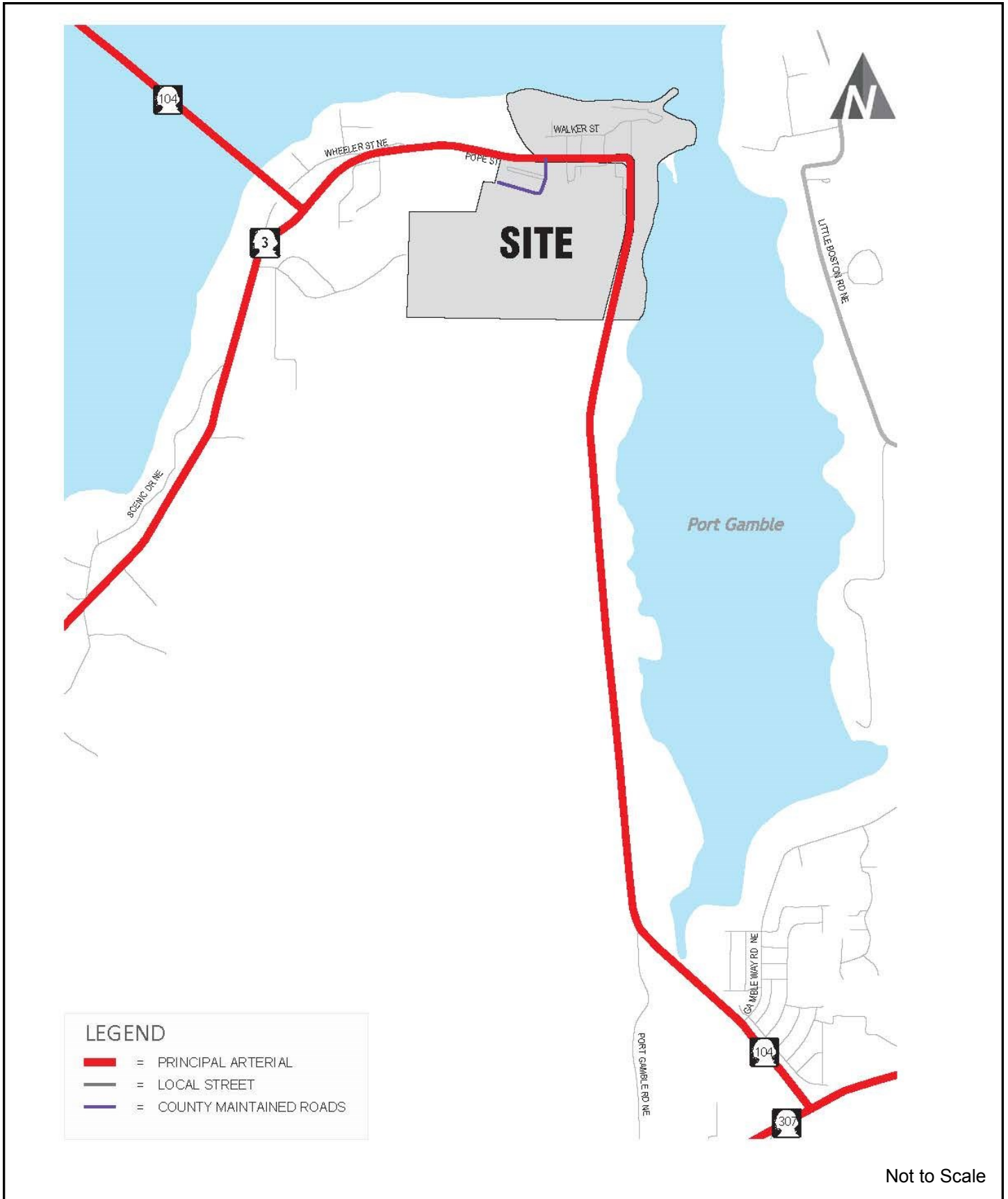
Not to Scale

Source: TranspoGroup, 2018.



Figure 3.13-2
Existing Study Intersection Configurations and Traffic Control

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Source: TranspoGroup, 2018.



Figure 3.13-3
Functional Classification

Regional Highways

Regional highways operate as the highest classified roadways within the study area. These highways typically provided higher travel speeds with greater volumes.

- **SR 104** (Pope Street) is the main east-west roadway through Port Gamble and provides regional access to the community. This state highway travels from Kingston along the west side of Port Gamble Bay, curves at N Rainier Avenue, and heads west from the community over the Hood Canal Bridge. It is a two-lane roadway with shoulders and sidewalks provided along sections within Port Gamble. Shoulder widths range from 0-4 ft. The posted speed limit is 25 mph in the immediate vicinity of the Port Gamble community (Rural Historic Town Residential [RHTR] and Rural Historic Town Commercial [RHTC]-zoned areas), but 50 mph elsewhere in the study area.
- **SR 3** is a north-south state highway that connects the east terminus of the Hood Canal Bridge to Poulsbo, Silverdale and Bremerton. In the vicinity of the site, SR 3 is a two-lane highway with turn lanes at major intersections. Outside of the study area at the northern edge of Poulsbo it changes to a divided highway with grade-separated interchanges. Shoulders are present throughout the length of the highway with no sidewalks provided. The posted speed limit is 50 mph within the study area.
- **SR 307** (Bond Road NE) begins at the intersection with SR 104 near the southern end of Port Gamble Bay and continues west to Poulsbo. It is a two-lane roadway with shoulders and no sidewalks. The posted speed limit is 35 mph near Poulsbo, but 50 mph along most of the highway.

Local Streets

Local streets are defined as roadways that connect two or more neighborhoods or commercial areas and provide a high degree of access to adjacent properties. These local roadways collect traffic and carry it to the higher capacity arterial/state highway system. Local streets located off and on-site are described in the following sections.

Off-Site Local Streets

- **Bridge Way NE** is a two-lane roadway that provides access to homes on the north side of SR 104, just southwest of the Hood Canal Bridge. Sidewalks are not provided on either side of the street.
- **Wheeler Street NE** is a two-lane roadway that provides access to homes north of SR 104, just northeast of the Hood Canal Bridge. Sidewalks are not provided on either side of the street.

On-Site Local Streets

The existing street system on the Port Gamble site is illustrated on **Figure 3.13-2**, and described below.

- **Gamble Way NE** connects NE Carver Drive and N Power Drive to SR 104. It is a two-lane roadway with a posted speed limit of 25 mph. These three streets (Gamble Way NE, NE

Carver Drive, and N Power Drive) are the only county-maintained streets within the site. All other local streets within the site are privately-owned.

- **Teekalet Avenue** is a narrow two-way road that provides access to homes on the north and south sides of SR 104. Sidewalks are not provided on either side of the street.
- **Puget Way** connects SR 104 to Walker Street. It is a two-lane roadway with a posted speed limit of 15 mph. Angled on-street parking stalls are provided on the west side of the street, and parallel parking is available on the east side. A wide, non-motorized pathway is provided on the east side of the street.
- **Olympian Avenue** is a narrow two-way road that provides access to homes and a coffee stand on the south side of SR 104. A sidewalk is available on the east side of the street.
- **N Rainier Avenue** connects SR 104 to Walker Street and View Drive. It is a one-lane northbound roadway with a posted speed limit of 10 mph. Parallel on-street parking stalls are provided on the west side of the street, and angled parking is available on the east side. Sidewalks are provided on both sides of the road.
- **Keller Street** is a narrow two-way road that provides access to homes and a parking lot on the west side of SR 104. Sidewalks are not provided on either side of the street.
- **Foster Street** is a narrow two-way road at the southern end of Port Gamble and provides access to homes on the west side of SR 104. Sidewalks are not provided on either side of the street.

Additionally, NE Carver Drive may be extended to/from Gamble Way NE turning north and connecting with SR 104 at Puget Way.

With the exception of two signalized intersections, study area intersections are typically stop-controlled on the minor street approaches with free-flow travel along the major roadways such as SR 104. **Figure 3.13-1** illustrates the existing lane configurations and traffic control devices at each study area intersection.

Parking

On street parking is provided for local business on Rainier Ave NE, NE View Drive, and Puget Way NE. Parking is not allowed on SR 104. Individual residences also have informal parking areas along roads and alleys, and well as off street within private garages.

Off street parking is provided for the church in a gravel lot located behind the building. Off street parking is also available for restaurant, coffee shop, and service station parking located south of SR 104 at the intersection of Puget Way NE. Off street parking is also provided near the Rural Residential (RR) zone for the Hood Canal Nursery and maintenance facility. Other informal parking occurs throughout the site in gravel lots or grassy fields, which are sometimes used for overflow parking when events occur on site.

Non-Motorized Transportation Facilities

The non-motorized transportation network on the Port Gamble site and in the site vicinity includes sidewalks and bicycle routes. Sidewalks are generally present within the Port Gamble site, but typically only on one side of a roadway and are set back from the paved roadway by 10 to 20 ft.

Designated bicycle routes in the Bicycle Facilities Plan¹ are present on all of the state highways in the vicinity of the site. Bicycle lanes are not provided on any of the roadways, but most arterials include shoulders for bicyclists. Shoulder widths along SR 104 range from 0-4 ft. Local streets typically have low speeds (sometimes posted as low as 10 mph) that are generally safe for cycling and do not include any dedicated bicycle facilities. Refer to **Figure 3.13-4** for a graphic depicting the non-motorized transportation network.

Transit

There is no bus service to the Port Gamble site; the nearest bus stops, operated by Jefferson Transit, are located on the east side of the Hood Canal Bridge. Route #7 - Poulsbo/Port Ludlow/Tri Area Route serves the stops on either side of the Hood Canal Bridge. This is a commuter route to/from Poulsbo which runs four times in each direction on weekdays, twice in the morning and twice in the evening.

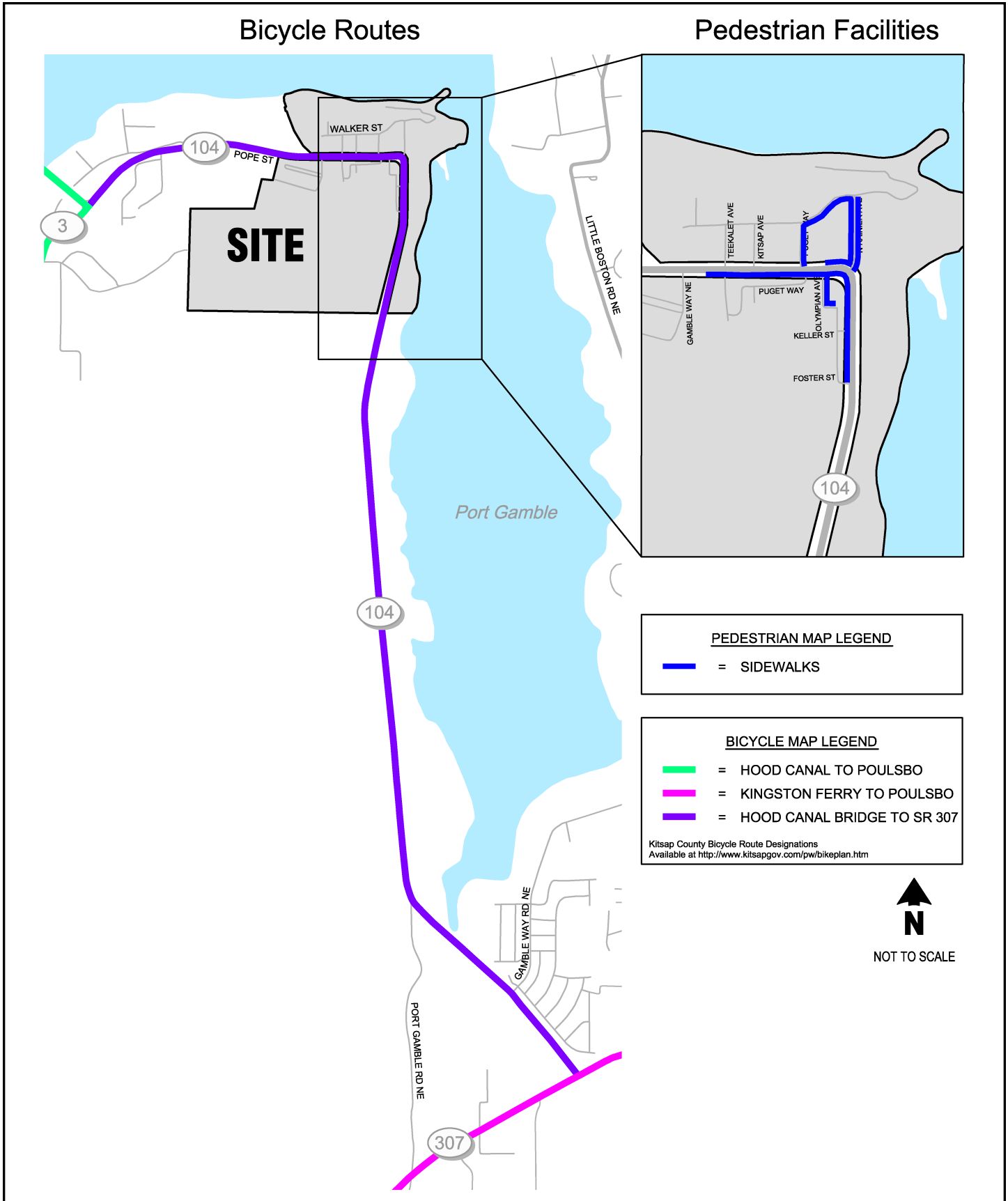
Kitsap Transit also operates bus routes in the area, but none of the routes are within walking distance of the Port Gamble site. Kitsap County staff have also indicated that no transit service has historically been provided to Port Gamble over the past several years nor is service anticipated in the near future. Park and Ride facilities near Poulsbo (Nazarene Park & Ride) and Kingston (Georges Corner Park & Ride) are the closest parking areas that connect to Kitsap Transit routes.

Safety

Collision records were reviewed for a six year period (2011 to 2016) within the study area to document existing traffic safety. A summary of the total number of reported collisions at each study area intersection, by severity and collision type, is provided in **Table 3.13-1**.

¹ Kitsap County Bicycle Routes. Available at <http://www.kitsapgov.com/pw/bikeplan.htm>

**Port Gamble Redevelopment Plan
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Source: TranspoGroup, 2018.

Figure 3.13-4
Existing Non-Motorized Facilities

**Table 3.13-1
INTERSECTION COLLISION SUMMARY (TOTAL COLLISIONS 2011 - 2016)**

Intersection	Year						Total Collisions	Average Collisions Per Year	Collisions per MEV ¹
	2011	2012	2013	2014	2015	2016			
1. SR 104/SR 3	0	3	4	1	1	1	10	1.7	0.25
2. NW Wheeler Street/SR 104	0	0	0	1	0	0	1	0.2	0.08
3. Gamble Way/SR 104	0	0	0	0	0	0	0	0.0	0.00
4. Teekalet Avenue/SR 104	0	0	0	0	0	0	0	0.0	0.00
5. Kitsap Avenue/SR 104	0	0	0	0	0	0	0	0.0	0.00
6. Puget Way/SR 104	0	0	0	0	0	0	0	0.0	0.00
7. Olympian Avenue/SR 104	0	0	0	0	0	0	0	0.0	0.00
8. N Ranier Avenue/SR 104	1	0	1	0	1	0	3	0.5	0.24
9. SR 104/Keller Street	0	0	0	0	0	1	1	0.2	0.08
10. SR 104/Foster Street	0	0	0	0	0	0	0	0.0	0.00
11. SR 104/SR 307	3	3	2	5	3	2	18	3.0	0.45

Source: WSDOT July 2017.
1. Million Entering Vehicles

As shown in **Table 3.13-1**, the two intersections with the highest number of collisions are the SR 104/SR 307 intersection (18 collisions between 2011 and 2016, 3 collisions per year) and the SR 3/SR 104 intersection (10 collisions between 2011 and 2016, 1.7 collisions per year). At both intersections and the study intersections in general, rear-end collisions are the predominant collision type and the collisions primarily resulted in property damage only. Of the reported collisions at the study intersections, no collisions resulted in a fatality; however, one collision did involve a bicycle. The collision with the bicyclist occurred at the SR 104/SR 307 intersection and was the result of a bicyclist not granting right of way to the vehicle.

Collisions on roadway segments were also reviewed and are summarized in **Table 3.13-2**. The roadway segments were subdivided based on average daily traffic (ADT) volumes on SR 304 and exclude collisions that occurred at an intersection.

Table 3.13-2
ROADWAY SEGMENT COLLISION SUMMARY (2011 - 2016)

SR 104 Roadway Segment	Length¹	Total	Collisions/ year	ADT	Collisions/ MVM²
SR 3 to Wheeler St NE	0.44 mi	2	0.3	6,200	0.33
Wheeler St NE to Gamble Way NE	0.53 mi	6	1.0	5,800	0.89
Gamble Way NE to Foster St	0.48 mi	7	1.2	5,800	1.15
Foster St to Gamble Bay Rd NE	3.19 mi	31	5.2	5,800	0.77
Gamble Bay Rd NE to SR 307	0.40 mi	2	0.3	7,500	0.30

Source: WSDOT July 2017.

1. Length calculated based on the WSDOT Olympic Region 2012 State Highway Log
2. Collisions/MVM – Average number of collisions per million vehicle miles of travel for each roadway section.

During the study period (2011-2016), no fatalities were reported along the roadway segments. Additionally, no pedestrian or bicyclist collisions were reported along the roadway segments. Between study intersections, collisions were most frequently the result of collisions with fixed objects and primarily resulted in property damage only.

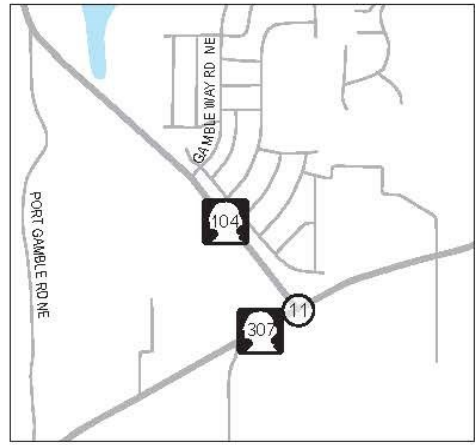
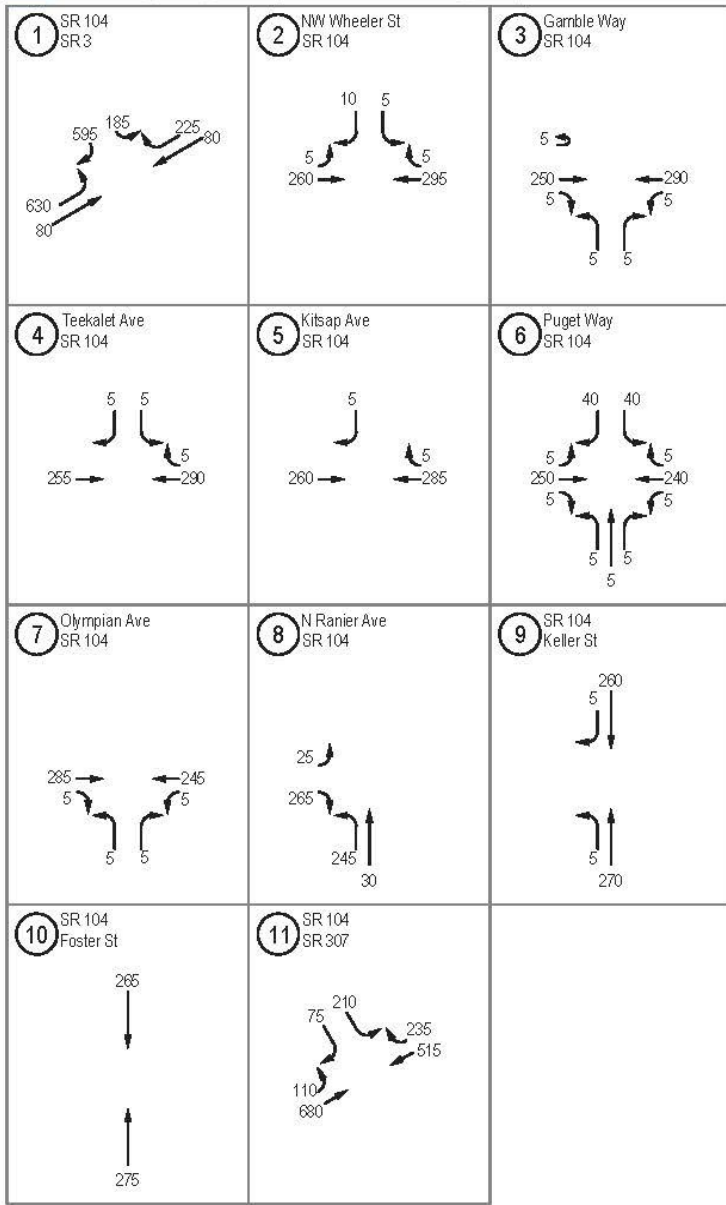
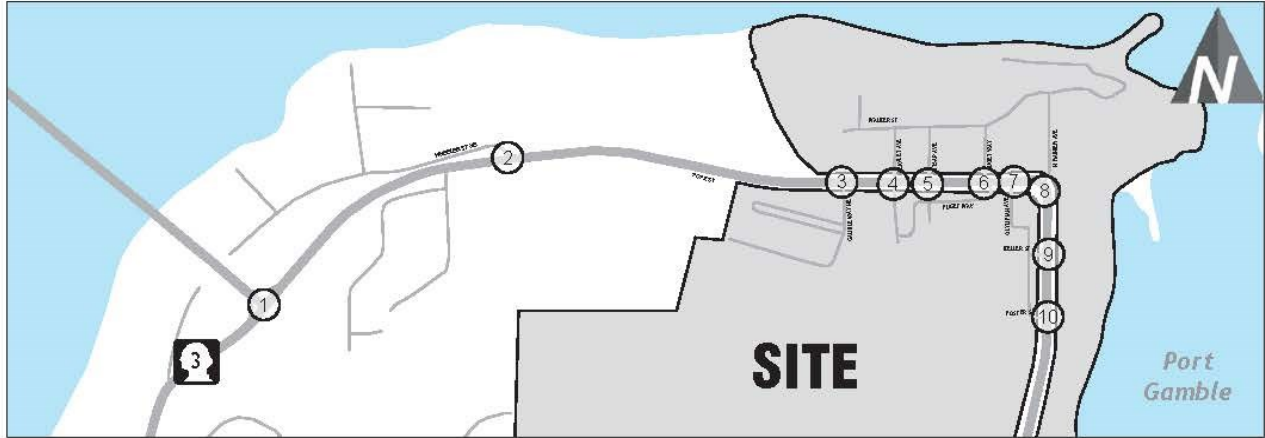
Traffic Volumes

Traffic volumes for this DEIS were collected in August 2016. Detailed turning movement count sheets are provided in **Appendix K**. The highest traffic volumes are on the state highways in the site vicinity, including SR 104 which passes through the Port Gamble site. Volumes on SR 104 in the site vicinity range from 6,200 to 6,500 vehicles per day (vpd) during the average mid-week day. The major highway intersections of SR 104 with SR 3 and SR 307 have the highest traffic volumes. The 2016 traffic volumes were forecast to 2017 conditions by applying a background growth rate of 1.5 percent consistent with past studies and verified based on historical traffic data. **Figure 3.13- 5** illustrates the PM peak hour volumes for the existing conditions (2017) for the study area intersections.

Traffic Operations

Traffic operations were analyzed for the 11 study area intersections during the weekday PM peak hour (4:00 to 5:00 PM). The PM peak hour is the focus of analysis as this period typically experiences the greatest traffic volumes and congestion through a typical weekday when commuters are traveling home from work.

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LEGEND

- X Study Intersection
- X Weekday PM Peak Hour Traffic Volumes

Not to Scale

Source: TranspoGroup, 2018.



Figure 3.13-5
Existing (2012) Traffic Volumes

The operational characteristics of an intersection are evaluated by determining the intersection’s level of service (LOS). The intersection as a whole and its individual turning movements, can be described alphabetically with a range of levels of service (LOS A to F). LOS A indicates free-flow traffic and LOS F indicates extreme congestion and long vehicle delays. LOS and delay are reported for the intersections as a whole at signalized intersections and for the worst movements at unsignalized intersections. A more detailed explanation of LOS is provided in **Appendix K**.

Table 3.13-3 shows the results of the LOS analysis conducted during the existing weekday (2017) PM peak hour. Detailed LOS worksheets are provided in **Appendix K**.

**Table 3.13-3
EXISTING INTERSECTION LOS SUMMARY**

ID	Intersection	Traffic Control	Existing Conditions (2017)		
			LOS ¹	Delay ²	WM ³
1	SR 3/SR 104	Signalized	B	18	-
2	SR 104/Wheeler Street NE	Side-Street Stop Controlled	B	12	SB
3	SR 104/Gamble Way NE	Side-Street Stop Controlled	B	12	NB
4	SR 104/S Teekalet Avenue	Side-Street Stop Controlled	B	13	SB
5	SR 104/Kitsap Avenue	Side-Street Stop Controlled	B	10	SB
6	SR 104/Puget Way	Side-Street Stop Controlled	B	14	SB
7	SR 104/Olympia Avenue	Side-Street Stop Controlled	B	13	NB
8	SR 104/N Rainier Avenue	Side-Street Stop Controlled	A	8	EB
9	Keller Street/SR 104	Side-Street Stop Controlled	A	8	NB
10	Foster Street/SR 104	Side-Street Stop Controlled	A	0	EB
11	SR 307/SR 104	Signalized	C	21	-

1. LOS is the level-of-service based on the methodology outlined in the Highway Capacity Manual (HCM 2010).
2. Delay is measured in seconds per vehicle. At signalized intersections, it represents average delay for all movements in the intersection. For two-way stop-controlled intersections, it represents average delay for the worst movement.
3. Worst Movement (WM) reported for side-street stop-controlled intersections.

As shown in **Table 3.13-3** above, all of the study area intersections operate at LOS C or better under existing conditions and meet WSDOT’s LOS C standards.

Although study area intersections typically operate acceptably, the Hood Canal Bridge frequently closes for naval traffic and can cause significant backups from the bridge extending along SR 3 and SR 104 (see **Appendix K** Hood Canal Bridge marine traffic requirements).

3.13.2 Impacts

This section describes future transportation conditions under the EIS alternatives at the assumed buildout year of 2027. It includes detailed trip generation estimates for Alternatives 1 and 2 and assesses how increased vehicular traffic, transit ridership and pedestrian/bicycle traffic would affect the transportation system on and in the site vicinity.

No Action Alternative

Scenario A – Continuation of Existing Conditions

Construction

Under No Action Scenario A, no redevelopment would occur, and no transportation impacts would occur from construction.

Street System

Under No Action Scenario A, no on-site redevelopment or changes to the existing street system would occur.

Non-Motorized Transportation System

Under No Action Scenario A, no changes to the pedestrian and bicycle system would occur.

Parking

Under No Action Scenario A, no changes to existing parking conditions would occur.

Transit

Under No Action Scenario A, no increase in transit ridership would be anticipated as no redevelopment would occur on the site.

Safety

With the forecasted increase in background traffic volumes of 1.5 percent per year, a proportionate increase in the probability of collisions would likely occur. However, no safety hazards or significantly increased collisions would be anticipated to result.

Traffic Volumes

Traffic volumes for the No Action Alternative conditions were forecasted by increasing existing traffic volumes at a rate of 1.5 percent per year to 2027.

Trip Generation

Because no redevelopment would occur under this scenario no new trips would be generated within the Port Gamble site under No Action Scenario A.

Trip Distribution

Because no redevelopment would occur under this scenario no new trips would be generated within the Port Gamble site under No Action Scenario A.

Forecast Volume Summary

As previously described, future (2027) traffic volumes were forecasted by increasing existing traffic volumes at a rate of 1.5 percent per year. The resulting No Action Scenario A traffic volume forecast is summarized in **Figure 3.13-6**.

Traffic Operations

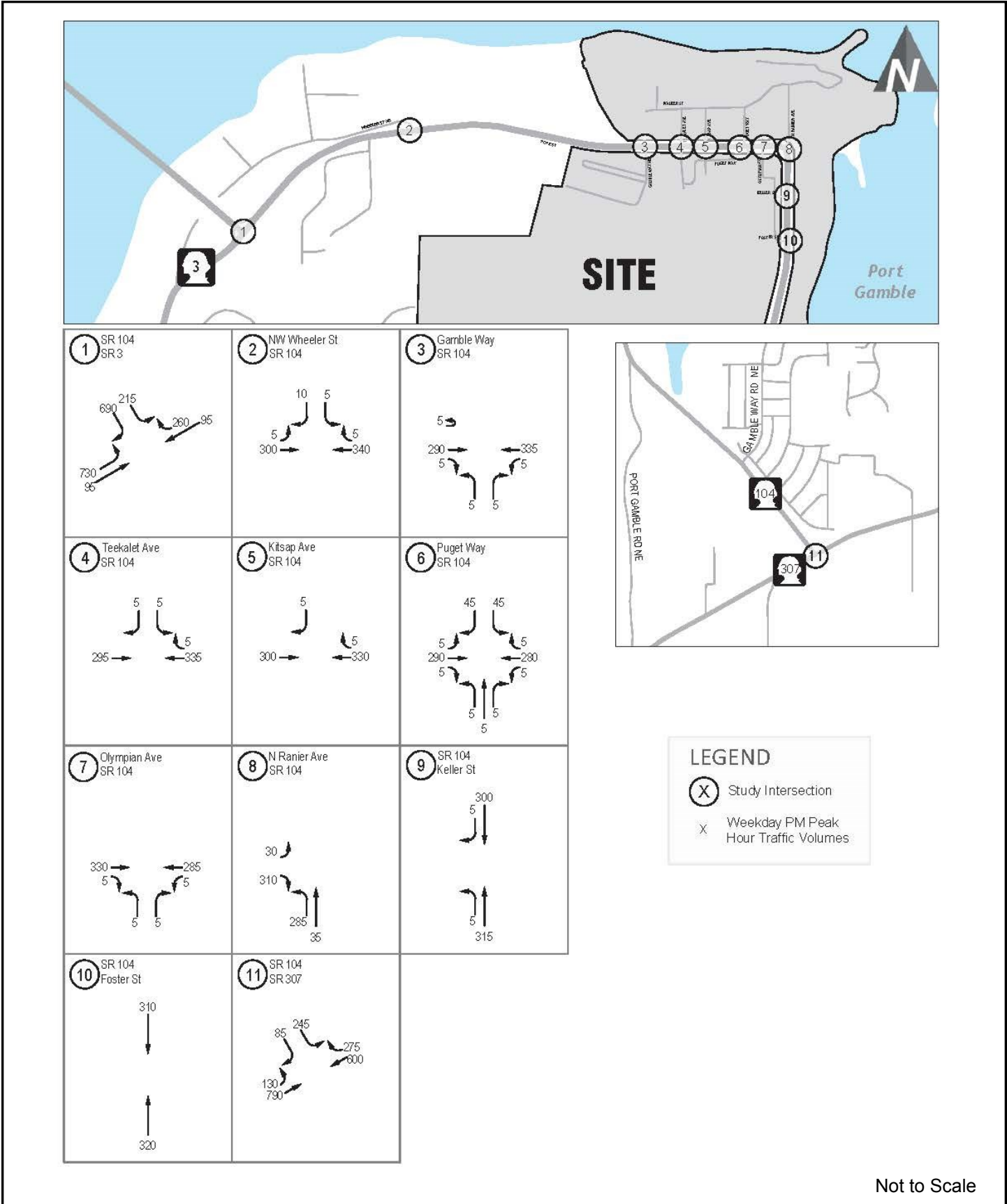
Individual intersection LOS were calculated at the 11 study area intersections. **Table 3.13-4** summarize the forecast (2027) weekday PM peak hour LOS results for No Action Scenario A (see **Appendix K** for detailed LOS worksheets).

**Table 3.13-4
NO ACTION ALTERNATIVE - SCENARIO A
INTERSECTION LOS SUMMARY (2027)**

D	Intersection	Traffic Control	Future (2027) Baseline		
			LOS ¹	Delay ²	WM ³
1	SR 3/SR 104	Signalized	C	24	-
2	SR 104/Wheeler Street NE	Unsignalized	B	13	SB
3	SR 104/Gamble Way NE	Unsignalized	B	13	NB
4	SR 104/S Teekalet Avenue	Unsignalized	B	14	SB
5	SR 104/Kitsap Avenue	Unsignalized	B	11	SB
6	SR 104/Puget Way	Unsignalized	C	16	SB
7	SR 104/Olympia Avenue	Unsignalized	B	14	NB
8	SR 104/N Rainier Avenue	Unsignalized	A	8	EB
9	Keller Street/SR 104	Unsignalized	A	8	NB
10	Foster Street/SR 104	Unsignalized	A	0	EB
11	SR 307/SR 104	Signalized	C	34	-

1. Level of Service (A – F) as defined by the 2010 *Highway Capacity Manual* (HCM), Transportation Research Board unless otherwise noted.
2. Average delay per vehicle in seconds.
3. Worst movement reported for unsignalized intersections where WB = westbound approach, EB = eastbound approach, NB = northbound approach, SB = southbound approach.

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Not to Scale

Source: TranspoGroup, 2018.



Figure 3.13-6
No Action Scenario A Weekday PM Peak Hour Traffic Volumes

As shown in **Table 3.13-4**, all study area intersections are anticipated to operate at LOS C or better under the No Action Scenario A forecasted (2027) conditions.

Scenario B – Redevelopment by Others Under Existing Zoning

This alternative assumes development of approximately 200,000 sq.ft. of industrial park, 35,000 sq.ft. of retail space, 5,000 sq.ft. of restaurant, 27 residential townhouses, and 138 detached single-family homes.

Construction

Due to staggered development and potentially several different property owners/developers, this scenario could include a lack of coordination for residential construction. As a result, construction related impacts throughout the wider transportation system are not likely to be during any particular time period.

Street System

Under No Action Scenario B, the on-site street system would be similar to that under No Action Scenario A.

Parking

The parking supply for each separate redevelopment proposal would be subject to County code requirements (Kitsap Municipal Code Title 17) to ensure that adequate parking supply is provided to meet parking demands. With County parking code requirements incorporated into any final site design, no adverse parking impacts are anticipated.

Non-Motorized Transportation System

Under No Action Scenario B, redevelopment throughout Port Gamble would be sponsored by different developers and would occur on a case-by-case basis and changes or additions to the non-motorized transportation system would occur in conjunction with each individual redevelopment proposal. Pedestrian and bicycle paths would be provided as required by reviewing authorities throughout the site.

Transit

No impact to Kitsap Transit's service or operations would be anticipated to result from redevelopment of the site under No Action Scenario B.

Safety

With the forecasted increase in traffic volumes under the No Action Scenario B, a proportionate increase in the probability of collisions would be likely to occur. However, it is not anticipated that a safety hazard would be created, or that the number of reported collisions would significantly increase.

Traffic Volumes

The following describes anticipated trip generation for No Action Alternative B, trip generation, and anticipated future (2017) weekday PM peak hour traffic volumes.

Trip Generation

Trip generation estimates for No Action Scenario B are based on rates identified in the *ITE Trip Generation Manual* (9th Edition). The mixed-use nature of redevelopment is anticipated to generate both pass-by and internal trips. Pass-by trips represent trips that are currently passing by the site on SR 104 that would stop at the site before continuing on their way. As such, these trips were accounted for within the site and at access points but do not represent new trips to the street system outside of the Port Gamble site. Pass-by rates were based on data from the *ITE Trip Generation Handbook* (3th Edition).

In addition, trips between retail, employment, and residential land uses within the site would also occur but would not impact the street system outside the Port Gamble site since these uses are located within close proximity to one another. These trips are referred to as internal trips. The *ITE Trip Generation Handbook* provides a procedure for estimating the number of internal trips. Using this procedure, internal trips may account for up to 13 percent of the development trips considering the mix of land uses. To provide a conservative analysis, internalization has been limited to no more than five percent.

The weekday daily and PM peak hour trip generation estimates for No Action Scenario B are summarized in **Table 3.13-5** (see **Appendix K** for a detailed trip generation summary).

**Table 3.13-5
NO ACTION ALTERNATIVE - SCENARIO B
TRIP GENERATION SUMMARY**

Land Use Assumptions	Size	PM Peak Hour Trips		
		Total	In	Out
<u>Rural Historic Town Residential (RHTR)</u>				
Single-Family Detached Housing (LU 210)	127 units	121	76	45
Townhouse/Condominium (LU 230)	10 units	5	3	2
<u>Rural Historic Town Commercial (RHTC)</u>				
Restaurant (LU 932)	5,000 sf	47	26	21
	<i>-less pass-by (43%)</i>	<i>-20</i>	<i>-10</i>	<i>-10</i>
Townhouse/Condominium (LU 230)	17 units	9	6	3
General Commercial (LU 826)	34,490 sf	88	41	47
	<i>-less pass-by (34%)</i>	<i>-30</i>	<i>-15</i>	<i>-15</i>
<u>Rural Historic Town Waterfront (RHTW)</u>				
Industrial Park (LU 130)	200,000 sf	161	34	127
<u>Rural Residential/Rural Wooded (RR/RW)</u>				
Single-Family Detached Housing (LU 210)	11 units	10	6	4
Total Net New Trips		391	167	224

As shown above, No Action Scenario B is estimated to generate approximately 391 weekday PM peak hour trips. An estimated 50 weekday PM peak hour trips would be pass-by trips attracted from background traffic volumes.

Trip Distribution

Trip distribution patterns were developed using existing traffic patterns in the vicinity of the Port Gamble site, and consistent with distributions previously used in the area (see **Figure 3.13-7**).

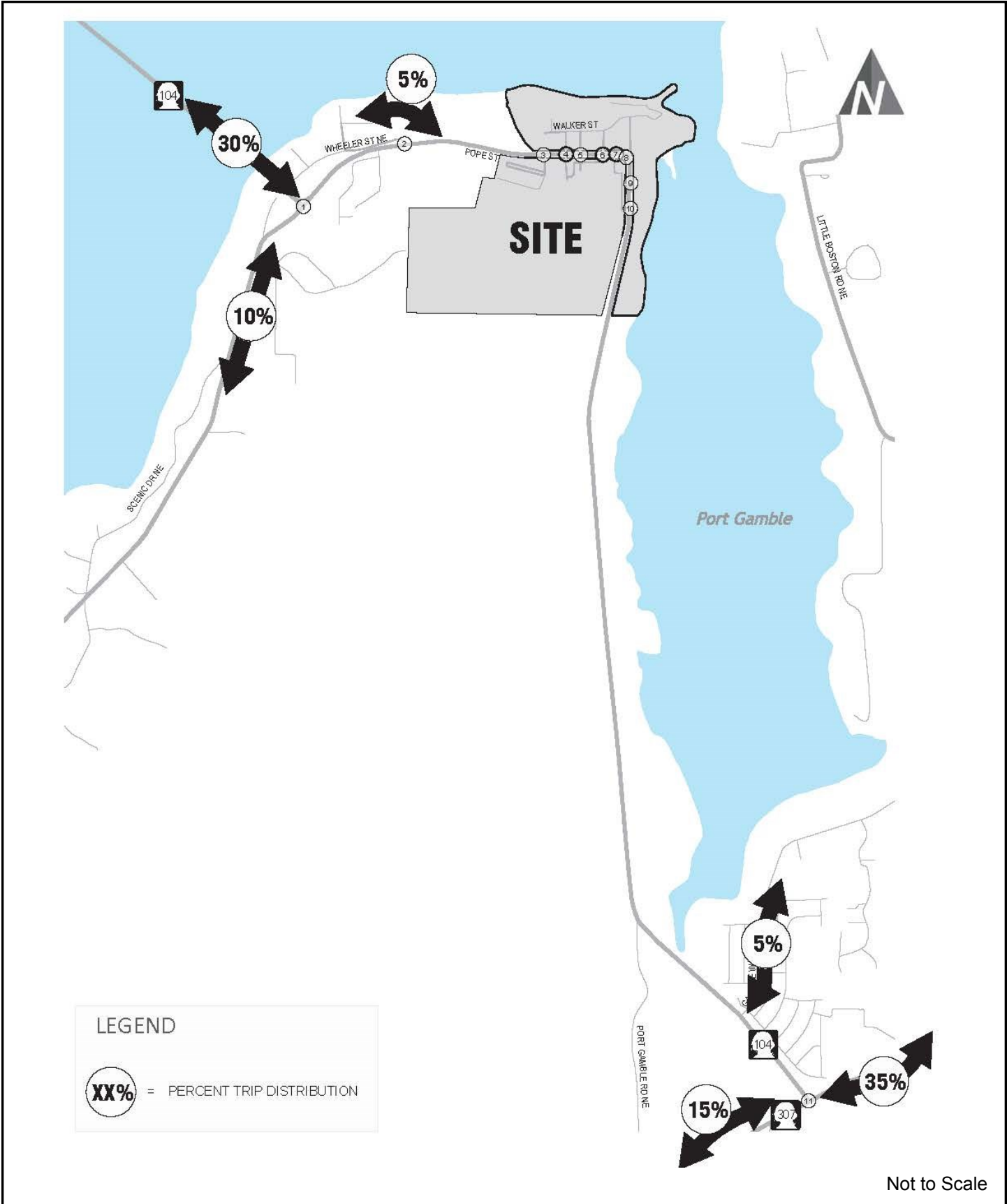
Forecast Volume Summary

Figure 3.13-8 shows the trip assignment volumes at the study area intersections under No Action Scenario B. These trip assignments were then added to the No Action Scenario A (baseline traffic volumes) traffic volumes to provide the forecasted total traffic volumes for No Action Scenario B. The forecasted volumes are summarized in **Figure 3.13-9**.

Traffic Operations

The traffic operations results for No Action Scenario B as compared to No Action Scenario A (baseline) are summarized in **Table 3.13-6**.

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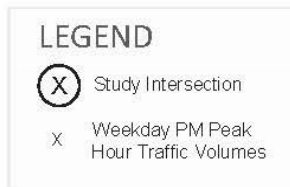
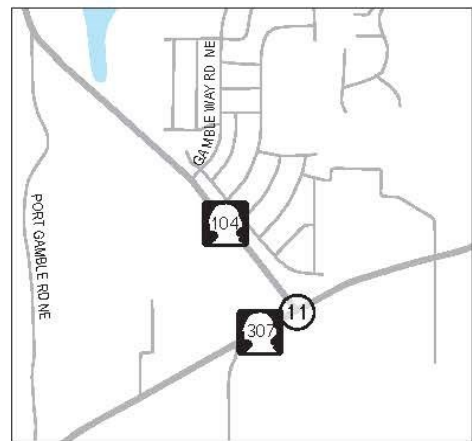
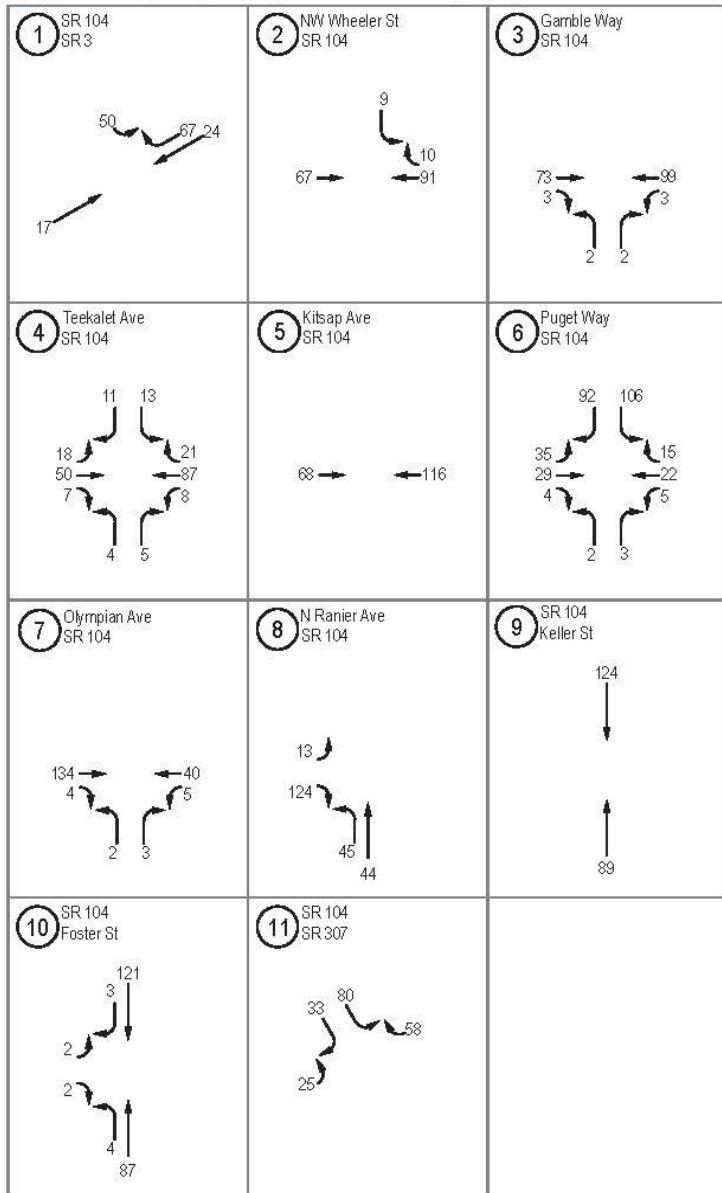
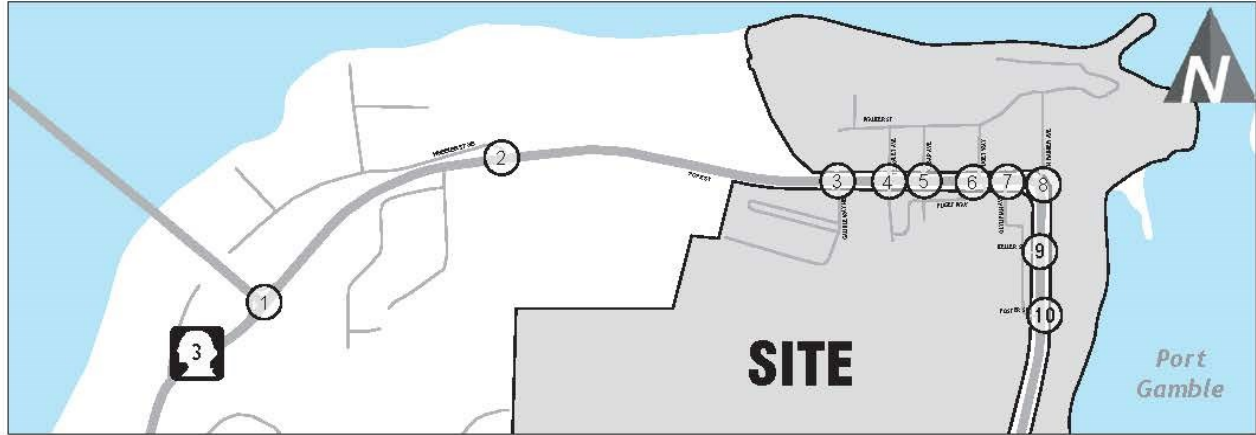


Source: TranspoGroup, 2018.



Figure 3.13-7
Redevelopment Trip Distribution

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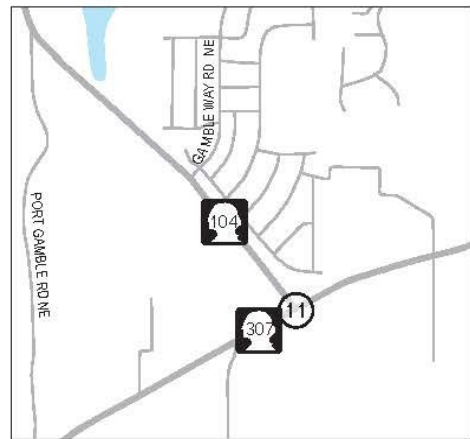
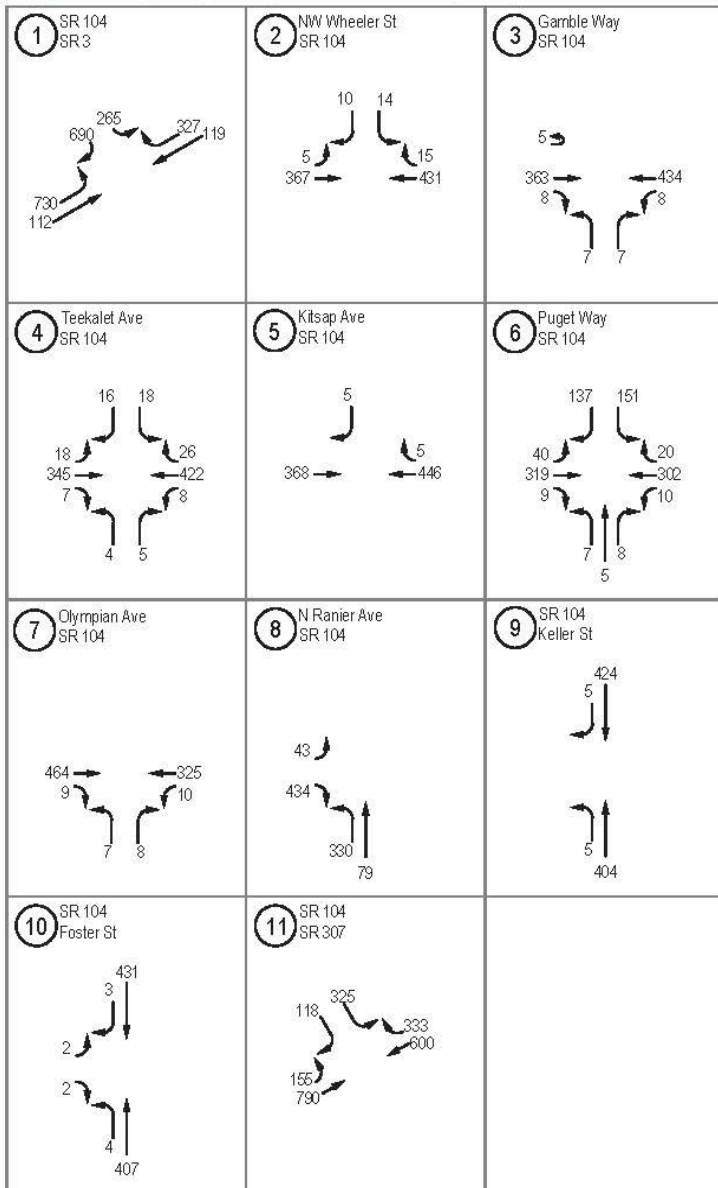
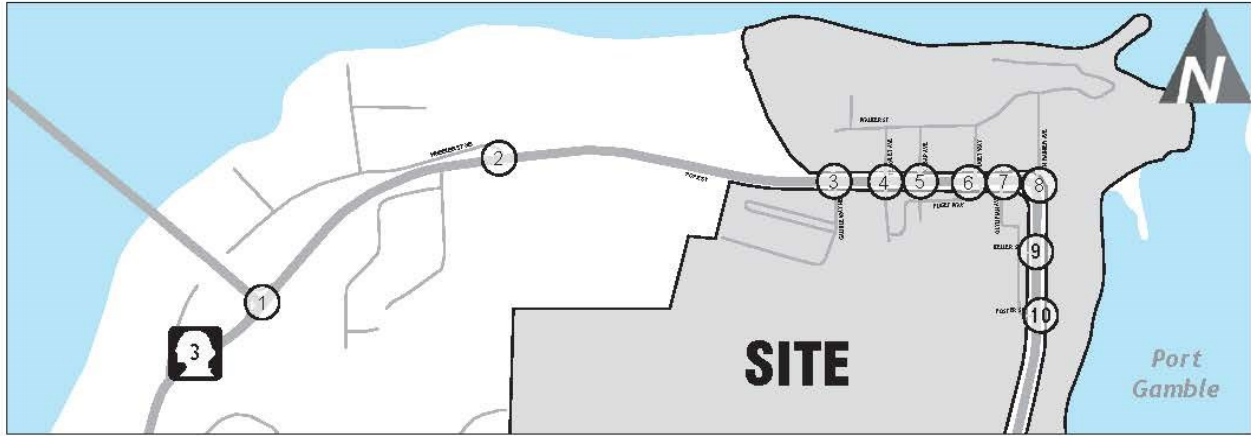
Not to Scale

Source: TranspoGroup, 2018.



Figure 3.13-8
No Action Scenario B Weekday PM Peak Hour Trip Assignments

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LEGEND

(X) Study Intersection

x Weekday PM Peak Hour Traffic Volumes

Not to Scale

Source: TranspoGroup, 2018.



Figure 3.13-9
No Action Scenario B Weekday PM Peak Hour Traffic Volumes

**Table 3.13-6
NO ACTION ALTERNATIVE - SCENARIO B
INTERSECTION LOS SUMMARY (2023)**

ID	Intersection	Traffic Control	No Action Scenario A (2027)			No Action Scenario B (2027)		
			LOS ¹	Delay ²	WM ³	LOS ¹	Delay ²	WM ³
1	SR 3/SR 104	Signalized	C	24	-	C	29	-
2	SR 104/Wheeler Street NE	Unsignalized	B	13	SB	C	18	SB
3	SR 104/Gamble Way NE	Unsignalized	B	13	NB	C	16	NB
4	SR 104/S Teekalet Avenue	Unsignalized	B	14	SB	C	20	SB
5	SR 104/Kitsap Avenue	Unsignalized	B	11	SB	B	12	SB
6	SR 104/Puget Way	Unsignalized	C	16	SB	F	121	SB
7	SR 104/Olympia Avenue	Unsignalized	B	14	NB	C	17	NB
8	SR 104/N Rainier Avenue	Unsignalized	A	8	EB	A	9	EB
9	Keller Street/SR 104	Unsignalized	A	8	NB	A	9	NB
10	Foster Street/SR 104	Unsignalized	A	0	EB	C	16	EB
11	SR 307/SR 104	Signalized	C	34	-	E	66	-

1. Level of Service (A – F) as defined by the 2010 *Highway Capacity Manual* (HCM), Transportation Research Board unless otherwise noted.
2. Average delay per vehicle in seconds.
3. Worst movement reported for unsignalized intersections where WB = westbound approach, EB = eastbound approach, NB = northbound approach, SB = southbound approach.

As shown in **Table 3.13-6**, under future (2027) No Action Scenario B conditions, most study intersections are anticipated to continue to operate at LOS C with the exception of two intersections. The SR 104/Puget Way intersection is anticipated to degrade from LOS C to LOS F and the SR 307/SR 104 intersection is anticipated to degrade from LOS C to LOS E. N Rainier Avenue is a one-way street northbound, as a result, Puget Way serves as the primary outbound route for traffic leaving town center and waterfront.

The potential for backups from Hood Canal Bridge closures for naval, commercial, or private boat traffic is anticipated to continue in the foreseeable future.

Scenario C – Redevelopment of Upland by Others Under Existing Zoning / Purchase of Mill Site by Others for Conservation

Construction

Due to staggered development and potentially several different property owners/developers, this scenario could include a lack of coordination for residential construction. As a result, construction related impacts to the transportation system are likely to be less concentrated during any particular time period. As a result construction related transportation impacts of Scenario B would be less than those identified for Alternatives 1 or 2 described later in this section.

Street System

Under No Action Scenario C, the on-site street system would be similar to that under No Action Scenario B, with the exception of no new roadways on the Mill Site.

Non-Motorized Transportation System

With the redevelopment of the Port Gamble site under No Action Scenario C, changes or additions to the non-motorized system would occur similarly to those described for No Action Scenario B. That is, pedestrian and bicycle paths would be provided as required by reviewing authorities throughout the site.

Parking

The parking supply for each separate redevelopment proposal would be subject to County code requirements (Kitsap Municipal Code Title 17) to ensure that adequate parking supply is provided to meet parking demands. With County parking code requirements incorporated into any final site design, no adverse parking impacts are anticipated.

Transit

Similar to No Action Scenario B, no impact to Kitsap Transit's service or operations would be anticipated to result from redevelopment of the site under No Action Scenario C.

Safety

With the forecasted increase in traffic volumes under the No Action Scenario C, a proportionate increase in the probability of collisions would be likely to occur. However, it is not anticipated that a safety hazard would be created, or that the number of reported collisions would significantly increase.

Traffic Volumes

The following section describes the anticipated trip generation for No Action Scenario C, trip the trip distribution, and the anticipated future (2017) No Action Scenario C weekday PM peak hour traffic volumes.

Trip Generation

The weekday daily and PM peak hour trip generation estimates for No Action Scenario C are summarized in **Table 3.13-7** (see **Appendix K** for a detailed trip generation summary).

**Table 3.13-7
NO ACTION ALTERNATIVE SCENARIO C – TRIP GENERATION SUMMARY**

Land Use Assumptions	Size	PM Peak Hour Trips		
		Total	In	Out
<u>Rural Historic Town Residential (RHTR)</u>				
Single-Family Detached Housing (LU 210)	127 units	121	76	45
Townhouse/Condominium (LU 230)	10 units	5	3	2
<u>Rural Historic Town Commercial (RHTC)</u>				
Restaurant (LU 932)	5,000 sf	47	26	21
	<i>-less pass-by (43%)</i>	<i>-20</i>	<i>-10</i>	<i>-10</i>
Townhouse/Condominium (LU 230)	21 units	10	7	3
General Commercial (LU 826)	34,490 sf	88	41	47
	<i>-less pass-by (34%)</i>	<i>-30</i>	<i>-15</i>	<i>-15</i>
<u>Rural Historic Town Waterfront (RHTW)</u>				
None	-	-	-	-
<u>Rural Residential/Rural Wooded (RR/RW)</u>				
Single-Family Detached Housing (LU 210)	11 units	10	6	4
Total Net New Trips		231	134	97

As shown in Table 3.13-7, under No Action Scenario C conditions, redevelopment is estimated to generate approximately 231 trips occurring during the PM peak hour. An estimated 50 weekday PM peak hour trips would be pass-by trips attracted from background traffic volumes.

Trip Distribution

Trip distribution patterns were developed using existing traffic patterns in the vicinity of the Port Gamble site, as described for No Action Scenario B (refer to Figure 3.13-7).

Forecast Volume Summary

Figure 3.13-10 shows the trip assignment volumes at the study intersections for the No Action Scenario C. These assignments were then added to the No Action Scenario A (continuation of existing conditions) traffic volumes to provide the forecasted total traffic volumes, which are shown in **Figure 3.13-11**.

Traffic Operations

Individual LOS were calculated at the 11 study area intersections providing access to the Port Gamble site during the weekday PM peak hour. **Table 3.13-8** summarizes forecasted (2027) weekday PM peak hour LOS results for No Action Scenario C.

**Table 3.13-8
NO ACTION ALTERNATIVE - SCENARIO C
INTERSECTION LOS SUMMARY (2027)**

ID	Intersection	Traffic Control	No Action Scenario A (2027)			No Action Scenario C (2027)		
			LOS ¹	Delay ²	WM ⁴	LOS ¹	Delay ²	WM ⁴
1	SR 3/SR 104	Signalized	C	24	-	C	27	-
2	SR 104/Wheeler Street NE	Unsignalized	B	13	SB	C	16	SB
3	SR 104/Gamble Way NE	Unsignalized	B	13	NB	B	15	NB
4	SR 104/S Teekalet Avenue	Unsignalized	B	14	SB	C	18	SB
5	SR 104/Kitsap Avenue	Unsignalized	B	11	SB	B	11	SB
6	SR 104/Puget Way	Unsignalized	C	16	SB	D	29	SB
7	SR 104/Olympia Avenue	Unsignalized	B	14	NB	C	15	NB
8	SR 104/N Rainier Avenue	Unsignalized	A	8	EB	A	9	EB
9	Keller Street/SR 104	Unsignalized	A	8	NB	A	8	NB
10	Foster Street/SR 104	Unsignalized	A	0	EB	B	14	EB
11	SR 307/SR 104	Signalized	C	34	-	D	49	-

1. Level of Service (A – F) as defined by the 2010 *Highway Capacity Manual* (HCM), Transportation Research Board unless otherwise noted.
2. Average delay per vehicle in seconds.
3. Worst movement reported for unsignalized intersections where WB = westbound approach, EB = eastbound approach, NB = northbound approach, SB = southbound approach.

As shown in **Table 3.13-8**, most study intersections are anticipated to operate acceptably at LOS C with the exception of two intersections. The SR 104/Puget Way and SR 307/SR 104 intersections are anticipated to operate at LOS D.

The potential for backups from Hood Canal Bridge closures for naval commercial and private boat traffic are anticipated to continue in the foreseeable future.

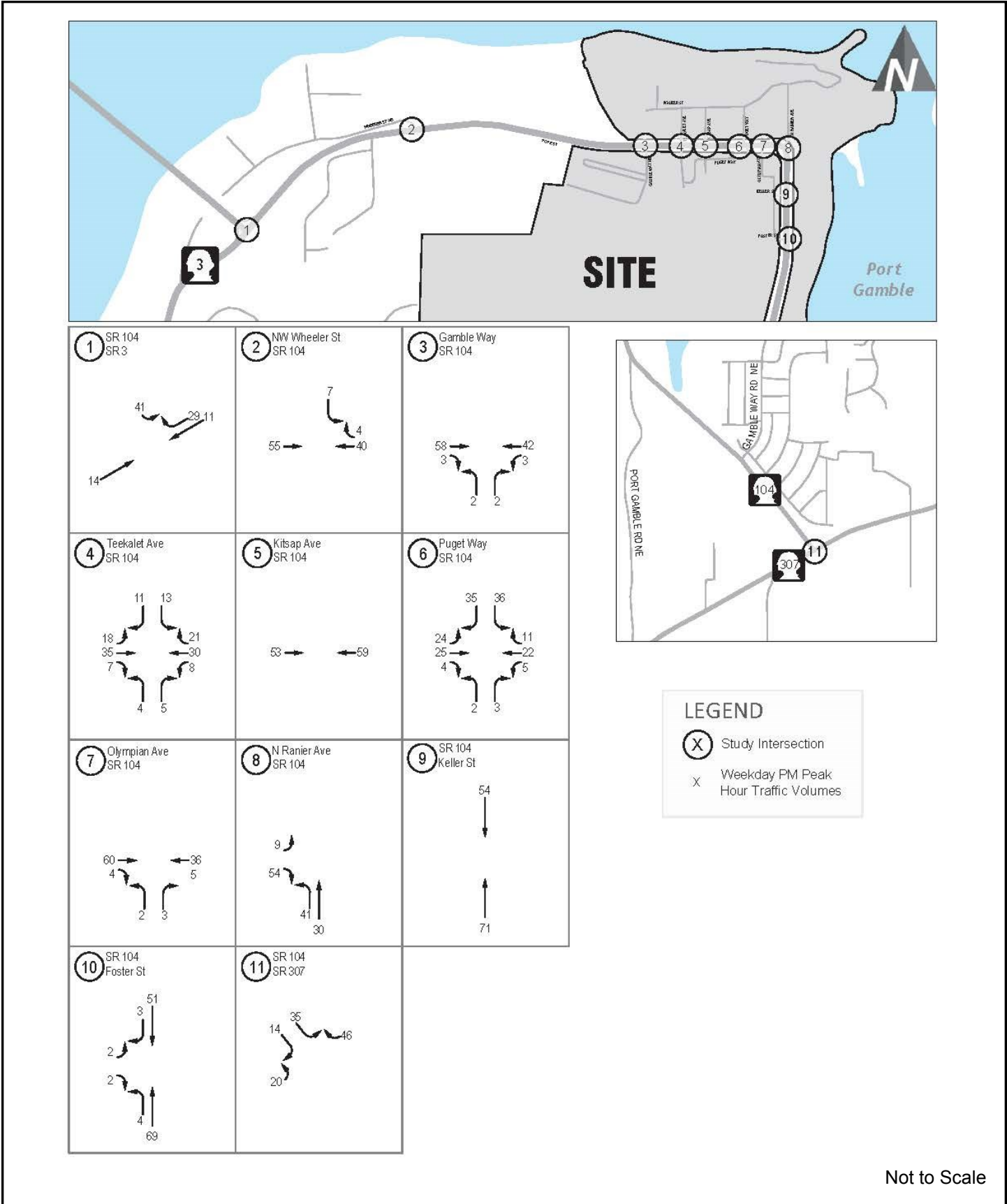
Alternative 1

Refer to **Chapter 2**, Project Description, **Section 3.8, Land Use**, and **Appendix K** for a description of the land uses used for the determination of trip generation, distribution and assignment of traffic volumes.

Programmed and Planned Improvements

The Kitsap County 2013-2018 Transportation Improvement Program (TIP) and WSDOT Statewide Transportation Improvement Program (STIP) were reviewed to identify any planned improvement projects within the study area. No specific transportation improvement projects that would impact street system capacity, safety, or operations are planned by either Kitsap County or WSDOT. As a result, no improvements to the street system within the study area were included for the analysis of the EIS Alternatives.

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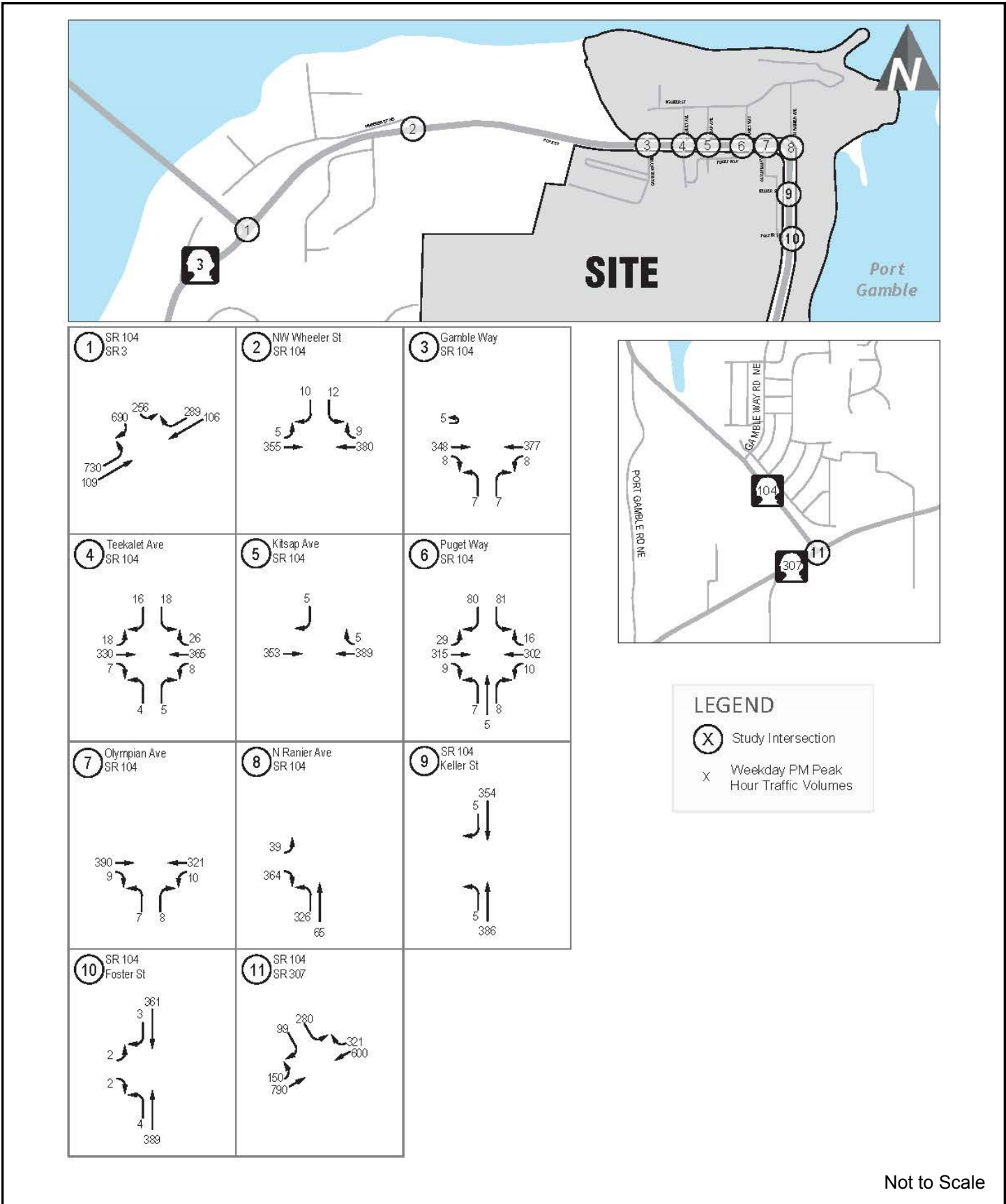
Not to Scale

Source: TranspoGroup, 2018.



Figure 3.13-10
No Action Scenario C Weekday PM Peak Hour Trip Assignments

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<p>1 SR 104 SR 3</p> <p>690, 256, 289, 106, 730, 109</p>	<p>2 NW Wheeler St SR 104</p> <p>10, 12, 5, 355, 9, 380</p>	<p>3 Gamble Way SR 104</p> <p>5, 348, 8, 377, 8, 7, 7</p>
<p>4 Teekalet Ave SR 104</p> <p>16, 18, 18, 330, 7, 26, 365, 8, 4, 5</p>	<p>5 Kitsap Ave SR 104</p> <p>5, 353, 5, 389</p>	<p>6 Puget Way SR 104</p> <p>80, 81, 29, 315, 9, 16, 302, 10, 7, 8, 5</p>
<p>7 Olympian Ave SR 104</p> <p>390, 9, 321, 10, 7, 8</p>	<p>8 N Ranier Ave SR 104</p> <p>39, 364, 326, 65</p>	<p>9 SR 104 Keller St</p> <p>354, 5, 386</p>
<p>10 SR 104 Foster St</p> <p>361, 3, 2, 2, 4, 388</p>	<p>11 SR 104 SR 307</p> <p>99, 280, 321, 600, 150, 790</p>	

LEGEND

- (X) Study Intersection
- x Weekday PM Peak Hour Traffic Volumes

Source: TranspoGroup, 2018.



Figure 3.13-11
No Action Scenario C Weekday PM Peak Hour Traffic Volumes

Construction

Under Alternative 1, approximately 175,000 cubic yards of fill would be provided on the Mill Site and would likely occur during dryer periods (i.e. April to October) over a two year period. This would result in an increased number of truck trips to the area during construction. Truck trips would occur throughout the day and would not have a significant impact on weekday peak hour traffic operations at study intersections or roadways near the project site. In addition to truck trips, construction employees would also travel to the site during the construction period. However, overall construction traffic is anticipated to be less than traffic generated by build-out of the planned uses.

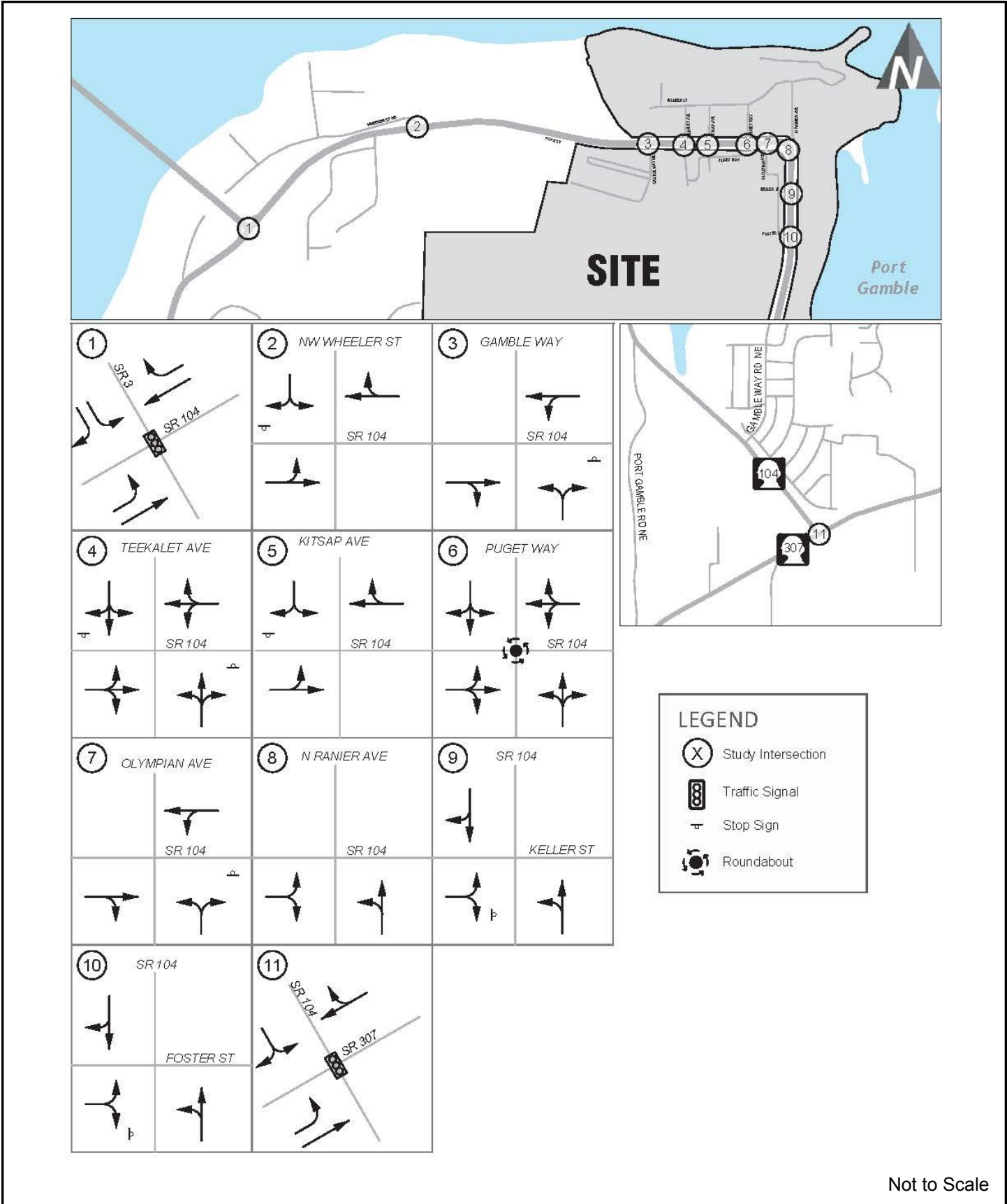
Street System

Under Alternative 1 changes to street alignments and intersection control devices would occur at certain intersections and would include realignment of Puget Way and construction of a roundabout at Puget Way/SR 104. **Figure 3.13-12** illustrates the lane configurations and traffic control devices assumed under Alternative 1.

Intersection improvements at the SR 104 / Puget Way intersection would be necessary to accommodate additional traffic volumes generated under Alternative 1 full buildout; it is anticipated that some level of development could occur before construction of the roundabout is required. This intersection would serve as the primary access to the redeveloped site, with higher traffic volumes entering and exiting SR 104. A roundabout was determined to be the most effective traffic control for the intersection to provide safe and efficient vehicular, bicycle, and pedestrian traffic flow. In addition, it would calm traffic and provide a new gateway for the site. The single-lane roundabout would accommodate truck traffic along SR 104 and facilitate safe pedestrian crossings.

As mentioned previously, NE Carver Drive may be extended from Gamble Way NE turning north and connecting with SE 104 at Puget Way.

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Source: TranspoGroup, 2018.



Figure 3.13-12
Alternatives 1 & 2 Lane Configurations and Traffic Control Devices

The following locations would provide the primary vehicular access points to the Port Gamble site:

- SR 104 runs northbound/southbound east of N Rainier Avenue and eastbound/westbound west of N Rainier Avenue and serves as a major roadway through Port Gamble.
- Puget Way would serve as the primary inbound/outbound access for traffic coming from the west on SR 104 to the Port Gamble redevelopment.
- N Rainier Avenue would serve as the primary inbound access for traffic to and from the east on SR 104.
- Gamble Way NE would serve as the primary access to the southern RR/RW area.

Non-Motorized Transportation System

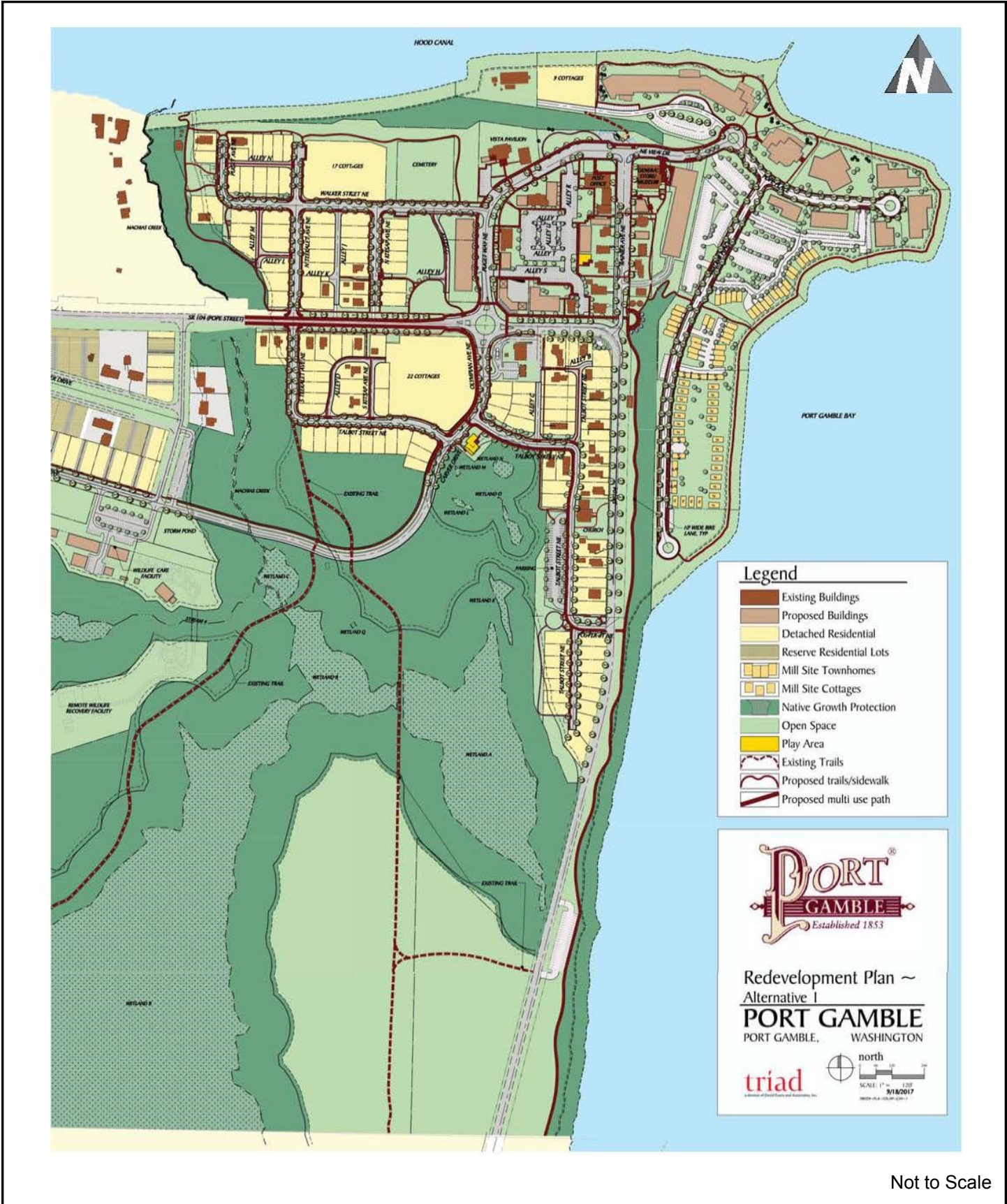
Alternative 1 includes a network of sidewalks, trails, and shared use paths that would accommodate pedestrian and bicycle activity. Pedestrian and bicycle paths would be provided throughout the site, including a hiking trail and multi-use trail extending north from Foster Street on the east side of SR 104. Shoulders along SR 104 would be increased by one ft. on either side to provide adequate width for a bicycle lane (four ft.², see **Figure 3.13-13**). A southbound bicycle route would be provided from the roundabout at Puget Way NE via Olympian Avenue NE, Talbot Street NE and Foster Street NE. A wide multi-use path would also be provided from the roundabout to the Mill Site via Puget Way NE and NE View Drive. Additional right-of-way would be provided within Carver Drive for potential connections to the potential future Sound to Olympic Trail.

Parking

The existing on street parking would remain with redevelopment. The parking supply within the redeveloped site would be subject to County code requirements (Kitsap Municipal Code Title 17) to ensure that adequate parking supply is provided to meet parking demands. With County parking code requirements incorporated into any final site design, no adverse parking impacts are anticipated.

² Kitsap County Road Standards (2007) 3.7

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Not to Scale

Source: TranspoGroup, 2018.



Figure 3.13-13
Alternative 1 Bicycle and Pedestrian Facilities

Transit

New resident and employment populations on the site would provide the potential or increased transit ridership. However, given the relatively modest transit facilities in the site vicinity Alternative 1 is not anticipated to noticeably impact transit operations or performance within the study area. Future Kitsap Transit stops are envisioned as part of the proposal to best facilitate future transit operations and use. To provide for a conservative operations analysis, increased transit use was not assumed to reduce traffic volumes. Any increase in transit ridership as a result of the redevelopment would likely reduce passenger car travel demands providing some benefit to traffic operations. With proposed mitigation measures, increased roadway and intersection delays resulting from the addition of project generated traffic would not be anticipated to significantly decrease transit route performance.

Safety

Traffic generated under Alternative 1 would be anticipated to result in a proportionate increase in the probability of collisions. However, it is not anticipated that the additional traffic generated under Alternative 1 would create a safety hazard or significantly increase the number of reported collisions. The proposed roundabout would provide a safer form of traffic control for the intersection of SR 104/ Puget Way.

Traffic Volumes

Traffic volumes under Alternative 1 were forecasted by adding traffic generated by the redevelopment under Alternative 1, to future No Action Alternative Scenario A (continuation of existing conditions) traffic volumes; thus, No Action Scenario A acts as the 2027 baseline condition. The following section describes the forecasting methodology for estimating the number of vehicular trips added to the study area and how these trips were distributed and assigned to the roadway network, followed by a summary of the resulting forecast traffic volumes.

Trip Generation

Trip generation estimates for Alternative 1 are based on rates identified in the *ITE Trip Generation Manual* (9th Edition). The mixed-use nature of redevelopment is anticipated to generate both pass-by and internal trips. Pass-by trips represent trips that are currently passing by the site on SR 104 that would stop at the site before continuing on their way. As such, these trips were accounted for within the site and at access points but do not represent new trips to the street system outside of the Port Gamble site. Pass-by rates were based on data from the *ITE Trip Generation Handbook* (3rd Edition).

In addition, trips between retail, employment and residential land uses within the site would also occur but would not impact the street system outside the Port Gamble site since these uses are located within close proximity to one another. These trips are referred to as internal trips. The *ITE Trip Generation Handbook* provides a procedure for estimating the number of internal trips. Using this procedure, internal trips may account for up to 13

percent of the development trips considering the mix of land uses. To provide a conservative analysis, internalization has been limited to no more than five percent.

The trip generation analysis focused on the weekday daily and PM peak hour conditions, as summarized in **Table 3.13-9** (see **Appendix K** for the detailed trip generation summary).

**Table 3.13-9
ALTERNATIVE 1 PM PEAK HOUR TRIP GENERATION SUMMARY**

Land Use Assumptions	Size	PM Peak Hour Trips		
		Total	In	Out
<u>Rural Historic Town Residential (RHTR)</u>				
Single-Family Detached Housing (LU 210)	104 units	99	62	37
Townhouse/Condominium (LU 230)	40 units	20	13	7
<u>Rural Historic Town Commercial (RHTC)</u>				
Townhouse/Condominium (LU 230)	33 units	16	11	5
General Commercial (LU 826)	35,000 sf	90	41	49
	<i>-less pass-by (35%)</i>	<i>-30</i>	<i>-15</i>	<i>-15</i>
<u>Rural Historic Town Waterfront (RHTW)</u>				
Townhouse/Condominium (LU 230)	78 units	39	26	13
Lodge (LU 310)	100 rooms	66	32	34
General Commercial (LU 826)	121,000 sf	312	144	168
	<i>-less pass-by (35%)</i>	<i>-106</i>	<i>-53</i>	<i>-53</i>
Restaurant (LU 932)	15,000 sf	141	79	62
	<i>-less pass-by (43%)</i>	<i>-60</i>	<i>-30</i>	<i>-30</i>
<u>Rural Residential/Rural Wooded (RR/RW)</u>				
Single-Family Detached Housing (LU 210)	10 units	9	6	3
West Sound Wildlife Shelter ¹	14,300 sf	22	7	15
Brewery/Winery ²	3 Brewery/Winery	57	29	28
Total Net New Trips		675	352	323

1. Trip generation based on data collected at the existing West Sound Wildlife Shelter on Bainbridge Island

2. Trip Generation based on data collected at three Washington wineries as documented in Murr Winery Traffic Impact Analysis

As shown in **Table 3.13-9**, Alternative 1 is anticipated to generate 675 weekday PM peak hour trips with approximately 196 weekday PM peak hour pass-by trips.

Trip Distribution

Similar to No Action Scenarios B and C, trip distribution patterns were developed using existing traffic patterns in the vicinity of Port Gamble. Based on existing traffic volume data, PM peak hour traffic distributes nearly evenly along SR 104 with 45 percent traveling to/from the west and 55 percent traveling to/from the south. The distribution of trips onto the street system was based on the proposed site access points to the Port Gamble site and is depicted in **Figure 3.13-7**.

Forecast Volume Summary

Traffic volume forecasts were based on the 2027 No Action Alternative Scenario A (continuation of existing conditions) traffic volume forecast using the trip generation

estimates shown in **Table 3.13-9**. Trips associated with Alternative 1 development were distributed throughout the roadway network based on the trip distribution pattern and assigned to individual study intersections. **Figure 3.13-14** shows the trip assignment volumes at the study intersections with completion of the NE Carver Drive extension. This assignment was then added to baseline volumes to provide the forecast total traffic volumes under Alternative 1. The forecasted Alternative 1 traffic volumes are summarized in **Figure 3.13-15**. **Figure 3.13-16** shows the trip assignment volumes without completion of the NE Carver Drive extension, with resulting traffic volumes shown on **Figure 3.13-17**.

Traffic Operations

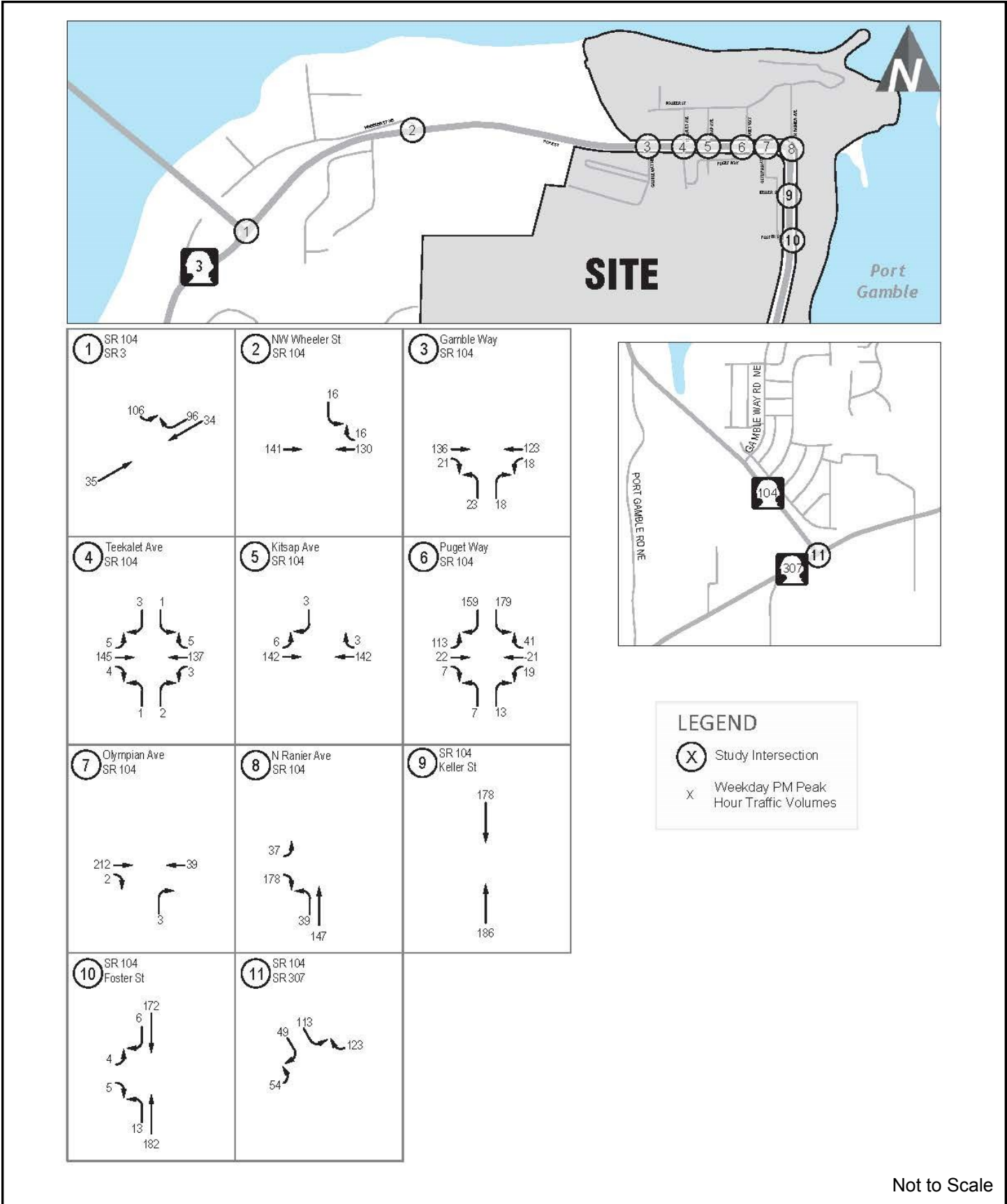
Individual intersection levels of service (LOS) were calculated at the eleven study intersections providing access to the Port Gamble site during the weekday PM peak hour. **Table 3.13-10** shows the results of the LOS analysis conducted during the weekday PM peak hour under full development of Alternative 1 in 2027 with completion of the NE Carver Drive extension. The WSDOT LOS standard for intersections on SR 104 is LOS C because it is a Highway of Statewide Significance (HSS) under Rural classification. Intersections operating below the WSDOT LOS standard are identified in the below table by an asterisk. See **Appendix K** for detailed LOS worksheets.

**Table 3.13-10
ALTERNATIVE 1 (2027) INTERSECTION LOS SUMMARY**

ID	Intersection	Traffic Control	No Action Scenario A (2027)			Alternative 1 (2027)		
			LOS ¹	Delay ²	WM ³	LOS ¹	Delay ²	WM ³
1	SR 3/SR 104	Signalized	C	24	-	D	36	-
2	SR 104/Wheeler Street NE	Unsignalized	B	13	SB	C	22	SB
3	SR 104/Gamble Way NE	Unsignalized	B	13	NB	C	22	NB
4	SR 104/S Teekalet Avenue	Unsignalized	B	14	SB	C	18	SB
5	SR 104/Kitsap Avenue	Unsignalized	B	11	SB	B	12	SB
6	SR 104/Puget Way	Roundabout ⁴	C	16	SB	A	10	NB
7	SR 104/Olympia Avenue	Unsignalized	B	14	NB	C	18	NB
8	SR 104/N Rainier Avenue	Unsignalized	A	8	EB	A	9	EB
9	Keller Street/SR 104	Unsignalized	A	8	NB	A	9	NB
10	Foster Street/SR 104	Unsignalized	A	0	EB	C	18	EB
11	SR 307/SR 104	Signalized	C	34	-	F	88	-

1. Level of Service (A – F) as defined by the 2010 *Highway Capacity Manual* (HCM), Transportation Research Board unless otherwise noted.
2. Average delay per vehicle in seconds.
3. Worst movement reported for unsignalized intersections where WB = westbound approach, EB = eastbound approach, NB = northbound approach, SB = southbound approach.
4. Roundabout under Alternative 1 full build, unsignalized under the No Action Scenario A.

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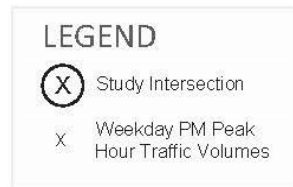
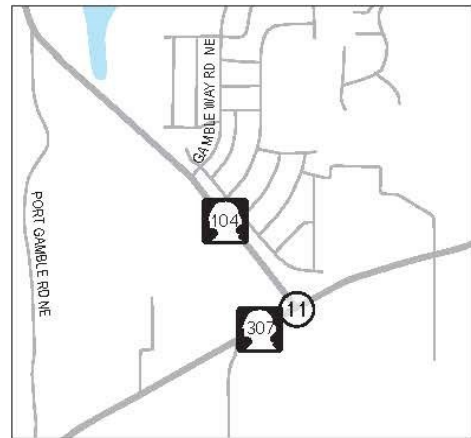
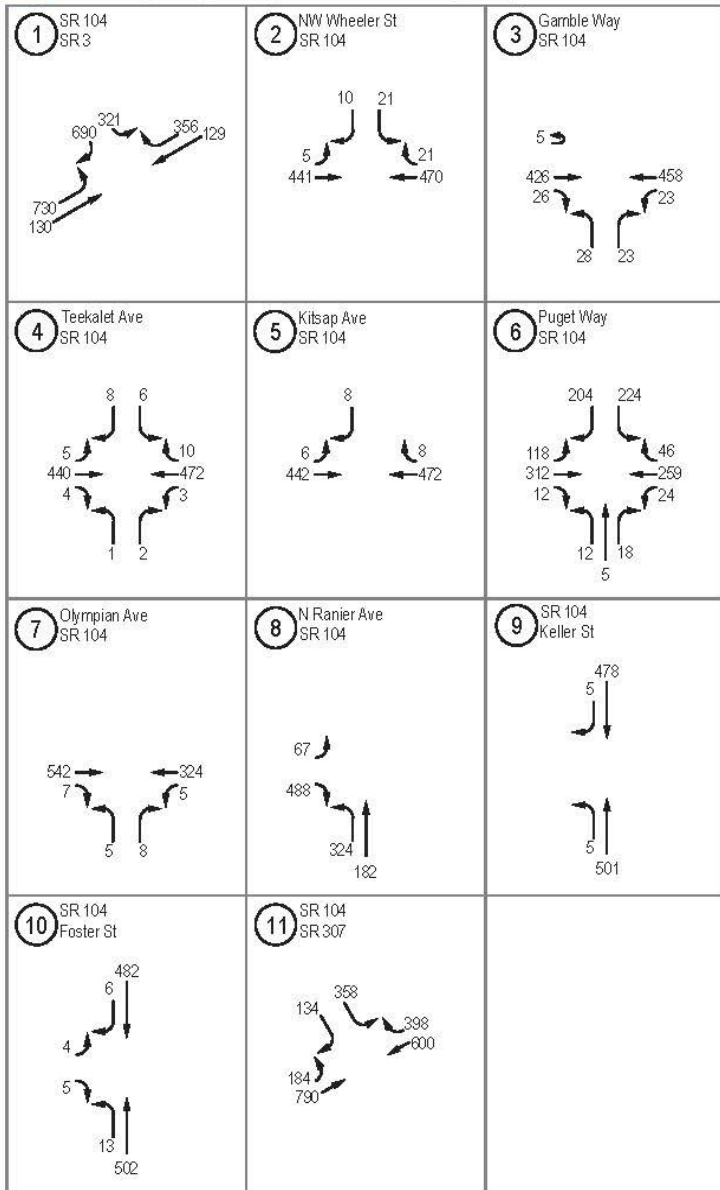
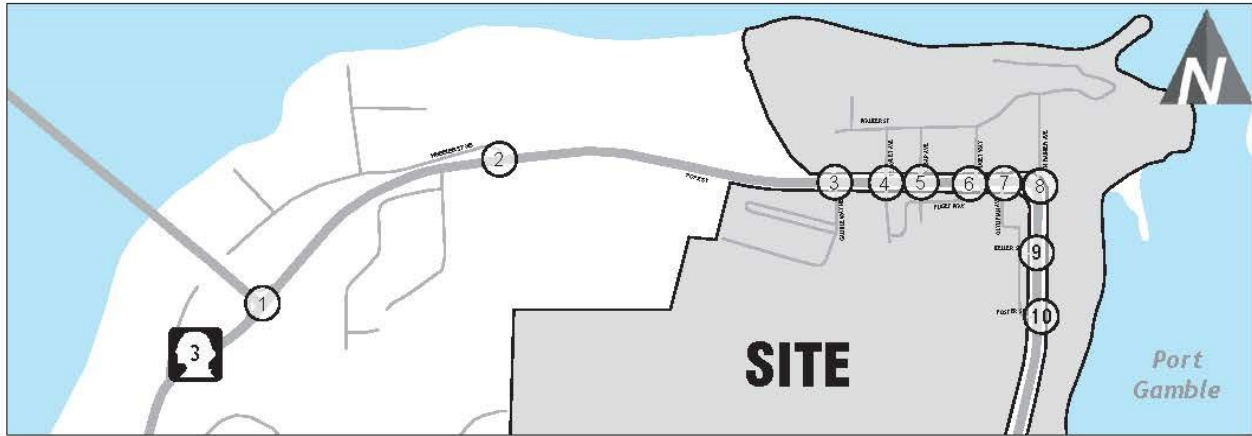
Not to Scale

Source: TranspoGroup, 2018.



Figure 3.13-14
Alternative 1 Weekday PM Peak Hour Trip Assignment—With Carver Drive Extension

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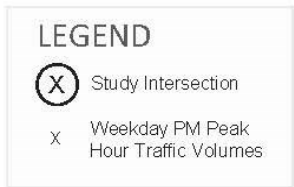
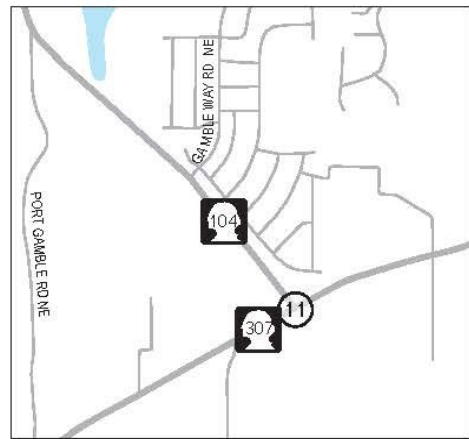
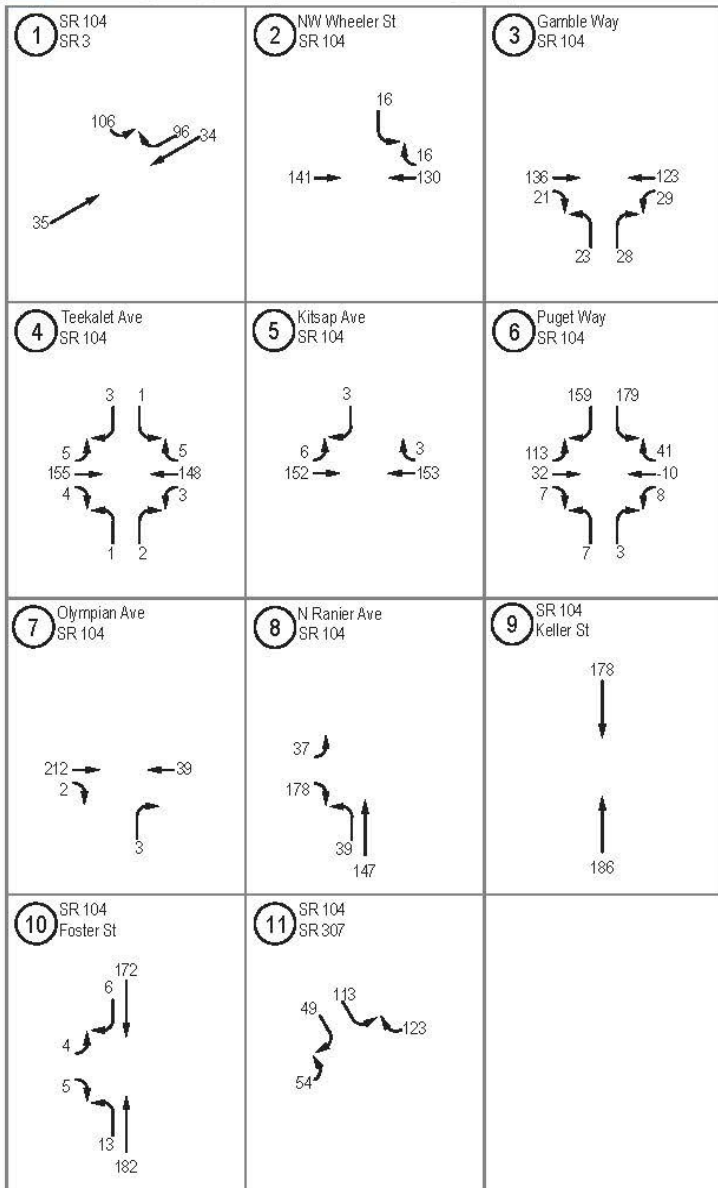
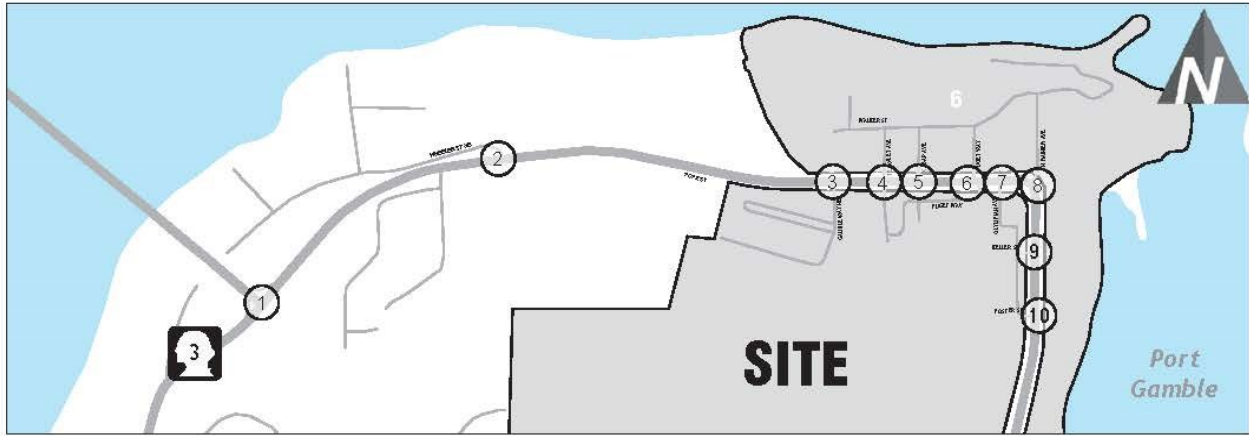
Not to Scale

Source: TranspoGroup, 2018.



Figure 3.13-15
Alternative 1 Weekday PM Peak Hour Traffic Volumes with Carver Drive Extension

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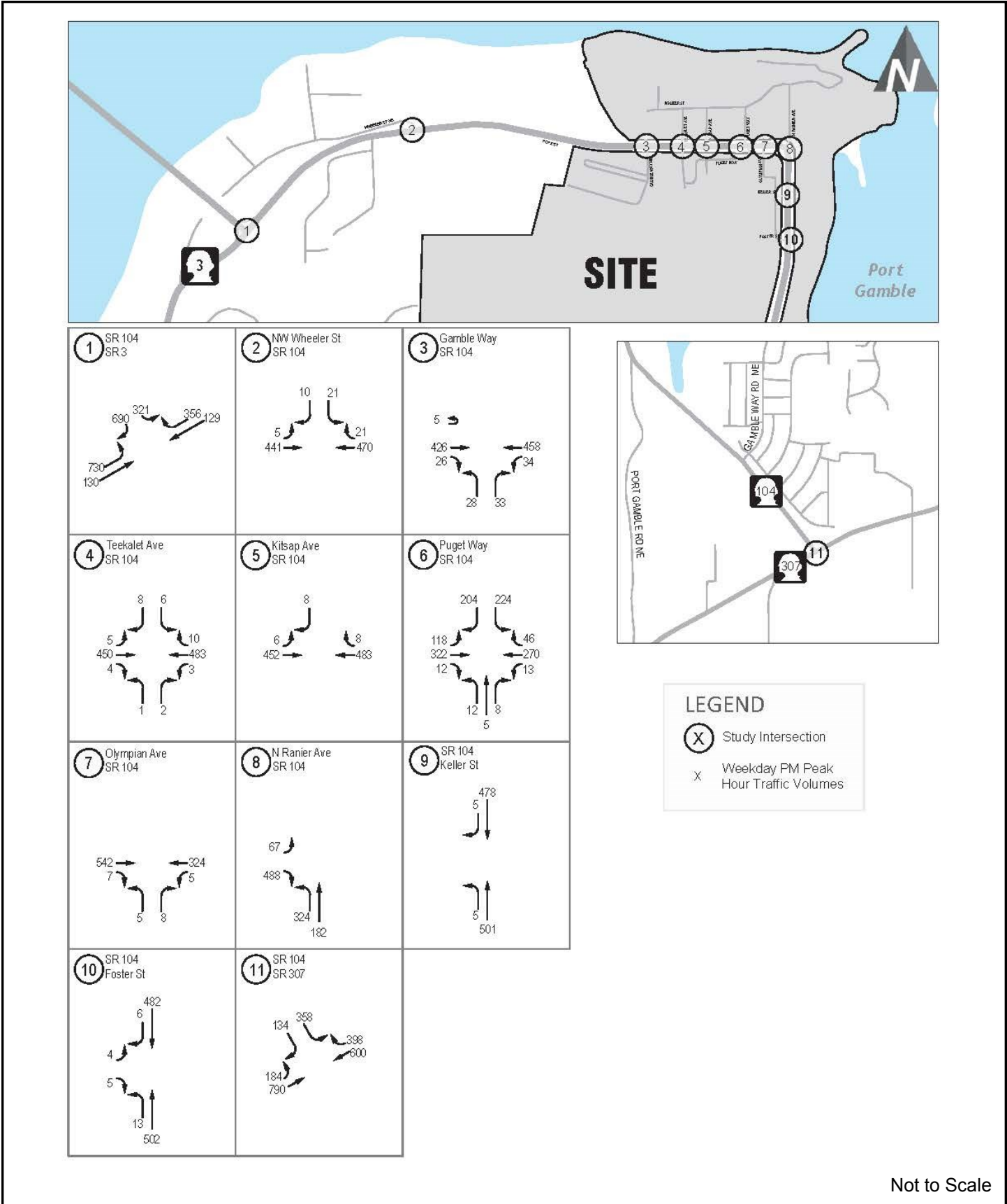
Not to Scale

Source: TranspoGroup, 2018.



Figure 3.13-16
Alternative 1 Weekday PM Peak Hour Trip Assignment without Carver Drive Extension

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Not to Scale

Source: TranspoGroup, 2018.



Figure 3.13-17
Alternative 1 Road Closure Weekday PM Peak Hour Traffic Volumes without Carver Drive Extension

As shown in Table 3.13-10, all of the study area intersections would operate at LOS C or better with trips generated under Alternative 1, with the exceptions of the signalized SR 3/SR 104 and SR 307/SR 104 intersections, respectively.

Table 3.13-11 shows the results of the LOS analysis conducted during the weekday PM peak hour under full development of Alternative 1 in 2027 without completion of the NE Carver Drive extension.

Table 3.13-11
ALTERNATIVE 1 (2027) INTERSECTION LOS SUMMARY WITHOUT NE CARTER DRIVE EXTENSION

ID	Intersection	Traffic Control	No Action Scenario A (2027)			Alternative 1 (2027)		
			LOS ¹	Delay ²	WM ³	LOS ¹	Delay ²	WM ³
1	SR 3/SR 104	Signalized	C	24	-	D	36	-
2	SR 104/Wheeler Street NE	Unsignalized	B	13	SB	C	22	SB
3	SR 104/Gamble Way NE	Unsignalized	B	13	NB	C	23	NB
4	SR 104/S Teekalet Avenue	Unsignalized	B	14	SB	C	18	SB
5	SR 104/Kitsap Avenue	Unsignalized	B	11	SB	B	12	SB
6	SR 104/Puget Way	Roundabout ⁴	C	16	SB	A	10	NB
7	SR 104/Olympia Avenue	Unsignalized	B	14	NB	C	18	NB
8	SR 104/N Rainier Avenue	Unsignalized	A	8	EB	A	9	EB
9	Keller Street/SR 104	Unsignalized	A	8	NB	A	9	NB
10	Foster Street/SR 104	Unsignalized	A	0	EB	C	18	EB
11	SR 307/SR 104	Signalized	C	34	-	F	88	-

1. Level of Service (A – F) as defined by the 2010 *Highway Capacity Manual* (HCM), Transportation Research Board unless otherwise noted.
2. Average delay per vehicle in seconds.
3. Worst movement reported for unsignalized intersections where WB = westbound approach, EB = eastbound approach, NB = northbound approach, SB = southbound approach.
4. Roundabout under Alternative 1 full build, unsignalized under the No Action Scenario A.

As shown in **Table 3.13-11**, all of the study area intersections would operate at LOS C or better with trips generated under Alternative 1 without the NE Carver Drive connection, with the exceptions of the signalized SR 3/SR 104 and SR 307/SR 104 intersections. Under Alternative 1 conditions the SR 3/SR 104 intersection is anticipate to operate at LOS D and the SR 307/SR 104 intersection is anticipated to operate at LOS F.

The potential for backups on SR 104 from Hood Canal Bridge closures for naval, commercial, and private boat traffic are anticipated to continue in the foreseeable future.

Alternative 2

As compared to Alternative 1, fewer residences and less square footage for retail and restaurant space would occur under Alternative 2 in the RHTW zone. Land uses in the other four zones (RHTR, RHTC, RR and RW) would be similar to land uses as Alternative 1. Refer to **Chapter 2**, Project Description, and **Section 3.8, Land Use**, for a description of the land uses used for the determination of trip generation, distribution and assignment of traffic

volumes. Programmed and planned improvements would also be as described for Alternative 1.

Construction

Under Alternative 2, on-site grading and fill would be similar to Alternative 1. This would result in an increased number of truck trips to the area during construction. Truck trips would occur throughout the day and would not have a significant impact on weekday peak hour traffic operations at study intersections or roadways near the project site. In addition to truck trips, construction employees would also travel to the site during the construction period. However, overall construction traffic is anticipated to be less than traffic generated by build-out of the planned uses.

Street System

Alternative 2 assumes changes to street alignments and intersection control devices at certain study intersections in a similar manner to that described for Alternative 1. Changes could include realignment of Puget way and construction of a roundabout at Puget Way/SR 104; refer to **Figure 3.13-12** for the lane configurations and traffic control devices assumed under Alternative 2.

Non-Motorized Transportation System

Alternative 2 includes a network of sidewalks, trails, and shared use paths that would accommodate pedestrian and bicycle activity. Pedestrian and bicycle paths would be provided throughout the site similar to Alternative 1.

Parking

As under Alternative 1, the parking supply within the redeveloped area would be subject to County code requirements (Kitsap Municipal Code Title 17) to ensure that adequate parking supply is provided to meet parking demands. With County parking code requirements incorporated into any final site design, no adverse parking impacts are anticipated.

Transit

As described for Alternative 1, Alternative 2 is not anticipated to noticeably impact transit operations or performance within the study area. Any increase in transit ridership as a result of the redevelopment would likely reduce passenger car travel demands providing nominal benefit to traffic operations. Any increased roadway and intersection delays resulting from the addition of project generated traffic would cause a similar decrease in transit operational performance.

Safety

Traffic generated under Alternative 2 would be anticipated to result in a proportionate increase in the probability of collisions. As noted for Alternative 1, it is not anticipated that the addition of traffic under Alternative 2 would create a safety hazard or significantly increase the number of reported collisions.

Traffic Volumes

Similar to Alternative 1, Traffic volumes under Alternative 2 were forecasted by adding traffic generated by the redevelopment to future No Action Scenario A volumes. The forecasting methodology for estimating the number of vehicular trips added to the study area and distribution/assignment of these trips to the roadway network was performed utilizing the methodology described for Alternative 1.

Trip Generation

The trip generation analysis focused on the daily and weekday PM peak hour conditions and is consistent with those summarized for Alternative 1. The daily and weekday PM peak hour trip generation estimates for Alternative 2 are summarized below in **Table 3.13-6** (see **Appendix K** for the detailed trip generation summary).

**Table 3.13-12
ALTERNATIVE 2 TRIP GENERATION SUMMARY**

Land Use Assumptions	Size	PM Peak Hour		
		Total	In	Out
<u>Rural Historic Town Residential (RHTR)</u>				
Single-Family Detached Housing (LU 210)	104 units	99	62	37
Townhouse/Condominium (LU 230)	40 units	20	13	7
<u>Rural Historic Town Commercial (RHTC)</u>				
Townhouse/Condominium (LU 230)	33 units	16	11	5
General Commercial (LU 826)	35,000 sf	90	41	49
	<i>-less pass-by (35%)</i>	<i>-30</i>	<i>-15</i>	<i>-15</i>
<u>Rural Historic Town Waterfront (RHTW)</u>				
Townhouse/Condominium (LU 230)	39 units	19	13	6
Lodge (LU 310)	100 rooms	66	32	34
Restaurant (LU 932)	15,000 sf	141	79	62
	<i>-less pass-by (43%)</i>	<i>-60</i>	<i>-30</i>	<i>-30</i>
<u>Rural Residential/Rural Wooded (RR/RW)</u>				
Single-Family Detached Housing (LU 210)	10 units	9	6	3
West Sound Wildlife Shelter ¹	14,300 sf	22	7	15
Brewery/Winery ²	3 Brewery/Winery	57	29	28
Total Net New Trips		449	248	201

1. Trip generation based on data collected at the existing West Sound Wildlife Shelter on Bainbridge Island

2. Trip Generation based on data collected at three Washington wineries as documented in Murr Winery Traffic Impact Analysis (2001).

As shown in **Table 3.13-12**, redevelopment under Alternative 2 is anticipated to generate 449 weekday PM peak hour trips. An additional 90 weekday PM peak hour trips would be pass-by trips attracted from background traffic volumes.

Trip Distribution

Trip distribution patterns were developed using existing traffic patterns in the vicinity of Port Gamble and assumed the same distribution as under Alternative 1, with 45 percent traveling to/from the west and 55 percent traveling to/from the south. The distribution of trips within the Port Gamble site was based on internal connections and development intensity. Refer to **Figure 3.13-7** for trip distribution.

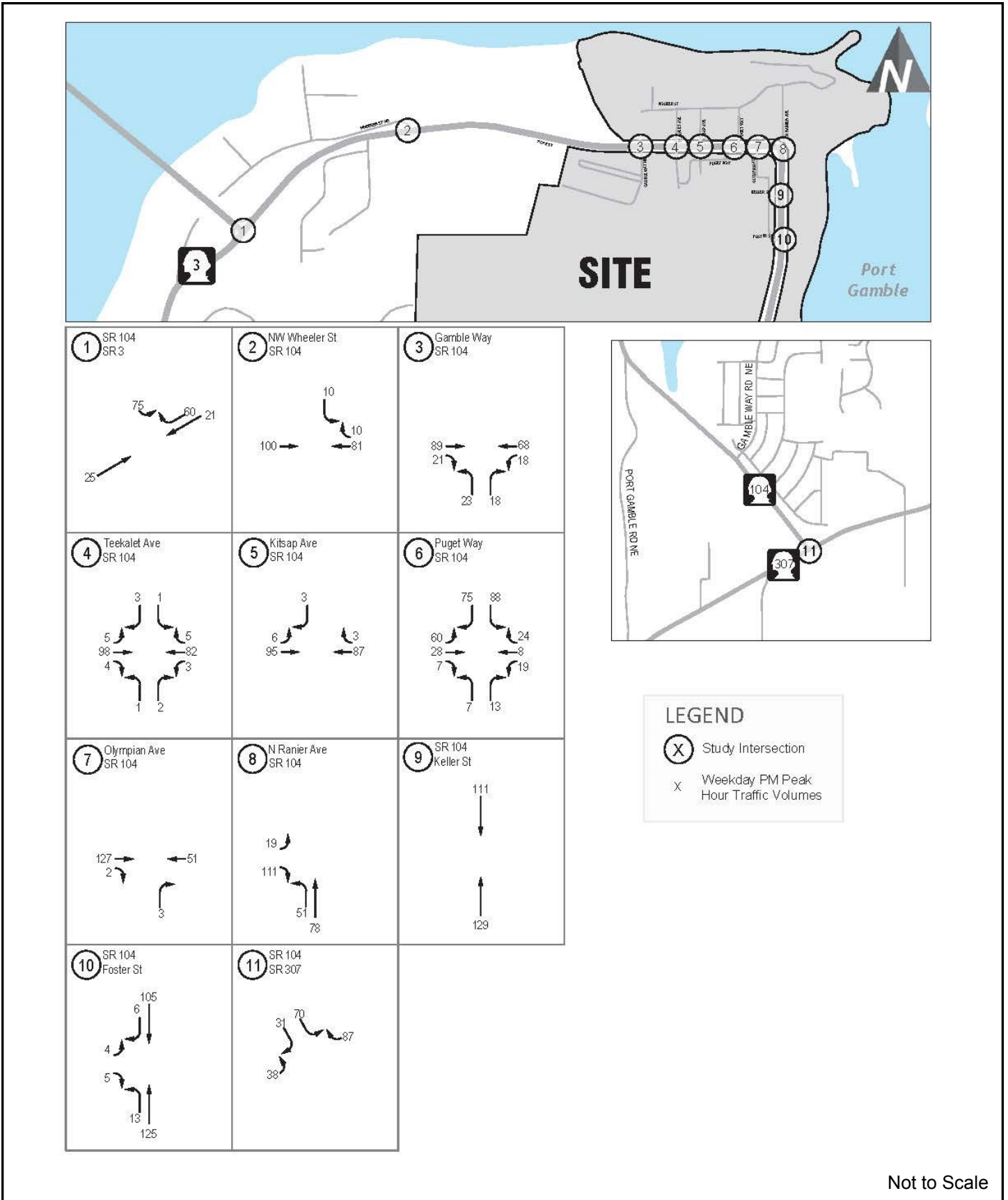
Forecast Volume Summary

Traffic volume forecasts were based on the 2027 No Action Scenario A (continuation of existing conditions) traffic volume forecast and using the trip generation estimates shown in **Table 3.13-12** earlier in this section. Trips associated with Alternative 2 were distributed on the roadway network based on the trip distribution pattern and assigned to individual study intersections. **Figure 3.13-18** shows the trip assignment volumes at the study intersections with the NE Carver Drive extension. This assignment was then added to baseline volumes to provide the forecast total traffic volumes under Alternative 2. The forecast Alternative 2 traffic volumes with the NE Carver Drive extension are summarized in **Figure 3.13-19**. **Figure 3.13-20** shows the trip assignment volumes without completion of the NE Carver Drive extension and the resulting future Alternative 2 volumes are summarized on **Figure 3.13-21**.

Traffic Operations

Table 3.13-13 shows the results of the level of service analysis conducted during the weekday PM peak hour 2027 under full development of Alternative 2 with the NE Carver Drive extension. The WSDOT LOS standard for this section of road is LOS C because it is a Highway of Statewide Significance (HSS) under Rural classification (see **Appendix K** for Detailed LOS worksheets). Intersections operating below the WSDOT LOS standard are identified by an asterisk.

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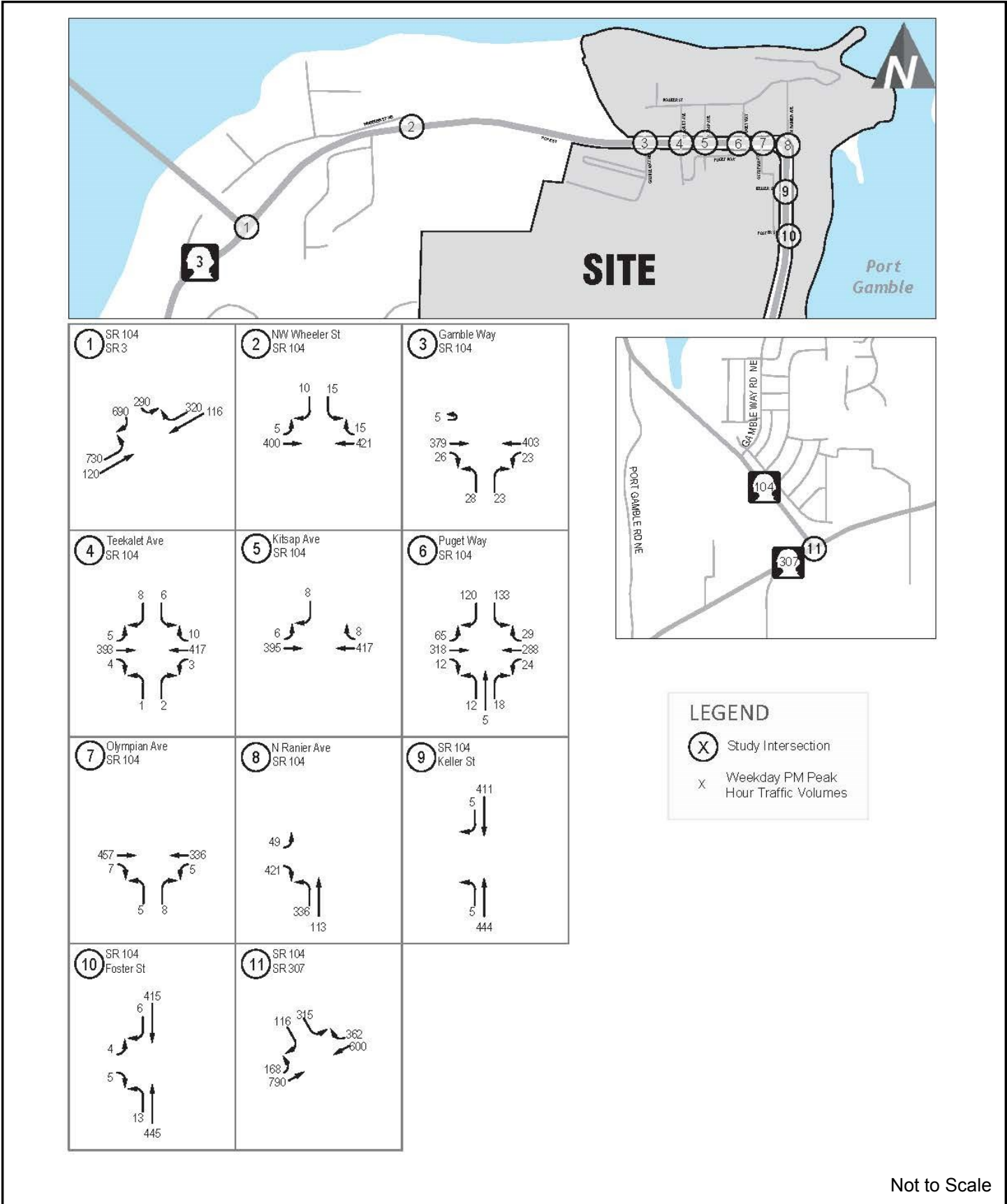


Source: TranspoGroup, 2018.



Figure 3.13-18
Alternative 2 Weekday PM Peak Hour Trip Assignment with
Craver Drive Extension

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<p>1 SR 104 SR 3</p> <p>690, 290, 320, 116, 730, 120</p>	<p>2 NW Wheeler St SR 104</p> <p>10, 15, 5, 400, 15, 421</p>	<p>3 Gamble Way SR 104</p> <p>5, 379, 26, 403, 23, 28, 23</p>
<p>4 Teekalet Ave SR 104</p> <p>8, 6, 5, 338, 4, 10, 417, 3, 1, 2</p>	<p>5 Kitsap Ave SR 104</p> <p>8, 6, 395, 8, 417</p>	<p>6 Puget Way SR 104</p> <p>120, 133, 65, 318, 12, 29, 288, 24, 12, 18, 5</p>
<p>7 Olympian Ave SR 104</p> <p>457, 7, 336, 5, 5, 8</p>	<p>8 N Ranier Ave SR 104</p> <p>49, 421, 336, 113</p>	<p>9 SR 104 Keller St</p> <p>411, 5, 5, 444</p>
<p>10 SR 104 Foster St</p> <p>415, 6, 4, 5, 13, 445</p>	<p>11 SR 104 SR 307</p> <p>116, 315, 362, 600, 168, 790</p>	

LEGEND

(X) Study Intersection

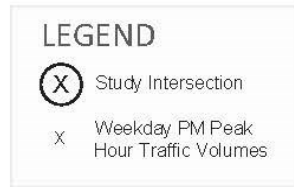
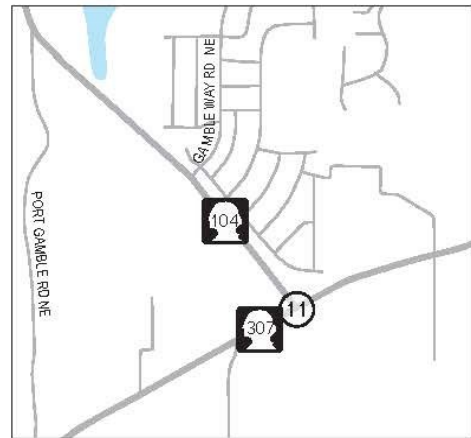
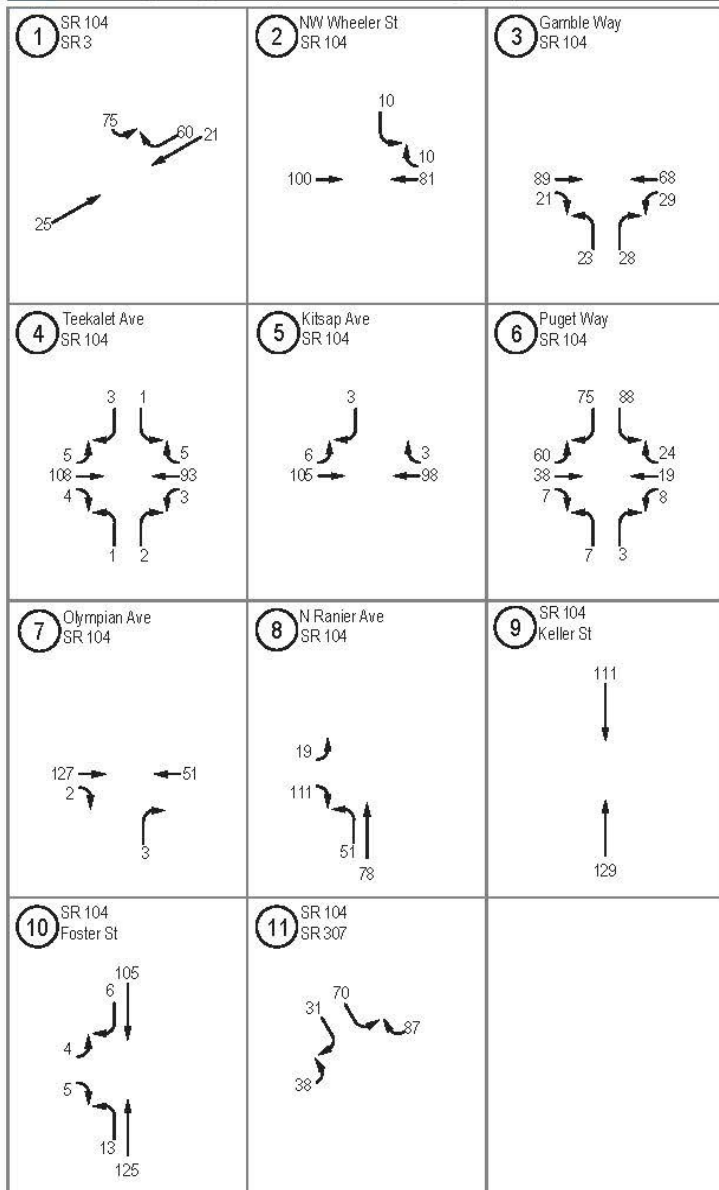
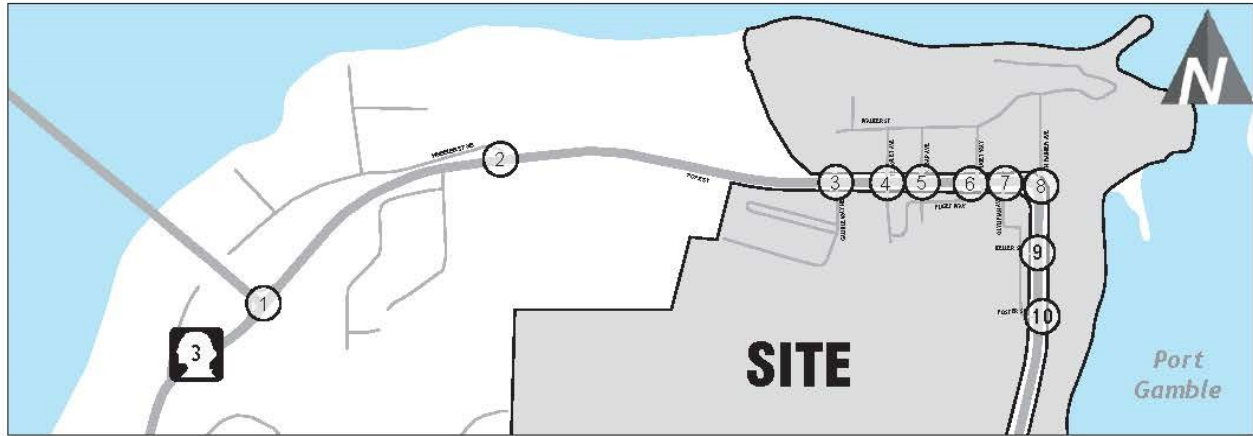
X Weekday PM Peak Hour Traffic Volumes

Source: TranspoGroup, 2018.



Figure 3.13-19
Alternative 2 Weekday PM Peak Hour Traffic Volumes with
Carver Drive Extension

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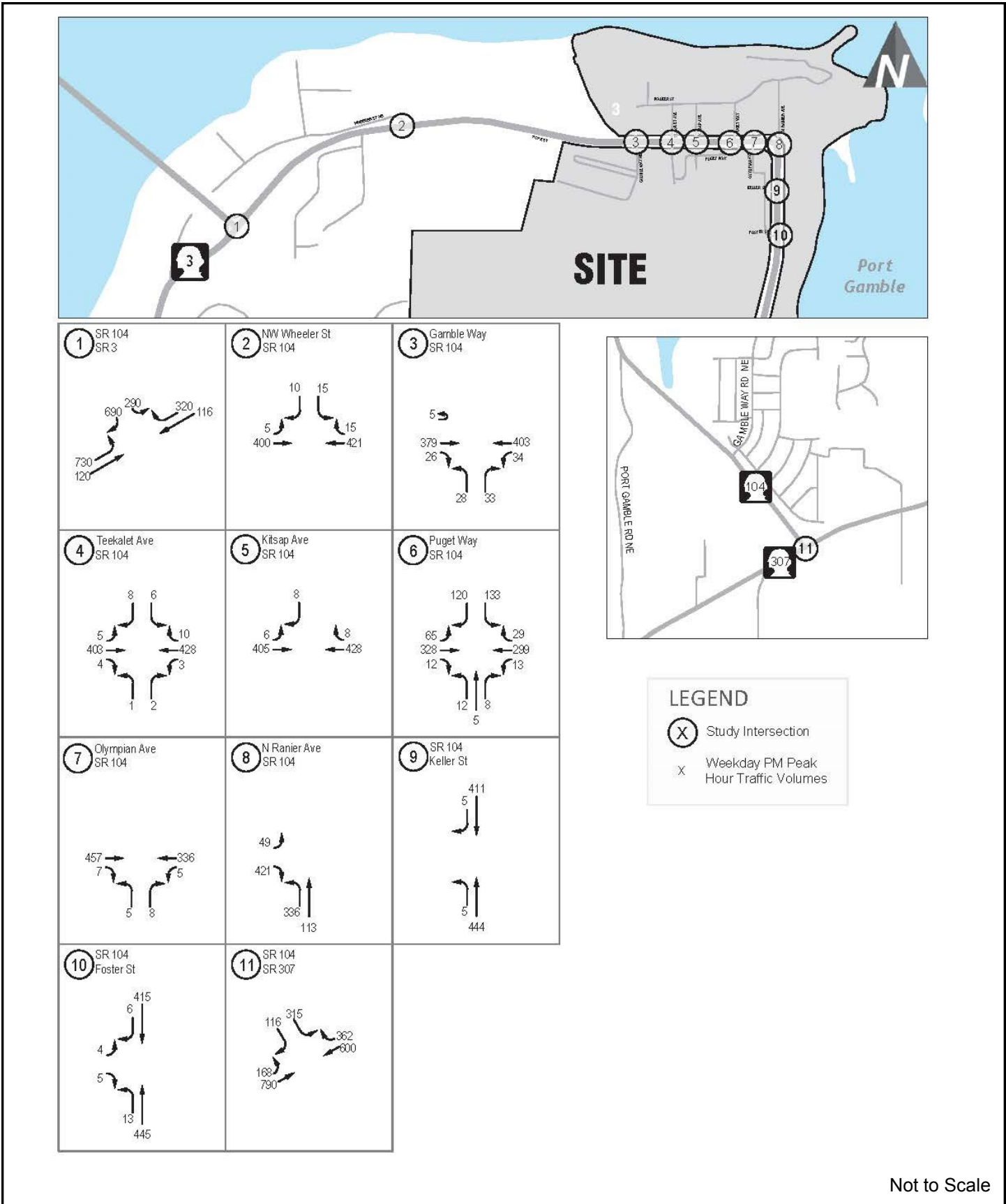
Not to Scale

Source: TranspoGroup, 2018.



Figure 3.13-20
Alternative 2 Weekday PM Peak Hour Trip Assignment without
Carver Drive Extension

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Not to Scale

Source: TranspoGroup, 2018.



Figure 3.13-21
Alternative 2 PM Peak Hour Traffic Volumes without Carver Drive Extension

**Table 3.13-13
ALTERNATIVE 2 (2023) INTERSECTION LOS SUMMARY**

D	Intersection	Traffic Control	No Action Scenario A (2027)			Alternative 2 (2027)		
			LOS ¹	Delay ²	WM ³	LOS ¹	Delay ²	WM ⁴
1	SR 3/SR 104	Signalized	C	24	-	C	31	-
2	SR 104/Wheeler Street NE	Unsignalized	B	13	SB	C	18	SB
3	SR 104/Gamble Way NE	Unsignalized	B	13	NB	C	19	NB
4	SR 104/S Teekalet Avenue	Unsignalized	B	14	SB	C	16	SB
5	SR 104/Kitsap Avenue	Unsignalized	B	11	SB	B	12	SB
6	SR 104/Puget Way	Roundabout ⁴	C	16	SB	A	9	SB
7	SR 104/Olympia Avenue	Unsignalized	B	14	NB	C	16	NB
8	SR 104/N Rainier Avenue	Unsignalized	A	8	EB	A	9	EB
9	Keller Street/SR 104	Unsignalized	A	8	NB	A	9	NB
10	Foster Street/SR 104	Unsignalized	A	0	EB	C	16	EB
11	SR 307/SR 104*	Signalized	C	34	-	E	67	-

1. Level of Service (A – F) as defined by the 2010 *Highway Capacity Manual* (HCM), Transportation Research Board unless otherwise noted.
2. Average delay per vehicle in seconds.
3. Worst movement reported for unsignalized intersections where WB = westbound approach, EB = eastbound approach, NB = northbound approach, SB = southbound approach.
4. Roundabout under Alternative 2 full build, unsignalized under the No Action Scenario A.

As shown in **Table 3.13-13**, all of the study area intersections would operate at LOS C or better with trips generated under Alternative 2 with the NE Carver Drive extension, with the exception of the SR 307/SR 104 intersection. The signalized SR 307/SR 104 intersection is anticipated to operate at LOS E.

Table 3.13-14 shows the results of the level of service analysis conducted during the weekday PM peak hour 2027 under full development of Alternative2 without the NE Carver Drive extension.

Table 3.13-14
ALTERNATIVE 2 (2023) INTERSECTION LOS SUMMARY WITHOUT THE NE CARVER DRIVE EXTENSION

ID	Intersection	Traffic Control	No Action Scenario A (2027)			Alternative 2 (2027)		
			LOS ¹	Delay ²	WM ³	LOS ¹	Delay ²	WM ³
1	SR 3/SR 104	Signalized	C	24	-	C	31	-
2	SR 104/Wheeler Street NE	Unsignalized	B	13	SB	C	18	SB
3	SR 104/Gamble Way NE	Unsignalized	B	13	NB	C	19	NB
4	SR 104/S Teekalet Avenue	Unsignalized	B	14	SB	C	16	SB
5	SR 104/Kitsap Avenue	Unsignalized	B	11	SB	B	12	SB
6	SR 104/Puget Way	Roundabout ⁴	C	16	SB	A	9	NB
7	SR 104/Olympia Avenue	Unsignalized	B	14	NB	C	16	NB
8	SR 104/N Rainier Avenue	Unsignalized	A	8	EB	A	9	EB
9	Keller Street/SR 104	Unsignalized	A	8	NB	A	9	NB
10	Foster Street/SR 104	Unsignalized	A	0	EB	C	16	EB
11	SR 307/SR 104*	Signalized	C	34	-	E	67	-

1. Level of Service (A – F) as defined by the 2010 *Highway Capacity Manual* (HCM), Transportation Research Board unless otherwise noted.
2. Average delay per vehicle in seconds.
3. Worst movement reported for unsignalized intersections where WB = westbound approach, EB = eastbound approach, NB = northbound approach, SB = southbound approach.
4. Roundabout under Alternative 2 full build, unsignalized under the No Action Scenario A.

As shown in **Table 3.13-14**, all of the study area intersections would operate at LOS C or better with trips generated under Alternative 2 without the NE Carver Drive extension, with the exception of the SR 307/SR 104 intersection. The signalized SR 307/SR 104 intersection is anticipated to operate at LOS E.

The potential for backups on SR 104 from Hood Canal Bridge closures for naval, commercial and private boat traffic are anticipated to continue in the foreseeable future.

3.13.3 Mitigation Measures

Transportation improvements are proposed to mitigate impacts at the intersections of Puget Way/SR 104 and SR 104/SR 307 under full buildout under Alternatives 1 and 2. Because development under Alternatives 1 and 2 would occur in phases, an evaluation was conducted to identify at what point mitigation measures would be triggered (see **Appendix K** for a listing of the mitigation trigger points).

- **Puget Way/SR 104** - A roundabout is proposed to provide traffic control at this intersection given operations are projected to degrade to LOS F under full build out conditions for both Alternative 1 and 2. A roundabout would improve operations to LOS A and provide safe and efficient vehicular, bicycle, and pedestrian traffic flow. In addition, it would calm traffic and provide a new gateway for the site. The intersection would degrade to LOS F after approximately 195-200 project trips are generated. The range is due to the slight differences in traffic distribution between the with and without the Carver Drive extension (see **Appendix K** for detail).

- **SR 104/SR 307** - At this intersection, the installation of a westbound right-turn lane with an overlap signal phase is proposed to improve operations from LOS F under Alternative 1 and LOS E under Alternative 2 to LOS C under Alternative 1 and Alternative 2 conditions. These improvements would provide additional capacity for the more heavily used westbound right turn movement. The intersection would degrade to LOS E early in Phase 1 under both Alternatives 1 and 2 after approximately 8 trips are generated (see **Appendix K** for detail)

No specific mitigation measures were identified for the No Action Alternative scenarios.

Required/Proposed Mitigation Measures

Prior to and During Construction

- At the SR 307 / SR 104 intersection the installation of a westbound right-turn lane with an overlap signal phase would improve traffic operations to acceptable LOS standards and increase the available intersection capacity such that intersection overall traffic volumes would be less than the improved capacity.

3.13.4 Significant Unavoidable Adverse Impacts

With the implementation of the required/proposed mitigation measures listed above, no significant unavoidable adverse transportation-related impacts are anticipated with redevelopment of the Port Gamble site.

3.14 UTILITIES

This section of the DEIS describes the existing utilities on the Port Gamble site. Potential impacts from redevelopment of the site under the EIS Alternatives are evaluated and mitigation measures identified. Utilities evaluated in this section include water, sewer and electricity. Stormwater management is analyzed in **Section 3.2, Water Resources**. This section is based on the *Water and Sewer Report* (August 2018) prepared by David Evans and Associates and the *Utilities Memorandum* (August 2013) also prepared by David Evans and Associates (see **Appendix L** and **M**, respectively).

3.14.1 Affected Environment

Water Service

The existing water system serving the Port Gamble site contains two components: a potable water system and a fire flow system.

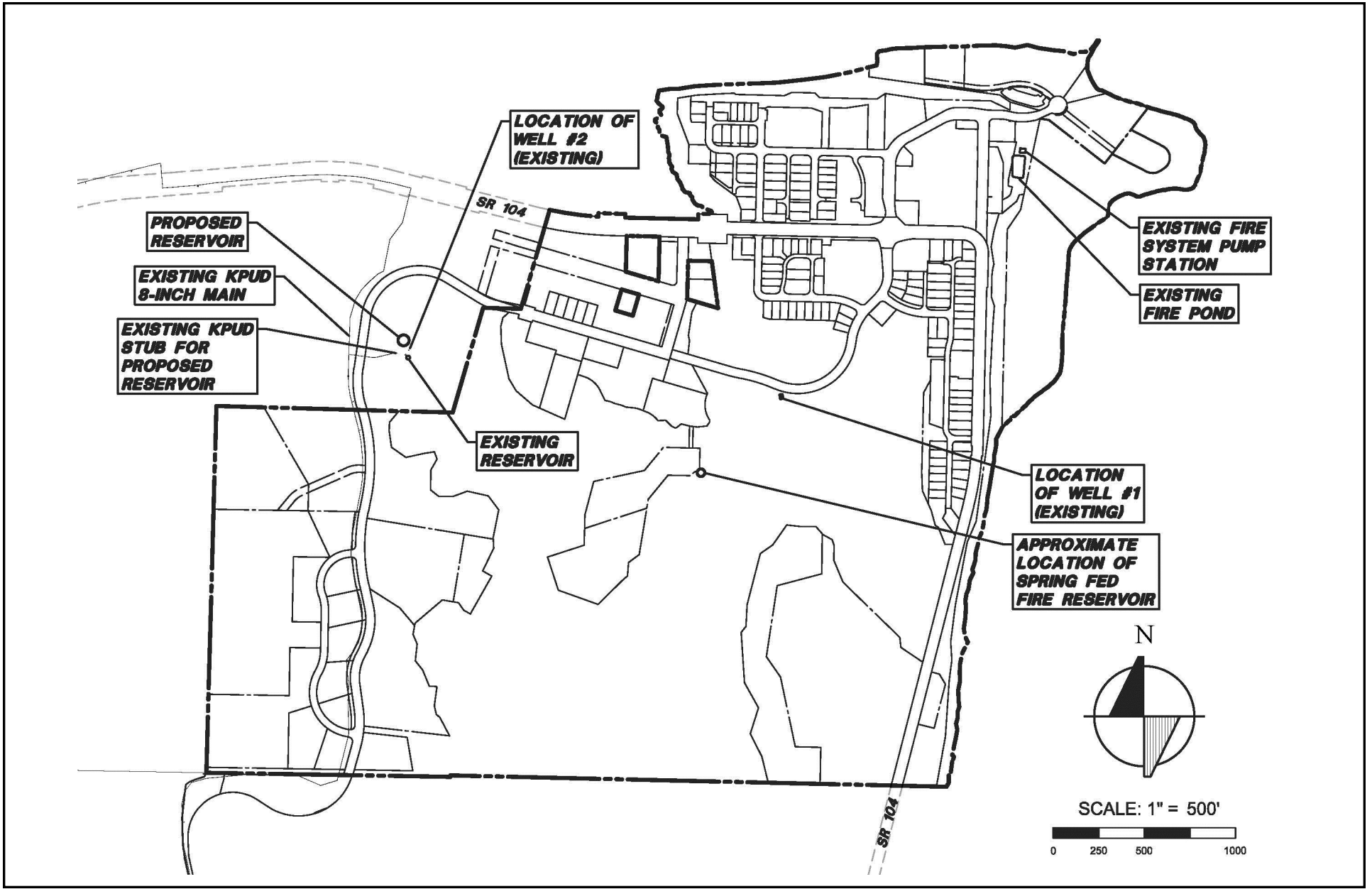
The potable water system is served by Kitsap Public Utilities District (KPUD) through a connection to an above-ground reinforced concrete, 46,000 gallon storage tank that was constructed in the 1990s. In 2015, KPUD extended an 8-inch water main which currently provides potable water for 51 current connections, but also would have capacity to serve the proposed redevelopment. The existing water distribution lines throughout Port Gamble are generally 6-inch lines or smaller.

The existing fire flow system is supplied by surface water from springs located south of town. The water is collected and stored in an approximately 400,000-gallon open reservoir west of the project (see **Figure 3.14-1**). Water from this reservoir is conveyed to an approximately 500,000-gallon fire pond, located immediately to the east of the Port Gamble Museum and General Store. Water is pumped through the fire distribution system by a pump station adjacent to the fire pond. The fire distribution system consists of 3-inch to 6-inch pipes with standpipe connections throughout the Town Site and fire hydrants on the Mill Site. However, due to the age of the system, the majority of the system has been closed so that the fire system is currently only used for the sprinkler system in the General Store.

Sanitary Sewer Service

Currently, the Port Gamble site is served by a community sewer system owned and operated by Pope Resources. The existing community system consists of a collection system, two lift stations, a force main, a membrane bioreactor (MBR) and drainfield, which will soon be transferred to KPUD for operation and maintenance (see **Figure 3.14-2**). The capacity of the existing collection system is limited due to groundwater infiltration and inflow issues. Historic wastewater flows have been recorded at the sewage treatment plant for several years. Historic flows have varied greatly, primarily due to groundwater infiltration into the existing collection system. The recorded flows have averaged from 8,000 gallons per day (gpd) to 27,000 gpd. The peak flow for the system over the entire recorded period was 81,000 gpd.

Port Gamble Redevelopment Plan
Draft EIS



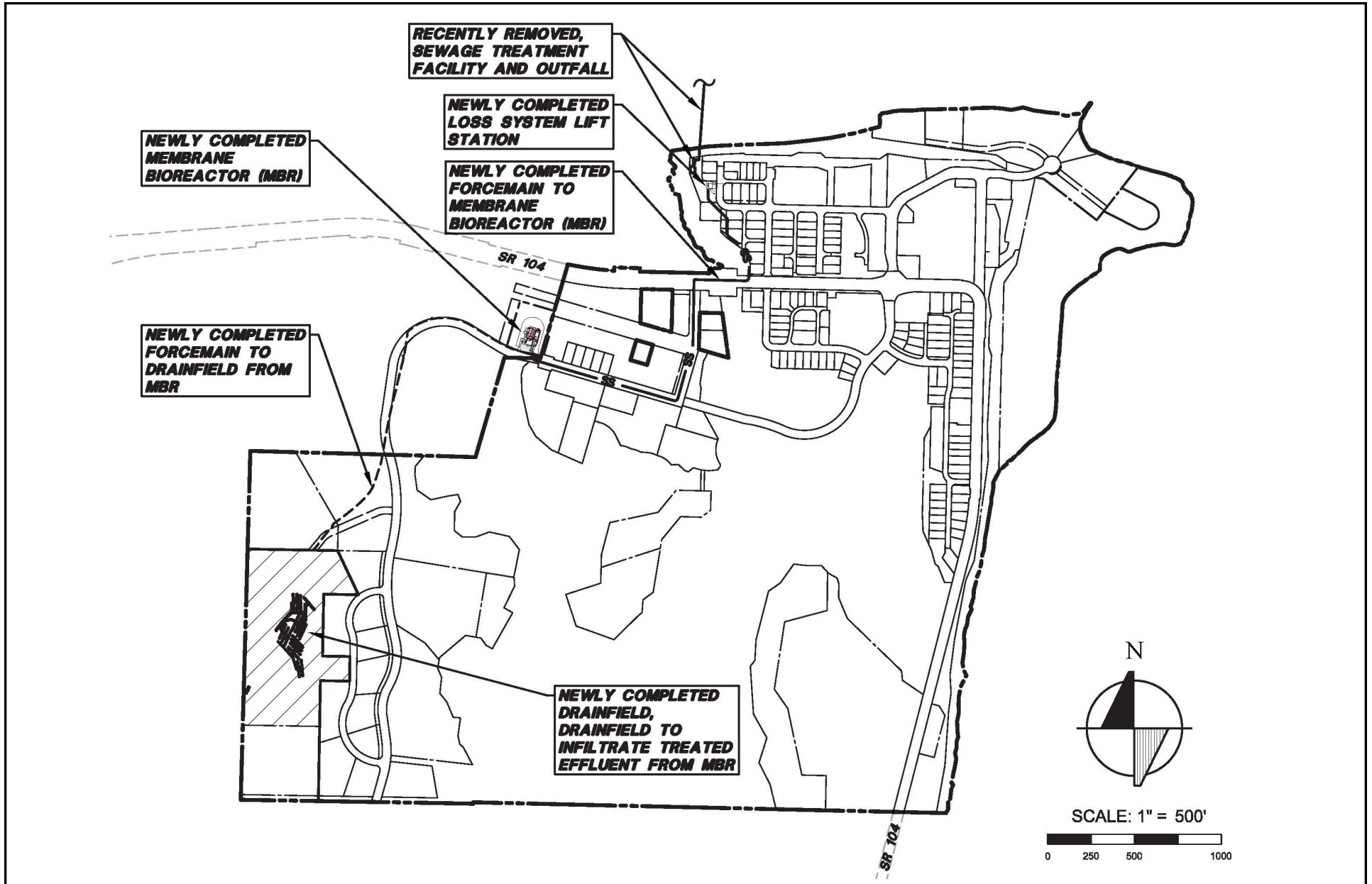
Source: David Evans and Associates, 2018.



Figure 3.14-1

Existing and Proposed Water Facilities

Port Gamble Redevelopment Plan
Draft EIS



Source: David Evans and Associates, 2018.



Figure 3.14-2

Existing and Proposed Sewer Facilities

Electrical and Natural Gas Service

There is no existing natural gas service to the Port Gamble site nor are there plans to extend natural gas to the site in the foreseeable future. Several of the existing tenants have opted to utilize propane tanks.

Puget Sound Energy (PSE) currently provides electrical service to the site from the Port Gamble Substation located near Salsbury point. The substation historically provided electrical service when the mill was under full operation.

3.14.2 Impacts

Alternatives 1 and 2

Water Service

Redevelopment of the Port Gamble site under Alternatives 1 and 2 would increase the demand on water supply and infrastructure. KPUD has indicated that they could provide service for 456 equivalent residential units (ERUs), which would be sufficient for the proposed development (see **Appendix N** for the letter of water availability from KPUD for 456 ERUs).

Construction Impacts

Construction of proposed water service infrastructure would occur as part of phased development of the site and likely would be scheduled with other infrastructure improvements (roadways, sanitary sewer service, and other utilities). No substantial interruption of water service to existing users is anticipated during the ongoing construction at the Port Gamble site under Alternatives 1 and 2.

The existing system would be phased out to provide continued water service and fire protection until the proposed system is constructed. The proposed development may be phased in a way that allows the first portion of the site to be developed while utilizing some of the existing infrastructure (for instance, the fire flow pond and pump station). Another possible option for phasing would include phasing of reservoir construction, if it is shown to be a practical development option.

Operation Impacts

With the redevelopment of the Port Gamble site under Alternatives 1 and 2, the existing water systems would be replaced with a new system that would provide both potable water and fire flow. The proposed distribution system would be installed consisting of main lines from 8- to 16-inches. From the connection to the existing KPUD main at the southwest corner of the site to the proposed intersection of Carver Drive and Talbot Street NE, the main would be 16 inches. The loop from this intersection down to the Mill Site, back up along SR 104 and Talbot Street NE would be a 12-inch main. The remaining water mains throughout the site would be 8-inch mains.

Storage for fire flow would be provided in a new, 20-ft. tall, 364,000-gallon reservoir adjacent to the existing 46,000-gallon reservoir near Well 2 (see **Figure 3.14-1**). The combined volume of the existing and proposed reservoir (410,000 gallons) would provide storage for a fire flow of 3,000 gallons per minute for 120 minutes, which would be adequate to serve proposed development under Alternatives 1 and 2.

Under Alternatives 1 and 2, water demand is anticipated to be lower than standard assumptions due to proposed measures to conserve water, including higher development densities, common irrigation areas and efficient plumbing and fixtures. Based on a spectrum of uses that could occur with redevelopment under Alternatives 1 and 2, the estimated number of ERUs could range from 360-500 ERUs for Alternative 1 and 305-415 ERUs under Alternative 2, which is less than the estimated number of ERUs by KPUD (see **Appendix L and N**). It is likely that the actual water flow will be in the range of 150 to 200 gallons per day per ERU. Assuming 180 gallons per day (gpd) per ERU, the water demands for all uses are anticipated to be in the range of 65,000-90,000 gpd for Alternative 1 and 55,000-75,000 gpd for Alternative 2 (See **Table 3.14-1**). The high end of estimated water use in Alternative 1 assumes that non-typical high water users would locate in the Mill Site. Should that occur, those users would be required to obtain appropriate water service letters from KPUD to assure that the utility can service their demand.

**Table 3.14-1
WATER DEMAND UNDER ALTERNATIVES 1 AND 2**

	Alternative 1		Alternative 2	
	ERUs	Water Demand	ERUs	Water Demand
Low water consumption uses	360	65,000 gpd	305	55,000 gpd
Higher water consumption uses	500	90,000 gpd	415	75,000 gpd

Source: David Evans and Associates, 2018.

Sewer Service

Construction Impacts

Construction of proposed sanitary sewer infrastructure would occur with phased development of the site and likely would be scheduled with other infrastructure improvements (roadways, water service, and other utilities). Replacement of the existing community sewage facilities would be phased to maintain service to the existing system users. No substantial interruption of sanitary sewer service to existing users is anticipated during the ongoing construction under Alternatives 1 and 2.

Operation Impacts

With the redevelopment of Port Gamble under Alternatives 1 and 2, replacement of the existing sewer collection system is proposed. The existing collection system would be replaced with a combination of new 8-inch gravity main, 6-inch side sewers and 2 to 4-inch low pressure sewer lines. Replacement of the existing sewer collection system is proposed to eliminate infiltration issues in the existing collection systems. The new service system

would flow into the new lift station for treatment by the new MBR and discharge to the new drainfield (see **Figure 3.14-2**). The MBR and drainfield are also referred to as the Large Onsite Septic System (LOSS).

The LOSS system has been permitted to receive a peak flow of approximately 55,800 gallons per day. Using the Washington State Department of Health (DOH) design flow of 270 gallons per day per ERU, this would allow for a service of 207 ERUs. It should be noted that the 270 gallons per day value is a conservative value and new technology advances have greatly reduced actual flows in many systems. For example, several local jurisdictions have lower sewer design flows ranging from 150 gallons per day to 200 gallons per day per ERU, including:

- Karchner Creek Sewer District: 150 gallons per day per ERU
- The City of Port Orchard: 180 gallons per day per ERU
- Olympic Water and Sewer: 185 gallons per day per ERU
- The City of Poulsbo: 197 gallons per day per ERU

Groundwater inflow and infiltration would also be greatly minimized in the proposed sewer plan by the use of low pressure sewer lines throughout the majority of the site. Where gravity sewer is proposed, it would be newly constructed and would greatly reduce the inflow and infiltration compared to existing conditions.

With the use of water conservation methods such as higher densities and efficient plumbing, along with the minimization of inflow and infiltration, it is likely that the actual sewer flow would be in the range of 150 to 200 gallons per day per ERU. Monitoring would be provided to confirm that actual flows fall within the 55,800 gallon per day limit. It is also proposed that after 150 building permits have been issued, additional building permits would be approved only after confirmation that sufficient capacity is available based on monitoring of actual flows. In addition, the 55,800 gallon per day limit could be increased if additional studies validate drainfield capacity or if expanded facilities are provided in the future under separate approvals, if needed.

Projected sanitary sewer demands for proposed development on the Port Gamble site would be generated by proposed commercial, residential, hotel and parks development under Alternatives 1 and 2. Proposed redevelopment under Alternative 1 would generate the greatest sanitary sewer demand (90,000 gpd) due to the higher amount of development proposed on the site. It is anticipated that the proposed sewer system would have adequate capacity to accommodate the increased sanitary sewer demand under Alternatives 1 and 2 and no significant impacts would be anticipated (see **Appendix L** for details).

KPUD would accept ownership of the LOSS and thereafter would operate and manage the LOSS to serve the Port Gamble redevelopment, consistent with state and local regulations. As part of KPUD's operation of the LOSS, they would conduct monitoring and reporting and manage the system so that the total flows would be less than 55,800 gpd.

Electrical and Natural Gas Service

Natural gas is not intended to be extended to the Port Gamble site for proposed redevelopment under Alternatives 1 and 2. Use of private propane tanks could continue.

Based on historical uses and population in the town, available electrical supply would be adequate to support future uses¹. Electrical service would continue to be provided by PSE with new/replaced services being installed in joint utility trenches throughout the site. Upgrading specific facilities onsite such as transformers could be necessary to serve specific uses. Additional offsite improvements, such as additional overhead lines or possibly an improved transformer at the Port Gamble Substation, could be required when specific uses demand a higher level of electricity. Future building permits would include calculation of electrical loads for review by PSE.

No Action Alternative

Scenario A – Continuation of Existing Conditions

Under Scenario A, no redevelopment would occur on the Port Gamble site. The utility infrastructure would continue to age and degrade over time. The existing infrastructure would remain as described under existing conditions.

Scenario B – Redevelopment by Others Under Existing Zoning

Under Scenario B, proposed redevelopment within the RHTR, RHTC and RR zones onsite would be similar to that described for Alternative 1 and 2. Redevelopment within the RW zone would also be similar, except that no additional agricultural-related uses would be built in this area. As a result, demand for utility service would be similar or slightly less than under Alternatives 1 and 2 in these areas.

Similar to Alternatives 1 and 2, the existing water systems would be replaced with a new system that would provide both potable water and fire flow. The new water source would be provided by connecting to the existing KPUD water system. The existing sewer collection system would be replaced and connected to the current LOSS.

Within the RHTW portion of the site, approximately 200,000 sq. ft. of industrial uses would be developed. The development of a potential use generating a high water demand, such as a cannery, could exceed the water demand generated by the proposed uses on the Mill

¹ Personal communication with T. Brobst of Puget Sound Energy (July, 2013).

Site in Alternatives 1 and 2. A high water user would not impact the planned water system improvements, however, they may be prevented from occupying the site if their water use resulted in a high sewer discharge that exceeded the capacity of the LOSS. Any proposed high water use would need to model their daily sewer discharge to determine if the LOSS could accommodate the projected discharge, or if additional treatment facilities would need to be designed for permitting and construction.

A high electric consumption use could be located in the Mill Site under this scenario, such as a manufacturing facility with heavy machinery. As a result, the existing on-site electrical services may not be adequate to serve the use. Upgrades to on-site facilities (e.g. transformers) may be necessary.

Scenario C – Redevelopment of Upland Area by Others Under Existing Zoning and Purchase of Mill Site by Others for Conservation

Scenario C would include the same assumptions for the upland area as under Scenario B (development by others under existing zoning), including slightly larger lots in the RHTR zone and 20-acre lots in the RW zone. This scenario assumes that the Mill Site would be restored to a natural condition and no new development would occur in this area. As a result, utility demand in this area would be less than under Alternatives 1 and 2.

Similar to Alternatives 1 and 2 and the No Action Alternative Scenario B, the existing water systems would be replaced with a new system that would provide both potable water and fire flow through connection to the existing KPUD water system. The existing sewer collection system would be replaced and connect to the current LOSS.

Conservation of the Mill Site in a natural condition would result in less overall potential impacts on utilities than under Alternatives 1 and 2 due to reduced demand.

3.14.3 Mitigation Measures

Required/Proposed Mitigation Measures

The following required/proposed mitigation measures would address the potential utility impacts associated with redevelopment of the Port Gamble site under Alternatives 1 and 2.

During Construction

- Methods such as higher densities, common irrigation areas, and efficient plumbing and fixtures would be used to keep water usage in the range of 150 to 200 gallons per day per ERU.
- Monitoring would be performed to confirm that actual sewer flows fall within the 55,800 gpd limit of the proposed sewer system. After 150 building permits have been issued, additional building permits would be approved only after confirmation that sufficient capacity is available based on monitoring of actual flows.

3.14.4 Significant Unavoidable Adverse Impacts

Development of the Port Gamble site under Alternatives 1 and 2 would result in increased demand for utilities from proposed uses and on-site population. With implementation of the required/proposed mitigation measures listed above, no significant unavoidable adverse impacts to utilities are anticipated.

Acronyms and Definitions

CHAPTER 4

ACRONYMS and DEFINITIONS

BMP	Best Management Practice	PSCAA	Puget Sound Clean Air Agency
CAP	Cleanup Action Plan	PSE	Puget Sound Energy
CARA	Critical Aquifer Recharge Area	PUD	Public Utility District
CO	Carbon Monoxide	RHT	Rural Historic Town Ordinance: Ordinance that divides Port Gamble into three district zones (RHTR, RHTC, RHTW).
COC	Constituent of Concern		
DEIS	Draft Environmental Impact Statement	RHTR	Rural Historic Town Residential
DU	Dwelling Unit	RHTW	Rural Historic Town Waterfront
Ecology	Washington State Department of Ecology	RI/FS	Remedial Investigation and Feasibility Study
EIS	Environmental Impact Statement		
EPA	Environmental Protection Agency	RR	Rural Residential
FEIS	Final Environmental Impact Statement	RW	Rural Wooded
GHG	Greenhouse Gases	SEPA	State Environmental Policy Act
HAER	Historic American Engineering Record	SF	Single Family
KCC	Kitsap County Code	SMA	Shoreline Management Act
LAMIRD	Limited Area of More Intensive Rural Development	SMMWW	Stormwater Management Manual for Western Washington
LOSS	Large On-site Septic System	SMP	Shoreline Master Program
MF	Multifamily	SMS	Sediment Management Standards
Mill Site	RHTW zoned area	TDO	Town Development Objectives
MTCA	Model Toxics Control Act	Town Site	RHTC and RHTR zoned area
NAAQS	National Ambient Air Quality Standard	WAC	Washington Administrative Code
NHL	National Historic Landmark	WCI	Western Climate Initiative
NRHP	National Register of Historic Places	WSDOT	Washington State Department of Transportation
OHWM	Ordinary High Water Mark		
OPG	Olympic Property Group (applicant)		

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CHAPTER 5

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Distribution List

CHAPTER 6

DISTRIBUTION / NOTICE OF AVAILABILITY

LIST

Federal Agencies

US Navy

State Agencies

WA State Department of Transportation

WA State Department of Ecology

WA State Department of Fish and Wildlife

WA State Department of Natural Resources

WA State Department of Archeology and Historic Preservation

County Agencies/Departments

Kitsap County Public Works

Kitsap County Public Works, Transportation Planning, MS-26

Kitsap County Parks and Recreation, MS-6

Kitsap County Health District

Kitsap County Fire Marshal

Kitsap County SEPA Coordinator

Kitsap County Staff Planner – Jeff Smith

Kitsap County Department of Community Development – Karen Ashcraft

Kitsap County Department of Community Development - Counter

Service Providers

North Kitsap School District #400

Kitsap Public Utility District No. 1 (water purveyor)

Kitsap Transit – Doug Johnson

Kitsap County Fire Protection District No. 18

Puget Sound Energy, Attn: Real Estate

Tribes

Port Gamble S'Klallam Tribe

Suquamish Tribe

Other

Owner – Pope Resources

Applicant – Olympic Property Group, LLC

Engineer/Surveyor/Representative – David Evans and Associates

Adjacent Property Owners

Property owners within an 800 foot radius plus land owners along SR 104 (the sole transportation route serving the site):

- To the west: SR 104 approximately 1.25 miles west of the town site to Hood Canal bridge, and then continuing approximately 0.5 mile south along SR 3.
- To the south: SR 104 approximately 2.5 miles south of the town site, effectively picking up the entire west shore of Port Gamble Bay.
- To the east: Port Gamble S'Klallam Reservation, and Hood Canal Drive approximately 0.5 mi. north of the north reservation boundary.

Interested Parties

Banfill, Sally

Barabasz, Mark

Bode, Marilyn

Call, Roma

Castigliano, Christine

Chin, Doug

Collins, Betsy

Cooper, Betsy

Degus, Christine

Eber, Ron

Endresen, Patricia

Foritano, Lou

Gleysteen, Mary
Griffin, Jeffrey
Griffth, Gregory
Haley, Dave
Hirschi, Ron
Ho, Chuimei
Hoffman, Marcus
Jackson, Bert
Jacobrown, Craig
Kilpatrick, Brian
Krisman, Irwin
Landon, Ron
Lee, Paul
McCain, Bruce
Nevins, Tom
O'Sullivan, Alison
Rossworn, Jackie
Salerno, Ben
Schorn, Lyn
Charma, Jagdish
Sledd, John
Smith, Susie
Troup, Linda
Willett, John
Willson, Joyce
Winkler, Lucretia