



## Hearing Examiner Staff Report and Recommendation

**Report Date:** August 4, 2021  
**Hearing Date:** August 12, 2021

**Application Submittal Date:** 06/04/2020  
**Application Complete Date:** 06/15/2020

**Project Name:** Hillsdale Preliminary Plat/PBD  
**Type of Application:** Type III Plat/PDB  
**Permit Number:** 20-02382; 20-01731

### Project Location

No address

Commissioner District 3 (Central)

### Assessor's Account #

192501-4-093-2005;  
192501-4-016-2009

### Applicant/Owner of Record

Hillsdale Kitsap LLC  
1631 15TH AVE W STE 318  
Seattle, WA

### Recommendation Summary

Approval, subject to conditions listed under Section 13 of this report.

### VICINITY MAP



### 1. Background

The proposal is for a Preliminary Plat/Performance Based Development to subdivide 4.51 acres into 30 lots for single-family housing. The project site covers two parcels on opposite sides of NW Knute Anderson Road. The project involves the construction of two private access roads from NW Knute Anderson Road, stormwater treatment and infiltration facilities, and utilities. The proposal includes open space, recreational amenities, and preserved areas for wetlands and associated buffers. A 5-foot trail system will allow residents to circulate and connect to common and recreational open space, and a pedestrian easement is provided in the north of the development allowing public access to Silverdale Elementary. The request was reviewed pursuant to Kitsap County Code (KCC) Title 16 Land Segregations, Title 17

Zoning, Title 12 Storm Water Drainage and Title 19 Critical Areas Ordinance. The Hearing Examiner is the Review Authority for the development per KCC Title 21 Land Use and Development Procedures.

## **2. Project Request**

Hillsdale Kitsap LLC is requesting a Preliminary Plat/Performance Based Development to create 30 single-family lots in the Urban Low Residential (UL) zone located in the Silverdale Urban Growth Area in Central Kitsap County.

## **3. SEPA (State Environmental Policy Act)**

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

Pursuant to WAC 197-11-355, the optional DNS process was utilized for this project. The SEPA Comment period previously occurred concurrent with the Notice of Application dated July 20, 2020. A Determination of Nonsignificance (DNS) was issued on May 20, 2021. The SEPA DNS included an additional 14-day comment period.

An addendum may be issued to the SEPA DNS. As it is a SEPA determination addendum, there will be no additional comment nor appeal period.

### **COMMENTS AND PROJECT MITIGATION:**

The following features of the project, which are proposed by the applicant, are critical to the determination that the project will not have a significant adverse environmental impact. The SEPA appeal period expired June 3, 2021. No appeals were submitted.

### **STORMWATER**

1. The proposal has been reviewed and will be conditioned for stormwater controls per KCC Title 12 Storm Water Drainage. The proposed storm system improvements, as designed, meet Title 12 requirements.

### CRITICAL AREAS

2. There is a Type F stream south of the site, requiring a 150-foot stream buffer plus a 15-foot impervious surface setback. A 5-foot wide pervious trail is proposed in the outer portion of the stream buffer (extending from the open space recreation tract) resulting in approximately 1,221 square feet of buffer impact area. In addition, two emergency overflow pipes with dispersion tees are proposed to be installed underground along the steep slopes resulting in approximately 1,210 square feet of temporary and minor buffer disturbance. To offset these impacts, approximately 8,603 square feet of buffer enhancement is proposed along the top-of-slope buffer area to increase buffer screening from the proposed development.

### TRANSPORTATION

3. According to the submitted Traffic Impact Analysis (TIA), the 30-lot plat will generate approximately 343 average weekday daily traffic (AWDT).

4. In accordance with safe routes to school guidance, an 8.5-foot asphalt path is proposed along the south side of Knute Anderson Road, connecting the development to the intersection at Dickey Place NW. A pedestrian access easement is also proposed through the northern portion of the development connecting to Silverdale Elementary School.<sup>1</sup>

5. The development will contribute a proportionate share towards the Anderson Hill/Apex Airport Road Intersection Project (2020-2025 Six Year TIP). The proportionate share shall be based on percentage of 2026 PM Peak hour site traffic to 2026 PM peak hour total traffic on stop-controlled approach at the intersection. Year 2026 total PM peak hour traffic shall be derived by applying a 1.5 percent annual growth to Figure 6, 2023 PM Peak Hour Traffic from the Anderson Hill Road at Apex Airport Road Traffic Study, Kitsap County Public Works, February 2020.

## 4. Physical Characteristics

The subject property consists of two parcels totaling 4.51 acres in size, located in largely a pre-Washington State Growth Management Act residential setting. The southern parcel is currently vacant and the northern parcel and contains a single-family dwelling built in 1989.

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<sup>1</sup> An addendum may be issued to the SEPA DNS. The project originally proposed an 8.5-foot asphalt multi-use trail along the south side of Knute Anderson Road, connecting the development to the intersection at Dickey Place NW. The proposal was based on safe routes to school guidance due to proximity to Silverdale Elementary School. Subsequently, an easement was recorded between the applicant and the School District providing direct public access through the proposed development to the northernly border and to the Silverdale Elementary property, satisfying the safe routes to school requirement and thus mitigating the impacts originally mitigated by the 8.5-foot trail. As a result, the 8.5-foot trail is no longer required nor proposed.

The site is generally flat, aside from a steep ravine in the south of the property that leads to a Type-F stream (unnamed). The flat areas of the parcels consist of mowed lawn, while the undeveloped portions are vegetated with Douglas Fir, Red Alder and various understory. The extent of the ravine and stream buffer includes mature vegetation. The development site and the surrounding area is within a Category I Aquifer Recharge Area. The proposed development is below the threshold to require a hydrogeologic report.



Figure 1 - Existing Conditions with Topography and Stream

Table 1 - Comprehensive Plan Designation and Zoning

Comprehensive Plan: Rural Residential Zone: Rural Residential (UL)	Standard	Proposed
Minimum Density	5 dwelling units/ acre	7 DU/Acre (gross)
Maximum Density	9 dwelling units/ acre	12 DU/Acre (net)
Minimum Lot Size	2,400 square feet	Lots range between 3,236 square feet and 4,305 square feet
Maximum Lot Size	9,000 square feet	
Minimum Lot Width	40 feet	Lots meet standard
Minimum Lot Depth	60 feet	Lots meet standard
Maximum Height	35-feet	TBD with Building Permit
Maximum Impervious Surface Coverage	N/A	-
Maximum Lot Coverage	N/A	-

Applicable footnotes: None

Staff Comment: None

**Table 2 - Setback for Zoning District**

	Standard	Proposed
Front	10 feet (20 feet for garages)	See Staff Comment
Side	5 feet	See Staff Comment
Rear	10 feet	All lots meet standard

Applicable footnotes: None

Staff Comment: Using the Performance Based Development (PBD) approval criteria, the applicant is requesting the side setback reduced to 4' for lots 1-18 and the front setback reduced to as little as 13-feet for portions of lots 22-25.

**Table 3 - Surrounding Land Use and Zoning**

Surrounding Property	Land Use	Zoning
North	Silverdale Elementary School	Urban Low Residential (UL)
South	Single-family residences	Urban Low Residential (UL)
East	Single-family residences	Urban Low Residential (UL)
West	Single-family residences	Urban Low Residential (UL)

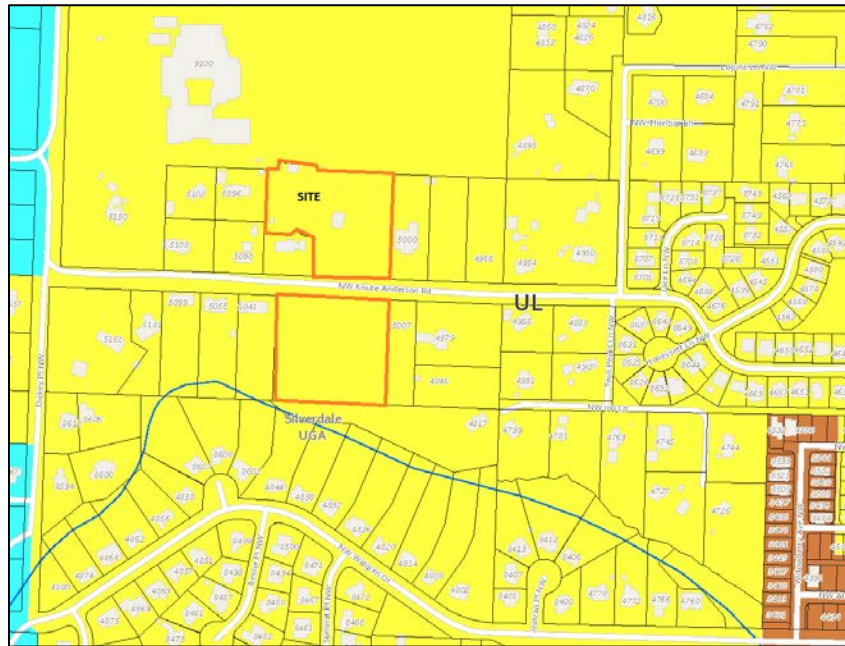


Figure 2 - Zoning Map

Table 4 - Public Utilities and Services

	Provider
Water	Silverdale Water District
Power	Puget Sound Energy
Sewer	Kitsap County
Police	Kitsap County Sherriff
Fire	Central Kitsap Fire & Rescue
School	Central Kitsap School District

**5. Access**

The project will include two private roads connecting the development to the County right-of-way Knute Anderson Road NW, which is a local County road.

**6. Site Design**

The proposed PBD plat will include 30 single-family lots, private roads A and B, private driveways C and D, open spaces, landscaping, an internal trail system, right-of-way improvements to Knute Anderson Road NW and utilities.

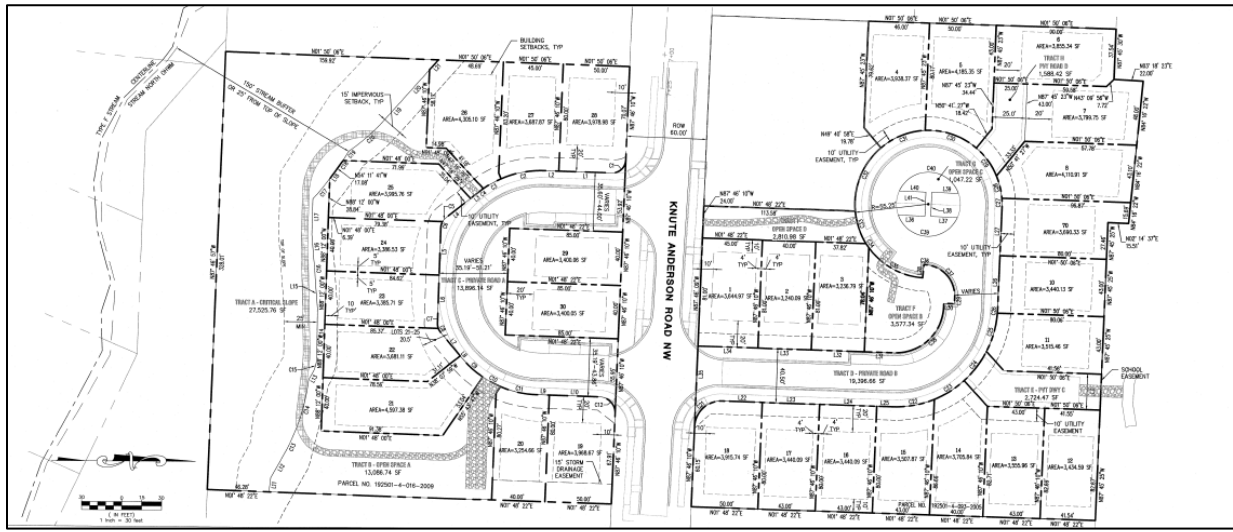


Figure 3 - Overall Site Plan

## 7. Policies and Regulations Applicable to the Subject Proposal

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

Kitsap County Comprehensive Plan, adopted June 30, 2016 and amended April 27, 2020.

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

### Silverdale Subarea

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

*Silverdale Policy 5. In areas where vehicular transportation will continue to be the predominate mode of travel, ensure that access to rights-of-way and site design standards provide for safe and convenient access by the traveling public.*

*Silverdale Policy 18. Identify opportunities for community services and general recreation facilities within or between residential neighborhoods, with strong emphasis on private development and maintenance by neighborhoods.*



*Silverdale Policy 30. Encourage public/private development of trails as well as public/private maintenance of trails.*

*Silverdale Policy 31. Develop and maintain an effective multimodal transportation system for Silverdale and the surrounding areas.*

*Silverdale Policy 32. Develop and implement an effective transportation concurrency system that provides effective transportation infrastructure to support concurrent land use in growth and development.*

*Silverdale Policy 39. Ensure that stormwater facilities provide adequate drainage and minimize flooding while protecting and*

#### Land Use Element

*Land Use Goal 1. Focus current and future planning on infill and redevelopment of existing Urban Growth Areas.*

*Land Use Policy 2. Support innovative, high quality infill development and redevelopment in existing developed areas within the Urban Growth Areas.*

*Land Use Policy 3. Address design variations in multifamily building design features and design variety through lot clustering, flexible setback requirements, and mixed attached and detached housing types.*

*Land Use Goal 2 . Promote health in the built environment.*

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

*Land Use Policy 15. Link non-motorized planning requirements to land use planning decisions.*

*Land Use Policy 17. Support compact commercial areas in order to encourage pedestrian and non-motorized travel and transit use.*

#### Transportation Element

*Transportation Goal 1. Provide a safe and reliable multi-modal transportation system for people of all ages and abilities.*

*Transportation Policy 1. Coordinate a “safe routes to schools” program with local school districts and prioritize non-motorized improvements and connectivity around schools.*



*Transportation Policy 3. Continue to require sidewalks on roads when development occurs within Urban Growth Areas.*

Capital Facilities Element

*CapF and Utilities Goal 2. Develop specific concurrency management standards for incorporation into the development review process to determine the precise requirements for the timing, funding and circumstances for the provision of concurrent services and facilities.*

*CapF and Utilities Policy 4. Ensure adequate infrastructure is in place for new development.*

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

Code Reference	Subject
Title 12	Storm Water Drainage
Title 13	Water and Sewers
Title 14	Buildings and Construction
Title 16	Land Division and Development
Title 17	Zoning
Title 19	Critical Areas Ordinance
Chapter 18.04	State Environmental Policy Act (SEPA)
Chapter 20.04	Transportation Facilities Concurrency Ordinance
Chapter 21.04	Land Use and Development Procedures

**8. Documents Consulted in the Analysis**

A complete index of exhibits is located in the project file. To date, the index to the record consists of the following exhibits:

Exhibit #	Document	Dated	Date Accepted
1	Application to Connect Sanitary Sewer		6/4/2020
2	Concurrency Test		6/4/2020
3	Revised-Signed Authorization		6/4/2020
4	Hillsdale Sewer Availability Agreement – Lot 16		6/4/2020
5	Hillsdale Sewer Availability Agreement – Lot 93		6/4/2020
6	Pre-Application Summary 19-04685		6/4/2020
7	Project Narrative		6/4/2020
8	Permit Questionnaire		6/4/2020
9	Stormwater Worksheet		6/4/2020

10	Submittal Waiver		6/4/2020
11	Water Availability Letter 192501-4-016-2009		6/4/2020
12	Water Availability Letter 192501-4-093-2005		6/4/2020
13	SWPPP Narrative		6/4/2020
14	Waste Management Email Correspondence		6/4/2020
15	Notice of Application	7/22/2020	
16	Bannon Engineering Summary Letter		1/19/2021
17	Geotechnical Report		1/19/2021
18	Hillsdale Fish & Wildlife Habitat Assessment/HMP	Jan 2021	1/19/2021
<b>NO EXHIBIT 19</b>			
20	Preliminary Plat SEPA		1/19/2021
21	Hillsdale PBD Preliminary Storm Drainage Report		1/19/2021
22	Traffic Impact Analysis		1/19/2021
23	Response to Info Request		1/19/2021
<b>NO EXHIBIT 24</b>			
25	SEPA Determination of Non-Signification	5/20/2021	
26	Preliminary Conditions Memo	6/25/2021	
27	Public Comments Received (Multiple/Combined)		July 2020 – July 2021
28	Notice of Public Hearing	7/7/2021	
29	Cancellation of Public Hearing	7/16/2021	
30	Additional Comments Received		July – August 2021
31	Notice of Revised Public Hearing	7/21/2021	
32	Certification of Public Notice	7/29/2021	
33	Hillsdale PP PBD – Revised Plans		7/30/2021
34	Revision Summary Letter		7/30/2021
35	Staff Report		
36	Staff Presentation		

**9. Public Outreach and Comments**

A Notice of Application (Exhibit 16) was distributed pursuant to Title 21 Land Use and Development Procedures, which provided recipients with project information and an opportunity for public comment. The following table is a summary of issues identified from all comments received:

Issue Ref. No.	Issue	Summary of Concern (See corresponding responses in the next table)
1	Traffic Calming/Local Traffic	<ul style="list-style-type: none"> <li>• Speeding is common on Knute Anderson and traffic calming is needed.</li> <li>• Traffic/speeding will only increase with more development, causing unsafe environment.</li> <li>• Traffic study did not study school pickup/dropoff times and should be redone.</li> </ul>
2	Area Wide Traffic	<ul style="list-style-type: none"> <li>• Growing population in the area have created significant traffic problems at NW Anderson Hill Road between Apex Hill to Provost. Vehicles already wait a long time to enter onto NW Anderson Hill Road.</li> </ul>
3	Parking	<ul style="list-style-type: none"> <li>• There is not enough parking to accommodate the development and people will illegally park on side of Knute Anderson Rd NW.</li> </ul>
4	Density	<ul style="list-style-type: none"> <li>• The development is out of character with surrounding area with lot sizes that are much smaller. Unfair to current residents and investments.</li> <li>• Concerns including traffic, noise, drainage, privacy, and property values.</li> </ul>
5	Offsite Frontage Improvements	<ul style="list-style-type: none"> <li>• The sidewalks do not connect and the plan does not make sense. Kids will be forced to cross Knute Anderson without a crosswalk.</li> </ul>
6	New 8.5-foot Path on South of Knute Anderson	<ul style="list-style-type: none"> <li>• The new path will shorten driveways to the properties on South of Knute Anderson, causing issues with existing driveways.</li> <li>• Path will result in removal of vegetation adjacent</li> </ul>

		to property owners.
7	Emergency Access	<ul style="list-style-type: none"> <li>It is difficult for emergency services to navigate on Knute Anderson, Lupine Lane, and neighboring streets. There is no outlet and emergency services only have one to come and go from the west.</li> </ul>
8	Cultural Resources	<ul style="list-style-type: none"> <li>The Department of Archaeology and Historic Preservation (DAHP) commented recommending a cultural resources study was completed, based on predictive models and desktop research. If a cultural discovery is made during construction, DAHP is the first agency contacted.</li> </ul>

**Staff Responses to Public Comment:**

Issue Ref. No.	Issue	Staff Response
1	Traffic Calming/Local Traffic	<p>To be considered for traffic calming measures, 70% of homeowners must petition. The County could then study if the road meets the minimum criteria of 25% drivers driving 10 mph over the posted speed limit. The Traffic Division placed a tube count on Knute Anderson Road on Tuesday July 20, 2021 for a 24-hour period. The data showed the 85th percentile speed to be 32.5 mph. The study also showed 5% (40 out of the total 744) vehicles were traveling 10 mph over the posted speed limit (which is 25 mph). The county will only consider funding candidate traffic calming projects such as speed humps if 25% of the existing traffic is traveling at least 10 mph over the posted speed limit.</p> <p>The traffic study assessed PM peak hour trips, as is required. Some localized traffic will occur during school pick up and drop off, however 30 new units does not warrant a study of trip generation outside of PM peak hour.</p>

2	Area Wide Traffic	<p>The 2021-2026 Six Year TIP includes two projects; Anderson Hill Road/Apex Road signalization to be constructed in 2023, and Anderson Hill Road/Provost/Old Frontier southbound right-turn channelization project to be constructed in 2022.</p> <p>The county is currently reviewing impact fee levels that could be used to fund needed road improvements. Currently offsite mitigation requirements are related to project size and scope. The Hillsdale development would not produce the amount of site generated trips to justify roadway channelization or signalization at Leeway Ave or Sirocco Cir.</p> <p>Although not in the TIP, candidate projects include Dickey Road Intersection Improvements at Newberry Hill.</p>
3	Parking	<p>The development meets the minimum parking requirements of KCC 17.490.030. Each unit has a garage plus two driveway parking spaces. There is an additional 15 units of on-street parking within private roads. Parking on Knute Anderson is not allowed and vehicles parking here will be at risk of towing.</p>
4	Density	<p>These lots have been designated urban low and been part of the Silverdale Urban Growth Area since 1998, consistent with the Washington State Growth Management Act. The UL zoning is assigned to these parcels as well as the adjacent parcels and general vicinity. Although the lot sizes are much smaller than directly abutting pre-GMA properties, the development proposal is similar to others in the nearby area and with development within the UL zone in general. The proposal is within the minimum and maximum lot size of the UL zoning, as well as the required density of 5-9 dwelling units per acre.</p>
5	Offsite Frontage Improvements	<p>Requiring sidewalks beyond frontage is not within County Code (Titles 11 (Road Standards), 16 (Subdivision) nor under SEPA authority (Chapter 18.04 KCC. Under KCC 16.04.080(C), the code does require safe walking conditions for school children and pedestrian traffic.</p>

		<p>Additionally, Knute Anderson is not built on the center of the right of way and constructing sidewalk on north side of road would require right of way purchase from adjacent landowners and reconstruction of right-of-way. It was previously discussed between the developer and Public Works department to provide the widened shoulder on the south side of Knute Anderson, however the applicant would need to have a technical deviation approved for the path.</p> <p>At the time the 8.5-foot path was considered, it was also in discussion whether the Central Kitsap School District would provide a pedestrian easement to the north of the development connecting directly to Silverdale Elementary. This easement was subsequently recorded, which meets the intent and requirement for safe routes to school guidance. School-aged children will be able to cross Knute Anderson at designated curb cuts.</p>
6	New 8.5-foot Path on South of Knute Anderson	<p>Because the applicant and Central Kitsap School District have recorded an easement for a direct pedestrian connection through the northern border of the development to Silverdale Elementary School, the 8.5-foot path is no longer required.</p>
7	Emergency Access	<p>Kitsap County Fire Marshall’s Office did receive the Notice of Application. The Kitsap County Fire Marshal reviewed the proposal and approved with conditions for emergency access. Minor alterations to access may be needed at the time of the subsequent Site Development Activity Permit application.</p> <p>Chapter 4 and section 12 outline requirements for developments over 1000 ADT (average daily trips) which is 100 units (1000/10ADT). This project is for only 30 units, so this requirement does not apply.</p> <p>Additionally, Kitsap County does not have development regulations requiring additional access based on historical or existing plats.</p>

8	Cultural Resources	<p>County Staff discussed the request with both DAHP and Suquamish Tribe. The Suquamish Tribe stated that their probability model indicates a low probability because: 1. There are no ethnographic places or archaeological sites identified near the project area; 2. The project is over 3,800 feet west of the Dyes Inlet shoreline where most cultural resources are located; and, 3. Koch Creek is deeply incised, which would have limited use by pre-contact people, and there will be a stream buffer in any case to limit construction adjacent to the stream.</p> <p>Based on this assessment, a cultural resource survey is not required at this time. An Inadvertent Discovery Plan will be required at the time of Site Development Activity Permit and is a condition of approval for this preliminary plat.</p>
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**10. Analysis**

**a. Project Characteristics.**

The applicant is proposing to develop two lots totaling 4.5 acres into 30 lots. Lots are sized for approximately 3,200-4,600 square foot detached single-family homes. The PBD is to reduce side setbacks for 18 lots north of Knute Anderson Road from 5-feet to 4-feet, and reduce front setbacks for 4 lots south of Knute Anderson Road from 20-feet to as little as 13-feet. Through the PBD application, the front yardsetback reduction is requested to accommodate a required 10-foot setback from the infiltration trench. While the setback to property line is reduced, future homes will still be at least 20 feet from the back of sidewalk.

The proposal includes active and passive open space, a small trail, play area, and areas for critical areas and associated open space buffers. The proposed improvements include internal roads with sidewalks, on-street parking, and storm drainage facilities. The applicant is proposing a sidewalk, curb and gutter for the property frontage along Knute Anderson Road, as well as a direct pedestrian public access easement from through the northernly boundary of the development to Silverdale Elementary School.

Project Data Summary	Required	Proposed
Total Lot Area	-	4.5-acres (two lots combined)
Residential Lots	-	30 lots



Gross Density	5-9 dwelling units/acre, or a maximum of 41 lots	7 DU/acre gross and 12 DU/acre net, or 30 lots.
Landscaping/Open Space	15% of lot area or 29,452 square feet total	45,237 square feet
Required Recreation Space	390 square feet or 11,700 square feet total	19,475 square feet
Parking	2 spaces per lots plus 0.5 set aside (75 spaces required)	2 on each lot plus 15 street-parking spaces for a total of 75 spaces

**b. Access/ Transportation**

The functional classification of NW Knute Anderson Road is a local County road. Access is proposed via on-site private roads serving the lots, which will intersect NE Anderson Road at two points along the southern portion of the development, and one point along the northern portion of the development. The proposal includes property frontage improvements on NW Knute Anderson Road that includes a 5-foot sidewalk, curbs and a 6-foot landscaping strip.

*Based on Safe Routes to Schools guidance and KCC 16.05.080.C Safe Walking Conditions, an easement is included in the northern portion of the development to allow direct public access to Silverdale Elementary School. School-aged children from the South of Knute Anderson may cross the road at designated curb cuts to access this easement.*

The private roads include two 9-10 foot travel lanes, 5-foot sidewalks, a 5-foot landscape berm with river rock, rolled curbs on both sides of the roadway and parallel parking. The applicant has prepared a traffic impact analysis report (Exhibit 22). Engineering staff and Public Works have reviewed the transportation component of the project and recommended preliminary approval (Exhibit 26).

**c. Development Engineering/ Stormwater**

The proposal includes a stormwater system and stormwater will infiltrate through pervious pavement and infiltration trenches. The applicant has prepared a storm drainage report (Exhibit 21). Engineering has reviewed the stormwater element of the project and issued preliminary approval on June 25, 2021 (Exhibit 26).

**d. Sewer and Water Services**

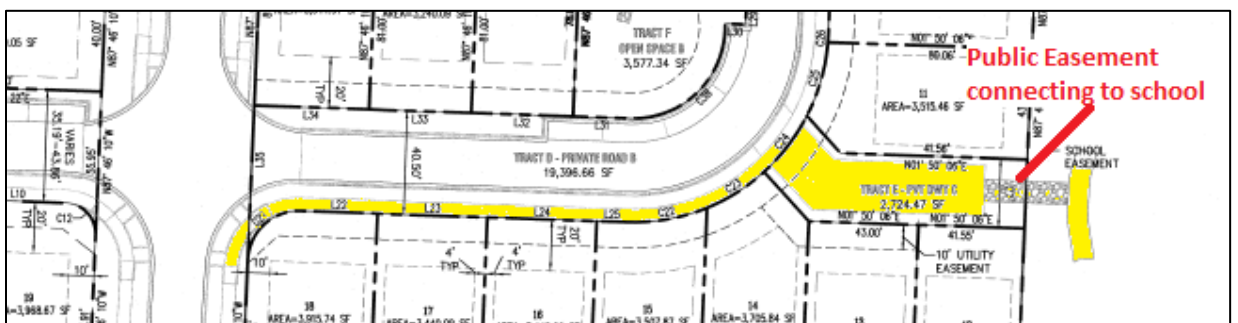
The proposal includes connection to public sewer, provided by Kitsap County; and

public water service, provided by Silverdale Water District. The project has received sewer and availability letters from both service providers.

**e. School**

The project is directly adjacent to Silverdale Elementary School. Central Kitsap School District was notified regarding the proposal of the pending preliminary plat. Based on KCC 16.04.080.C and Safe Routes to Schools guidance, the County will require pedestrian connectivity to Silverdale Elementary to the north. The County considered options for connecting the development to the intersection at Dickey Place NW, approximately 500-700 feet to the west of the property. The shortest distance for sidewalk connectivity would be along the north of Knute Anderson Road, however, this would require right-of-way purchase and/or reconstruction, both of which would affect neighboring properties. The applicant had proposed an alternative 8.5-foot asphalt path along the south side of NW Knute Anderson Road connecting to Dickey Place NW, which would have required a technical deviation.

Subsequently, a pedestrian access easement was proposed which connects the northern portion of the development to Silverdale Elementary School directly. It was determined this meets safe routes to school requirements, and the frontage improvements connecting to Dickey Place NW are no longer proposed or required at this time. In correspondence dating March of 2020, Central Kitsap School District has expressed they are supportive of a public easement connecting to Silverdale Elementary and an easement was subsequently recorded. Details of the easement will be reviewed again during Site Development Activity Permit.



**Figure 4 – Depiction of Public Access Easement Connecting to Silverdale Elementary**

**f. Landscaping**

Kitsap County Code (KCC) requires that a minimum of 15% of the total site area be landscaped and dedicated open space to the standards in the titled section. The applicant has provided a landscaping plan that conforms to the intent of the landscaping requirements for preliminary land use. The plan includes trees, shrubs and crushed rock along internal roads, street trees, and landscaping of recreation facilities. The applicant will be required to submit a final landscaping plan with the

Site Development Activity Permit.

Other specific landscaping and open space requirements apply in KCC 16.24.040 (Urban Standards) and 17.450.040 (PBD Residential Standards) and are analyzed later in this section.

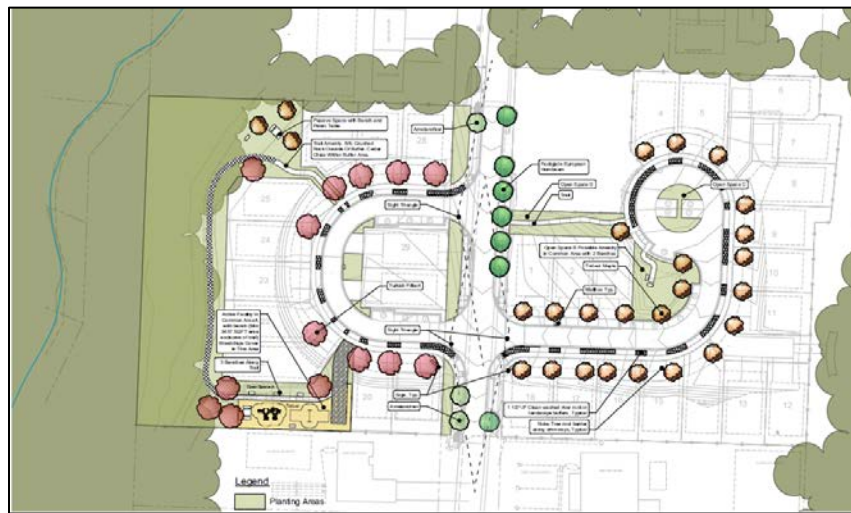


Figure 5 - Conceptual Landscaping Plan

Table 6 - Landscaping Table

	Required	Proposed
Required Landscaping (Sq. Ft.) 15% of Site	<b>29,453 square feet (15%)</b>	<b>45,237 square feet</b>
Required Buffer(s)	<b>NA</b>	<b>NA</b>
North	NA	NA
South	NA	NA
East	NA	NA
West	NA	NA
Street Trees	Required per KCC 17.420.037.D	Provided; see below.

**g. Single-Family Subdivision/Development Standards (17.420.037)**

The following development standards apply to the proposed preliminary subdivision pursuant to KCC 17.420.037 (Single-Family Subdivision /Development Standards):

A. Sidewalk Requirements:

1. Sidewalks are required on both sides for all public or private streets meeting the classification of principal, minor arterial, collector, local sub-collector, or local minor roads described by the Road Standards.

*Staff Comment: Sidewalks are proposed on both sides of NW Knute Anderson Rd. for the extent of the project area. Based on safe routes to schools guidance, the County will require pedestrian connectivity from the property to the intersection at Dickey Place NW. Public Works will require any roadway improvements be to county road standards for an urban local road which will call for minimum 10-foot travel lane with curb, gutter and cement sidewalk.*

2. Sidewalks are required at a minimum one side of all public private meet the criteria as local roads per the Road Standards.

*Staff Comment: All internal private roadways (private road 'A' and private road 'B') include a 5-foot sidewalk along one side.*

3. Rolled curbing is prohibited, except where the road is separated by a bioswale or other water quality treatment facility.

*Staff Comment: The applicant is proposing rolled curbs within private roads. Per Urban Standards for land divisions in KCC 16.24.040.C.e, the rolled curbs are allowable when a five-foot landscaping strip is provided between road and sidewalk.*

B. Public Streets and Connectivity Requirements: The dedication of or deeding property for right-of-way within or along the boundaries of single-family subdivisions or developments may be required.

*Staff Comment: The preliminary subdivision will include private streets, which will not involve the dedication of roads to the County. Due to existing development surrounding the properties, as well as critical areas to the south, there are no apparent opportunities for dedicating right of way along the property boundaries for purposes of future connectivity.*

C. Utility Connectivity Requirements for public utility extensions to abutting or contiguous properties.

*Staff Comment: There is not an opportunity for connectivity, similar to road connectivity limitations, above.*

D. Landscaping Requirements: Landscaping is required at entrances and street trees along streets or on individual lots or units prior to occupancy.

*Staff Comment: Street trees are proposed along the north side of NW Knute Anderson Rd. Street trees are also provided along private roadways adjacent to all proposed lots. Entrances are generally landscaped with either the landscaping strip or street trees. A final landscaping plan will be required to be reviewed and approved with the Site Development Activity Permit which may include more landscaping and/or landscaping detail.*

E. Off-street Parking: Project shall provide off-street parking per KCC 17.490 Off-street and Loading.

*Staff Comment: Each unit provides a driveway approximately 20' X 20' in dimension, large enough to accommodate 2 vehicles, meeting the parking requirement. Approximately 15 on-street parking spaces are also provided; 9 in the northern area and 6 in the southern area.*

**h. Land Division and Development (Title 16)**

The proposal was reviewed for consistency with zoning requirements in KCC, Chapter 16.04.080 General Provisions, 16.24.040 Urban Standards and 16.40 Subdivisions.

**16.04.080 General Provisions**

A. The proposed land segregation shall comply with the applicable provisions of the Kitsap County Comprehensive Plan and Kitsap County Code.

*Staff Comments: The Department determined that the plat proposal is consistent with the Urban Low (UL) zoning and is consistent with the Comprehensive Plan policies. The project falls within the required density of 5 to 9 dwelling units per acre.*

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

Both the north and south portion of the development receive access from NW Knute Anderson Rd., which has an urban road functional classification as a local road. The applicant is proposing to construct private roads that meet minimum fire access requirements. The Engineering staff has reviewed the transportation element of the project and issued a preliminary approval.

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

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

*Staff Comments: Pursuant to KCC Title 16, sidewalks are required. The applicant is providing internal sidewalk on both sides of the private road tracts. Curb, gutter, and sidewalk improvements are proposed on both sides of NW Knute Anderson Rd for the length of the property frontage.*

*Because the location of this plat is within one mile of a school (Silverdale Elementary), pedestrian connectivity is required. An easement is included in the northern portion of the development to allow direct public access to Silverdale Elementary School. School-aged children from the South of Knute Anderson may cross the road at designated curb cuts to access this easement.*

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

*Staff Comments: The proposed lots within the project comply with the above standard for lot configuration.*

- E. Homeowners' Associations. Land segregations of five or more lots within a UGA that propose roads and/or storm water facilities to be privately maintained shall form a homeowners' association, registered with the state of Washington. The conditions, covenants, and restrictions (CCRs) document shall address, at a minimum, ownership of and maintenance responsibilities for any private roads and any private storm water facilities.

*Staff Comments: Required documentation is required prior to final plat.*

#### **16.24.040 Urban Standards**

The following are land segregation standards for preliminary subdivisions:

- A. Access- See access comments above.

B. Public Transit Provisions

There are no public transportation routes or facilities in the vicinity.

C. Non-motorized Facilities

Sidewalks are proposed on one side of internal private roads, and on both sides of NW Knute Anderson Road for the length of property frontage. An internal pathway connects open spaces and recreation areas.

*An easement is included in the northern portion of the development to allow direct public access to Silverdale Elementary School. School-aged children from the South of Knute Anderson may cross the road at designated curb cuts to access this easement.*

**D. Off-Street and On-Street Parking**

Each unit provides a driveway approximately 20' X 20' in dimension, large enough to accommodate 2 vehicles, meeting the parking requirement. Approximately 16 on-street parking spaces are also provided; 10 in the northern area and 6 in the southern area.

*Staff Comments: Off-street parking will be verified at the time of Site Development Activity Permit and at building permit application. The applicant has documented that the project is consistent with the minimum overflow parking requirements which will also be shown on the SDAP civil site plan.*

**E. Fire Protection**

The Fire Marshal's Office has reviewed the project and forwarded a copy of the plans to Central Kitsap Fire and Rescue #1. There are no other comments at this time.

**F. Landscaping Requirements**

Street trees are required to be spaced at a minimum of 25 feet on-center. The applicant is proposing street trees along the north end of the road frontage along NW Knute Anderson Rd. Street trees are provided along private roads internal to the plat.

*Staff Comments: The development is generally consistent with preliminary landscaping standards. A final landscape plan will be required to be submitted with the Site Development Activity Permit that includes additional landscaping and information of species, groundcover and other details.*

**G. Utilities**

Sanitary sewer will be provided by Kitsap County Public Works and water by Silverdale Water District. Sanitary sewer will require offsite improvements to connect to the existing sewer main approximately 675 feet east of the project. Silverdale Water District has an 8-inch water main fronting the property. Other utilities available to the project include telephone and cable (Comcast), and Power (PSE).

**H. Recreation Requirements**

The preliminary plat is required to provide recreational open space at a ratio of 390 square feet per unit. For 30 units, 11,700 square feet is required. The applicant is meeting this requirement by providing Active Open Space Areas "A", "B" and "D".



**i. Performance Based Development**

The purpose statement of the Performance Based Development (PBD) in KCC 17.450.010 is to allow flexibility in design and creative site planning, while providing for the orderly development of the county. A performance based development (PBD) is to allow for the use of lot clustering in order to preserve open space, encourage the creation of suitable buffers between differing types of development, facilitate the residential densities allowed by the zone, provide for increased efficiency in the layout of the streets, utilities and other public improvements and to encourage the use of low-impact development techniques and other creative designs for the development of land. The applicant is requesting flexibility in the following zoning standards:

- Allow a reduction in the side setback for lots 1-18 from 5-feet to 4-feet.
- Allow a reduction for a portion of the front setback for lots 22-25 from 20-feet to as little as 13-feet. The reduction is to meet the 10-foot setback from the stormwater infiltration area that is required. Although the front setback is reduced, the lots will still be the same distance from the back of sidewalk as adjacent lots (at least 20-feet).

**A. Access, Parking and Circulation**

The applicant is proposing adequate facilities for pedestrian and vehicular circulation and parking, commensurate with the proposed development.

**B. Common Open space**

The location, shape, size and character of the common open space is suitable for the Performance Based Development. The applicant is proposing 45,237 square feet (23%) of the site in common open space, which is exceeding the minimum of 15% required for an urban development.

*Staff Comments: Consistent with KCC 17.450.040.B.4, the applicant will be required to create a Home Owner's Association to maintain the road, storm facilities, the common open space, the required landscaping, and playground equipment.*

**C. Recreational Open Space**

All residential PBD's within urban zones shall provide a developed recreation area that meets the following requirements:

1. A contiguous area that is five percent of the lot area (excluding perimeter buffers, and critical area buffers):
  - a. Developed as a grass field (manicured to a condition that allows mowing by mechanical means) or a natural area (not inside perimeter buffers, critical area, or their buffers) that contains a pathway and benches;

- b. Owned in common and/or available for use by residents of the PBD;  
and
- c. A provision made by covenants for perpetual maintenance.

*Staff Comments: Open Space A is contiguous and is 13,086 square feet, which is greater than five percent of the lot area and meets these requirements.*

- 2. A developed active recreation facility or facilities commensurate with the number of units/lots contained in the within the PBD.

*Staff Comments: The 30-lot development requires at least two recreational amenities, which shall be sized to accommodate 390 square feet per lot/unit, or a total of 11,700 square feet. The development proposes one recreational amenity within Open Space "A" and one within Open Space "B". Open Space A is 13,087 square feet and Open Space B is 3,577 square feet.*

**j. Environmental**

A Type 'F' stream is located directly south of the proposed development, which requires a 150-foot native vegetation buffer plus 15-foot impervious surface setback per KCC 19.300.310. The stream is within a steep ravine and a 25-foot buffer is required from the top of slope. The applicant has not proposed any new lots within the stream or slope buffer. A 5-foot wide pervious trail is proposed in the outer portion of the stream buffer (extending from the open space recreation tract) resulting in approximately 1,221 square feet of buffer impact area. In addition, two emergency overflow pipes with dispersion tees are proposed to be installed underground along the steep slopes resulting in approximately 1,210 square feet of temporary and minor buffer disturbance. To offset these impacts, approximately 8,603 square feet of buffer enhancement is proposed along the top-of-slope buffer area to increase buffer screening from the proposed development.



**Figure 6 - Offsite Stream to South**

**k. Fire Safety**

The Kitsap County Fire Marshal reviewed the proposal and approved with conditions for emergency access. Minor alterations to access may be needed at the

time of the subsequent Site Development Activity Permit application. There are no other comments or conditions at this time.

**I. Kitsap Public Health**

This project will connect to public water and sewer. Kitsap County Public Health District has reviewed this project and did not have any conditions at this time.

**11. Review Authority**

The Hearing Examiner has review authority for this Performance Based Development Permit application under KCC, Sections 17.450.020 and 21.04.100. The Hearing Examiner may approve, approve with conditions, or deny this application. The Hearing Examiner may also continue the hearing to allow for additional information necessary to make the proper decision. The powers of the Hearing Examiner are located in KCC Chapter 2.10.

**12. Findings**

**Performance Based Development (KCC 17.450.050)**

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

- A. The design of the PBD meets the requirements of this section, other sections of the county code and the goals and policies of the Comprehensive Plan and the site is adequate in size and character to accommodate the proposed development;
- B. The design of the PBD is compatible with neighboring conforming land uses. An assessment of compatibility shall include, but not be limited to, the consideration of association with adjacent land uses and the proposed project's effects on existing views, traffic, blockage of sunlight, and noise production;
- C. If the development is phased, each phase of the proposed development shall meet the requirements of this chapter;
- D. The site for the proposed use relates to streets and highways adequate in width and pavement type to carry the quantity and kind of traffic generated by the proposed use;
- E. The proposed and/or existing public facilities and utilities are adequate to serve the project; and
- F. The establishment, maintenance, and/or conduct of the use for which the development plan review is sought will not, under the circumstances of the particular case, be detrimental to the health, safety or welfare of persons residing or working in a neighborhood of such use and will not, under the circumstances of the particular case, be detrimental to the public welfare, injurious to property or improvements in said neighborhood, or contrary to orderly development.
- G. Innovations and/or public benefits shall be commensurate with the code modifications proposed.

**Preliminary Plat (KCC Title 16):**

The purpose of this title is to regulate the segregation of land and to promote the public health, safety and general welfare in accordance with standards established by the state and county to prevent the overcrowding of land; to lessen congestion in the streets and highways; to promote effective use of land; to promote safe and convenient travel by the public on streets and highways; to provide for adequate light and air; to facilitate adequate provision for water, sewerage, parks and recreation areas, open space areas, sidewalks, nonmotorized trails, sites for schools and school grounds and other public facilities and services; to provide for proper ingress and egress; to provide for the expeditious review and approval of proposed land segregations which conform to zoning standards and local plans and policies; to adequately provide for the housing and commercial needs of the citizens of the county; and to require uniform monumenting of land segregations and conveyancing by accurate legal description. The intent of this title is to carry out the goals and policies of the Kitsap County Comprehensive Plan, the Countywide Planning Policies and the laws of the state of Washington relating to land division.

**13. Recommendation**

Based upon the analysis, findings and decision criteria above, the Department of Community Development recommends that the request for Hillsdale Preliminary Plat - PBD be **approved**, subject to the following conditions:

**a. Planning/Zoning**

1. All required permits shall be obtained prior to commencement of land clearing and/or construction.
2. All Building permits on these lots will be subject to impact fees pursuant to Kitsap County Code.
3. A Final Landscape Plan will be required to be submitted consistent with KCC 17.500 Landscaping, during civil site plan review, which depicts natural vegetation, and the planting and irrigation plan.
4. Street trees shall be planted along the access driveway and on individual lots at approximately 25' spacing. The landscaping plan in this preliminary plat is assumed to be conceptual and more detail and/or additional landscaping may be required with a Site Development Activity Permit. A final landscape plan will be subject to approval by the Department prior to Site Development Activity Permit approval. Trees on individual lots are required to be installed prior to Certificate of Occupancy of individual residential units.
5. The required Site Development Activity Permit application materials shall include plans depicting a pedestrian path from the northerly interior plat road to the plat north boundary, and continuing through Central Kitsap School District (CKSD) property to established on-site school pedestrian facilities. Specific design features to assure pedestrian safety shall be coordinated with

CKSD and Kitsap County Department of Community Development, and shall be depicted on the required Site Development Activity Permit plans; and an easement document granting public access over the pedestrian path and easement shall be executed and recorded.

6. Include a note on the face of the plat showing building setbacks for the lots as conditioned per the plat approval.
7. Consistent with the Performance Based Development allow a reduced side yard setback from 5 feet to 4 feet for lots 1-18 and a reduced front yard setback from 20 feet to as little as 13 feet for lots 22-25.
8. Based on the potential for historic and cultural resources in this area, an Inadvertent Discovery Plan (IDP) is required to be submitted prior to issuance of a Site Development Activity Permit.
9. Prior to the plat transferring to the Home Owner's Association (HOA), the developer will be responsible for irrigation, and maintenance of all landscaping to ensure survival up to two years. The developer or the HOA should maintain all landscaping consistent with the Tree Care Industry Association standard practices.
10. Consistent with KCC 17.450.040.B.4, the applicant will be required to create a Home Owner's Association to maintain the road, storm facilities, the common open space, the required landscaping, and playground equipment.
11. Recreational amenities are required consistent with KCC 17.450.040.C.2. Details of these amenities should be provided with the final plat application.
12. Pursuant to KCC Section 21.04.110 Timeline and Duration of Approval, Kitsap County's land use approval for the preliminary plat is valid for a period of up to five (5) years from the decision date of the preliminary plat consistent with RCW 58.17.140 and .170.
13. The decision set forth herein is based upon representations made and exhibits contained in the project application. Any change(s) or deviation(s) in such plans, proposals, or conditions of approval imposed shall be subject to further review and approval of the County.
14. The authorization granted herein is subject to all applicable federal, state, and local laws, regulations, and ordinances. Compliance with such laws, regulations, and ordinances is a condition to the approvals granted and is a continuing requirement of such approvals. By accepting this/these approvals, the applicant represents that the development and activities allowed will comply with such laws, regulations, and ordinances. If, during the term of the approval granted, the development and activities permitted do not comply with such laws, regulations, or ordinances, the applicant agrees to promptly bring such development or activities into compliance
15. Any violation of the conditions of approval shall be grounds to initiate revocation of this Plat.

**b. Environmental**

16. Land use approval is limited to the uses proposed by the applicant on the recommended site plan and the SEPA Determination dated May 20, 2021 and any associated SEPA addendums or modifications. Unless in conflict with the conditions stated and/or any regulations, all terms and specifications of the application shall be binding conditions of approval. Any modifications or expansion of the project will be subject to further review pursuant to the requirements of the appropriate sections of the Kitsap County Code.
17. To offset critical area buffer impacts from the proposed path, 8,603 square feet of buffer enhancement is proposed along the top-of-slope buffer area to increase buffer screening from the proposed development. A planting plan shall be submitted with the Site Development Activity Permit to be approved by the Department of Community Development.

**c. Development Engineering**

**GENERAL**

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

**STORMWATER**

20. The information provided demonstrates this proposal is a Large Project as defined in Kitsap County Code Title 12, and as such will require a Full Drainage Review Site Development Activity Permit (SDAP) from Development Services and Engineering, that demonstrates a design in compliance with Minimum Requirements #1-9, as outlined in the Kitsap County Stormwater Design Manual.
21. Stormwater quantity control, quality treatment, and erosion and sedimentation control shall be designed in accordance with Kitsap County Code Title 12 effective at the time the Preliminary Plat application was deemed complete, June 16, 2020. The submittal documents shall be prepared by a civil engineer licensed in the State of Washington. The fees and submittal requirements shall be in accordance with Kitsap County Ordinances in effect at the time of SDAP application.
22. Any project that includes off-site improvements that create additional impervious surface such as lane widening, sidewalk or shoulder installation or intersection channelization shall provide stormwater mitigation in accordance

with Kitsap County Code Title 12 effective at the time the Preliminary Plat application was deemed complete, June 16, 2020.

23. The Washington State Department of Fish and Wildlife may require a Hydraulic Project Approval for the work required at the proposed outfall.
24. The site plan indicates that greater than 1 acre will be disturbed during construction. This threshold requires a National Pollutant Discharge Elimination System (NPDES) Stormwater Construction permit from the State Department of Ecology. More information about this permit can be found at: <http://www.ecy.wa.gov/programs/wq/stormwater/construction/> or by calling Josh Klimek at 360-407-7451, email [joshklimek@ecy.wa.gov](mailto:joshklimek@ecy.wa.gov). This permit is required prior to issuance of the SDAP.
25. The Washington State Department of Ecology (Ecology) may require registration of the infiltration trench as a Underground Injection Control (UIC) well in accordance with the Underground Injection Control Program (Chapter 173-218 WAC). The applicant shall contact Ecology to determine if the facility is regulated under the UIC program.
26. The application indicates that a significant quantity of grading material will be imported to the site. Typically, this means five or more trucks entering the site per hour. Because of this a vehicle wheel wash must be included as an element of the siltation erosion control plan.
27. During the construction of the proposed permeable pavement infiltration facilities, the Project Engineer shall provide an inspection to verify that the facilities are installed in accordance with the design documents and that actual soil conditions encountered meet the design assumptions. The Project Engineer shall submit the inspection report properly stamped and sealed with a professional engineer's stamp to Development Services and Engineering.
28. The design of the infiltration facilities will be accordance with Vol. II, Chapter 5 of the Kitsap County Stormwater Design Manual.
29. The infiltration facilities shall remain off line until the drainage areas are stabilized and the water quality treatment facility is adequately established. Temporary erosion and sedimentation ponds shall not be located over infiltration facilities. In addition, retention ponds shall not be utilized as temporary erosion and sedimentation control ponds.
30. During the construction of the proposed infiltration facilities, the Project Engineer shall provide an inspection to verify that the facilities are installed in accordance with the design documents and that actual soil conditions encountered meet the design assumptions. The Project Engineer shall submit the inspection report properly stamped and sealed with a professional engineer's stamp to Development Services and Engineering.
31. All retention facilities shall be a minimum of 200 feet from any slope steeper than 30%. This distance may be reduced based on a geotechnical engineering report. That analysis will be prepared by a Civil Engineer licensed in the State of



Washington, knowledgeable in the practice of soils engineering and mechanics. The analysis will address the effects of groundwater infiltration, seepage, potential slip planes, and changes in soil bearing strength. The proposed facilities will be designed following the recommendations of the geotechnical analysis.

32. Some of the proposed lots cannot connect to the proposed primary conveyance system. On-site infiltration systems should be used as a first priority for the individual lots. A secondary drainage system may be used on lots where infiltration is not feasible. Prior to Site Development Activity Permit acceptance the design engineer shall provide either a design of the individual infiltration systems or the secondary system(s) serving each lot. Maintenance of either of these systems will be the responsibility of the homeowner.
33. The owner shall be responsible for maintenance of the storm drainage facilities for this development following construction. Before requesting final Site Development Activity Permit inspection for this development, the person or persons holding title to the subject property for which the storm drainage facilities were required shall record a Declaration of Covenant that guarantees the County that the system will be properly maintained. Wording must be included in the covenant that will allow the County to inspect the system and perform the necessary maintenance in the event the system is not performing properly. This would be done only after notifying the owner and giving him a reasonable time to do the necessary work. Should County forces be required to do the work, the owner will be billed the maximum amount allowed by law.
34. The impervious area per lot accounted for in the overall drainage facilities installed shall be indicated on the face of the final plat. Additional impervious surfaces created on an individual lot beyond the amount accounted for in the overall drainage facilities shall be mitigated in accordance with Kitsap County Code Title 12.
35. Prior to recording the Final Plat, soil amendment is required over all disturbed areas within Tracts that are not covered by hard surface; provided, that in the event completion of a Recreational Tract has been bonded, soil amendment shall be completed prior to expiration of the bond covering that work.
36. The following condition shall be added to the face of the Final Plat: At the time of submittal of a building permit for any lot within this plat, soil amendment is required for all disturbed areas not covered by hard surface.
37. If the project proposal is modified from that shown on the submitted site plan accepted for review January 19, 2021, Development Services and Engineering will require additional review and potentially new conditions.

#### **TRAFFIC AND ROADS**

38. Submit an Application for Concurrency Test (KCPW Form 1601) as required by Chapter 20.04.030, Transportation Concurrency, of the Kitsap County Code.

- The KCPW 1601 form reserves road capacity for the project.
39. The interior roads of the proposed plat shall be designed and constructed in accordance with the Kitsap County Fire Marshal's Office standards for emergency vehicle access.
  40. The following note shall appear on the face of the final plat map: All interior roads shall remain private.
  41. All traffic control devices on public and private roads shall comply with the Manual on Uniform Traffic Control Devices as amended by the Washington Administrative Code. This is in accordance with 23 Code of Federal Regulations (CFR), Part 655.
  42. Sidewalk ramps shall conform to the current requirements of the Americans with Disabilities Act per WSDOT standard plans at the time of construction, and shall be provided for each direction of pedestrian movements at intersections.
  43. All lots shall access from interior roads only. This note shall appear on the face of the final plat map.
  44. The property owners within the plat shall be responsible for maintenance of all landscaping within the existing right of way and proposed road tracts including any structures other than public or private roadway, storm drainage facilities, and traffic signage. Maintenance shall include, but not be limited to, mowing of lawn areas. A note to this effect shall appear on the face of the final plat map and the accepted construction plans. In addition, Development Services and Engineering reserves the right to require that covenants be recorded to address special maintenance requirements depending on final design.
  45. Prior to recording the Final Plat, the applicant shall provide proof of payment of the development's proportionate share contribution towards Anderson Hill/Apex Airport Road Intersection Project.
  46. Provide surveyed cross-sections at 50-foot intervals along the parcel frontage on both sides of Knute Anderson Road NW. The cross-sections should show existing and proposed pavement, shoulders, ditches and slopes. The cross-sections should also depict centerline of pavement and right-of-way, the right-of-way lines, and easements.
  47. Frontage improvements are required on both sides of Knute Anderson Road NW along the entire property frontage, and shall consist of 11-foot travel lanes, vertical curb and gutter, 6-foot landscaping strip, and 5-foot sidewalk.
  48. Frontage improvements are required along the interior plat roads, and shall be of sufficient width to accommodate required on-street parking; rolled curb and gutter on both sides; and, on one side of the roads, a 5-foot sidewalk separated by a 5-foot landscape berm.
  49. Submit plans for construction of the road approach between the edge of existing pavement and the right-of-way line at all intersections with county rights-of-way. Approaches shall be designed in accordance with the Kitsap County Road Standards as established in KCC Chapter 11.22. Existing

approaches may need to be improved to meet current standards.

50. Any required sidewalk shall be constructed prior to roadway paving. This note shall appear on the face of the final construction drawings.
51. The developer's engineer shall certify that there is adequate entering sight distance at the intersection of Knute Anderson Road NW and each interior plat road. Such certification shall note the minimum required sight distance, the actual sight distance provided, and a sight distance diagram showing the intersection geometry drawn to scale, topographic and landscaping features, and the sight triangle. The sight distance shall meet the requirements of the Kitsap County Road Standards. The certification shall also note necessary measures to correct and maintain the minimum sight triangle.
52. All work, equipment and materials for traffic signal and street lighting installations shall meet and be in compliance with all requirements of the Kitsap County Road Standards, Project Contract Provisions of Plans and Specifications accepted for construction by Kitsap County, Manual on Uniform Traffic Control Devices (MUTCD), National Electrical Manufacturer's Association (NEMA), National Electrical Code (NEC), Washington State Department of Transportation (WSDOT) Standard Specifications and Standard Plans, and the Occupational Safety and Health Administration (OSHA).
53. Prior to completion of this permit with the Department of Community Development, the Applicant shall satisfy all conditions of a Right-of-Way Permit through the Department of Public Works for any and all work performed in the county Right-of-Way associated with this project. Apart from the Site Development Activity Permit (SDAP), the Right of Way permit may require extra work to comply with current Washington State Department of Transportation or Kitsap County Road Standards. You may contact Kitsap County Public Works, Right-of-Way Division at (360) 337-5777 to obtain a Right-of-Way permit.

#### **SURVEY**

54. A Final Subdivision Plat shall be prepared by a licensed Land Surveyor in compliance with KCC Title 16.
55. All private roads shall be labeled as tracts and constructed in accordance with Fire Code requirements. Ten feet for utility easement shall be provided on each side of private road tracts.
56. All potential park areas, common open space, buffers and stormwater management areas shall be labeled as separate tracts. The ownership and maintenance responsibility shall be addressed on the face of the final plat, as well as in the CCRs.
57. Access to all lots shall be from roads within the proposed plat boundaries. A note to this effect shall be placed on the Final Plat.

**PUBLIC WORKS SEWER**

58. Sewer Availability Agreement account(s) must be kept current and in good standing through permit approval date.
59. Kitsap County sanitary sewer is available for the project. Applicant needs to submit a complete set of sewer plans, profiles, and specifications designed in accordance with Kitsap County Public Works - Sewer Utility Division Standards and Regulations.
60. Kitsap County sanitary sewer is available for the project. Applicant needs to submit an "Application to Construct Sanitary Sewer" to KCPW Sewer Utility Division.

**SOLID WASTE**

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

**OTHER**

62. If this project includes the construction of rock walls or other retaining facilities that either exceed four feet in height or sustain a surcharge, a separate building permit with an engineered design is required. This note shall be placed on the face of the final construction drawings.
63. Rock and retaining walls shall meet all applicable setback requirements of Vol. II, Chapter 9 of the Kitsap County Stormwater Design Manual.
64. A Hydraulic Project Approval (HPA) may be required for the dispersion tee outfall. Prior to SDAP approval, the applicant shall submit an approved HPA from the Washington State Department of Fish and Wildlife (WDFW) or documentation from WDFW specifying that an HPA is not required.

**d. Fire Safety**

None at this time.

**e. Kitsap Public Health District**

None at this time.

**Report prepared by:**



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Colin Poff, Staff Planner / Project Lead

8/4/2021

Date

Report approved by:



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Scott Diener, Manager, DSE, DCD

8/4/2021

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Date

CC: Applicant: Hillsdale Kitsap LLC, 1631 15TH AVE W STE 318 SEATTLE, WA 98119

Authorized Agent: David Bannon, [bannoneng1@comcast.net](mailto:bannoneng1@comcast.net)

Project Manager: Barry Margoese, [barry@amalani.com](mailto:barry@amalani.com)

Kitsap County Health District, MS-30

Kitsap County Public Works Dept., MS-26

Silverdale Water District

DCD Staff Planner: Colin Poff

DCD File 20-01731 & 20-02382

Interested Parties:

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